

THE LIFE-BOAT

The Journal of the Royal National Life-boat Institution

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No. 358

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 July 31st, 1951 - - - - 77,419

Gallant Life-boatmen of Flamborough

The Rescue of an Injured Boy

ABOUT four o'clock on the 15th of May, Flamborough life-boat launched. She had been told that a boy had fallen into the sea from the top of the 150 foot cliffs between the life-boat station and Flamborough Head; and a quarter of an hour later she indeed saw him, still alive, lying on a ledge of rock where the heavy swell breaking against the foot of the cliffs had swept him. It was raining heavily, and the tide was on the ebb.

The life-boat could not get nearer to him than eighty yards, among the rocks; and the sea was too rough to use a coble. So the second coxswain, Albert E. Duke, not a strong swimmer, volunteered to swim with a rope; but he got into difficulties and had to be hauled back.

The Mechanic Volunteers

The motor mechanic, E. A. Slaughter, a powerful swimmer, then volunteered. With a rope secured to him, he reached a flat-topped rock twenty yards from the boy; here he hauled in the breeches buoy and coiled a line on it. He then waded shoulder deep to the ledge, carrying an end of the line. But when he reached the ledge, he found the boy so badly injured,

and in such pain (besides weak from loss of blood), that it was impossible to send him to the life-boat by breeches buoy. He would have to go up the cliff in a stretcher.

Slaughter thereupon waded back to his rock and shouted this information to the coxswain, who asked by radio telephone for a doctor and ambulance to be sent to the top of the cliff. A stretcher was lowered, and with the help of two boys, D. Woodhouse and A. Major, who had climbed down the cliff, and J. Waines of the rocket life-saving apparatus, who had been lowered down, the motor mechanic strapped the boy into the stretcher and he was hauled up. Mr. Waines was hauled up at the same time to guide the stretcher over obstructions, and they soon reached the cliff-top in safety.

By 6.15 the life-boat was back at her station.

The Institution has awarded its bronze medal to motor mechanic Edward A. Slaughter, and its thanks on vellum to Second Coxswain Albert E. Duke, for their bravery and resource. These two men received an additional reward of £2 each; and scale rewards were 19s. to each member of the crew.

An Impressive Rescue at Newhaven

It was just after dark on the 26th of March (at 7.12 p.m.) when the coast-guard at Newhaven reported a trawler drifting shorewards, something less than a mile south-east of the harbour. Quarter of an hour later he said she was firing rockets for help; and then the life-boat *Cecil and Lilian Philpott* was launched. The strong south-south-easterly wind was nearing gale force, and causing a heavy swell and heavy broken seas in the shallows. It was raining and misty and the tide was just beginning to make.

When Coxswain Harvey found the trawler she was only thirty yards off shore, rolling a great deal and pounding her heel heavily on the sandy stony bottom. She was a Belgian ship, the 40-ton *Christiane II* on passage from Dover to Newhaven; and apparently when she had grounded, she had let go anchor and got the cable round her propeller, thus anchoring herself by the stern.

No Room on the Port Side

The coxswain first tried to go alongside the *Christiane II*'s port side, but found there was not enough room between her and the shore to turn the life-boat head to sea. He therefore went full speed astern and anchored

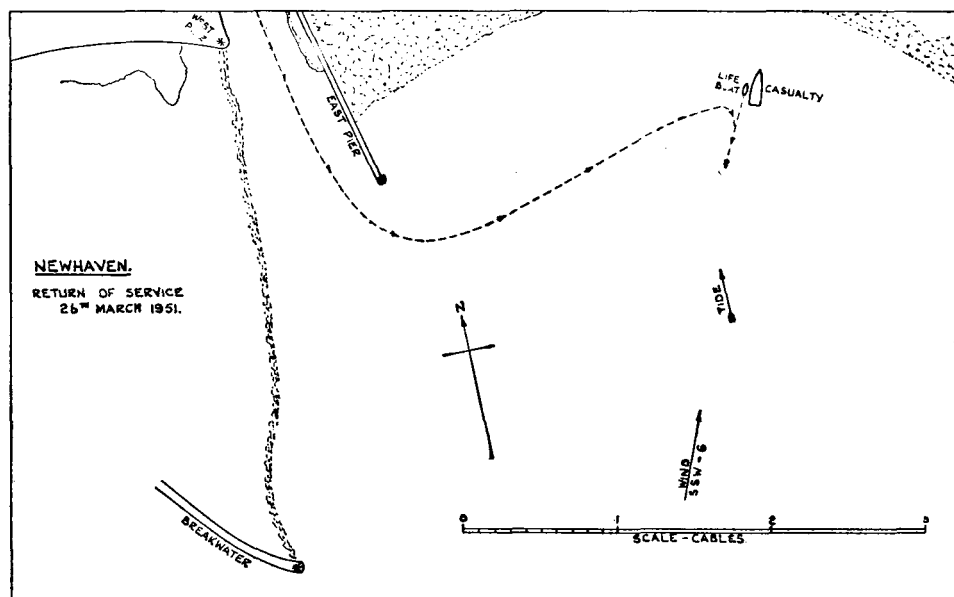
to windward of the trawler; then dropped down on her by veering his cable. She was now rolling badly, and a tide rip made her very difficult to get alongside. Coxswain Harvey thereupon drove the life-boat on to her with his engines.

Her crew of six, now almost demoralised by their plight, jumped on to the fore part of the life-boat with alacrity, and the coxswain, weighing anchor, set his face for harbour. He reached it at eight o'clock.

The Trawler is Refloated

Soon after the rescue, the weather eased; and two days later, in the early afternoon, the skipper of the *Christiane II* asked the Newhaven life-boat to stand by while they tried to refloat his ship. A tug eventually pulled the trawler clear and took her on tow, and the life-boat accompanied them both back to harbour.

For his consummate skill in handling the life-boat in most difficult circumstances and his fine seamanship, Coxswain William Harvey received the thanks of the Institution inscribed on vellum. £1 reward was paid to each of the ten members of the crew, in addition to the scale rewards of £1 per man.



Two Royal Naming Ceremonies

H.R.H. THE DUCHESS OF KENT, President of the Royal National Life-boat Institution recently named two new motor life-boats; one in March and one in May. The first, on March 29th, was at New Brighton, to whose station a 52-foot Barnett Stromness life-boat, the *Norman B. Corlett* had been given by Mr. W. Ernest Corlett and members of his family in memory of his son, drowned in a yachting accident.

Shortly before noon, on a day drizzling with rain, the Duchess and her entourage arrived at South-West Princes Dock, Liverpool. The new life-boat had been moored at an angle; and the dock was gaily decorated with ships' flags. A large crowd braving the weather was present to greet the Duchess, and to see her name the life-boat, the sixteenth to go to this station since it was founded in 1863.

The Lord Mayor of Liverpool (Alderman the Rev. H. D. Longbottom) presided, and welcomed the Duchess. And then Commander P. E. Vaux, D.S.C., R.N., Chief Inspector of Life-boats, described the life-boat.

It was presented to the Institution by Mr. W. E. Corlett, who said briefly and with emotion "On behalf of the Corlett family I have much pleasure in presenting this gift in memory of one who was very dear to us"; and Commodore the Earl Howe, C.B.E., V.R.D., P.C., R.N.V.R., Vice-Chairman of the Institution, accepted her and handed her over to the New Brighton Branch. After the Earl of Derby, M.C., had welcomed the life-boat to Merseyside as chairman of the Port of Liverpool Branch, Mr. B. W. Harris, D.S.C., accepted her on behalf of the New Brighton station, and the hymn "Eternal Father, strong to save" was sung by the assembly.

The Bishop of Liverpool (Dr. Clifford Arthur Martin, D.D.) assisted by the Rev. W. L. Beckles Goodwin, M.A., Vicar of St. James, New Brighton, and the Rev. F. T. Copplestone, President of the Free Church Council, then dedicated the life-boat in a short effective ceremony, and the Duchess of Kent named her *Norman B. Corlett*. With a vote of thanks to her (proposed by Mr. M. Arnet Robinson,

Deputy Chairman of the Port of Liverpool Branch and seconded by the Mayor of Wallasey, Alderman J. H. Wensley, J.P.), and the National Anthem, the naming ceremony ended.

The Visit to Margate

On the 17th May, the Duchess travelled to Margate to name the new life-boat there, *North Foreland (Civil Service No. 11)*, a gift from the Civil Service Life-boat Fund. The Margate station was established in 1860, and this was its eighth life-boat.

Councillor C. B. Hosking, J.P., the Mayor of Margate, opened the proceedings at about 12.30 p.m. in an apt speech, in which he referred to the Duchess' unremitting work for the Life-boat Cause, and welcomed her "not only as President of the Royal National Life-boat Institution, but as one of our cherished Royal Family." Commander T. G. Michelmores, R.D., R.N.R., then described the new life-boat, and Sir Richard Hopkins, G.C.B., P.C., Chairman of the Civil Service Life-boat Fund, presented her to the Institution. She was received by Sir Godfrey Baring, Bt., Chairman of the Institution, who in pithy words handed her over to be received by Mr. A. C. Robinson, Honorary Secretary of the Margate Branch.

The ceremony of dedication was performed by the Bishop Suffragan of Dover (The Right Rev. A. C. W. Rose, M.A.) assisted by the Vicar of Margate (the Rev. S. A. Odom), and the President of the Margate Free Church Council (The Rev. R. F. Newland, B.D.); and after the customary hymn "Eternal Father, strong to save" had been sung (the singing was led by the Choir of the Parish Church of St. John the Baptist, Margate, accompanied by Vera Denman's Ladies' Orchestra), Her Royal Highness named the life-boat and it sped down its slipway to the sea. Votes of thanks (proposed by the Hon E. Carson, M.P. and seconded by Colonel A. D. Burnett Brown, M.C., T.D., M.A., Secretary of the Institution) and the National Anthem brought the naming ceremony to a close.

The Life-boatman's Log

Award to the Peterhead Coxswain

THE Royal Humane Society has awarded its "Testimonial on Parchment" to Coxswain John Buchan McLean, of Peterhead, a gold medallist of the Institution, for diving fully clothed into Port Henry Harbour last March to the rescue of a girl of eight.

The Admiral and the Life-boat

ON the 21st of January last, Admiral Sir Rhoderick E. McGrigor, Commander-in-Chief, Plymouth, paid a visit to the Plymouth life-boat station and went aboard the life-boat. He was accompanied by his Chief of Staff, Captain H. N. H. Brown and one of his eight-year-old twin sons, Jock.

The Admiral inspected the life-boat was introduced to Coxswain Walter Crowther and the crew, and then went to sea in the life-boat. During the trip the mechanic explained the equipment to him in detail and various exercises were performed, including firing the line-throwing gun. Young Jock McGrigor was particularly interested in this. (See page 222).

Nearly a Century of Evans

FOR ninety-nine years and four generations, the Evans family of Rhyl have been connected with the Rhyl life-boat. This magnificent record was only broken when Coxswain Eric Evans resigned last February in order to go and live in Canada.

Joseph Evans, great grandfather of Eric Evans, joined the Rhyl life-boat crew as far back as 1852. He became coxswain in 1881 and served until 1891 when he was succeeded in this post by his son Thomas Evans who had already been a member of the crew for several years. Thomas Evans was coxswain for five years until 1896.

This Thomas Evans had two sons, Thomas and William, who were both members of the crew for many years. They were most active during the period of service of the pulling and sailing life-boat *Caroline Richardson*; but they were both still serving when

the motor life-boat *Gordon Warren* came to Rhyl in 1939.

It was Thomas's son, Thomas Eric Evans, who became coxswain in January 1949, until February, 1951. In August, 1950, he was unable to answer a call for service as he was out of reach when the maroons were fired. The second coxswain (who is now coxswain of the life-boat) took command but Coxswain Evans' father Thomas Evans was a member of the crew. That was the occasion when two small boys, the sons of Mrs. Dorothy Mullins of Manchester, were saved from drowning from a sand-bank off Hoylake.

The Year's Best L.S.A. Service

THE Ministry of Transport has awarded its shield for the best wreck service during the year to the Campbelltown (Argyll) Company of the Coast Life-Saving Corps, for their part in the rescue of the crew of eight of the steamer *Biscoe 9* on 7th of September, 1950. The Campbelltown life-boat, launched to the help of this steamer, stood by her during the rescue. Each member of her crew received a special reward of £2 for their part in this outstanding service.

THE HONOURS LIST

M.B.E. for New Brighton Coxswain

COXSWAIN J. R. NICHOLSON, of New Brighton, was made a Member of the Order of the British Empire, in the Birthday Honours List, for his work as Fishery Officer of the Lancashire and Western Sea Fisheries Committee. He has also had a long and distinguished service with the New Brighton life-boat crew.

On the 24th of November, 1928, he was awarded the bronze medal of the Institution for his part in what was considered the finest service of that year: the rescue of twenty-three men from the French steamer *Emile Delmas*. Almost exactly ten years later, on the 23rd of November, 1938, he was awarded a second service clasp to his

bronze medal for a fine service in which three men were rescued from the *Loch Ranza* of Annalong.

B.E.M. for Adam Storey

FOR his services as an inshore fisherman and life-boatman, the British Empire Medal was awarded to Mr. Adam Storey in the Birthday Honours List. Unfortunately he died—at the age of 98—a week before the award, and before he could be told of it.

Adam Storey was a familiar and colourful figure on his part of the Northumbrian coast. For no less than thirty-nine years he was a member of the Newbiggin life-boat, being awarded the life-boatman's certificate in 1932; and from 1910 to 1929 he was shore signalman. Even after giving up this post at the advanced age of 76, he took a very active interest in life-boat affairs in Newbiggin.

He became a member of the Newbiggin Station Branch Committee in 1928, and in 1934 its chairman, an unusual honour for an ex-life-boatman, and a tribute to his personality. He served as chairman for several years, and indeed kept up his life-boat activities for the remainder of his life. Only a week before he died he attended a meeting of the station branch committee which discussed the centenary and naming ceremony celebrations held at the end of June.

His family will receive his reward.

Eleven Years After

THE Walmer life-boat, *Charles Dibdin*, was one of the nineteen life-boats which went to Dunkirk in 1940 to help bring the British Expeditionary Force off the beaches. She was manned by a naval crew and of her adventures nothing is known, but she came back with holes in both sides. Eleven years later, in the spring of 1951, when she was being surveyed, the surveyors, on opening one of the compartments and taking out the air-cases, found a tracer bullet and the surrounding wood charred.

A Royal Holiday

DURING the summer of 1873 two little princes spent a fortnight's holiday at

St. Leonards, which had been incorporated into Hastings a few years previously. The elder was H.R.H. Prince Albert Edward of Wales and the younger, H.R.H. Prince George, later King George V. They were staying at the Royal Victoria Hotel with their tutor. Both boys were particularly fond of the old fishing quarter, and one day, with fishermen forming a guard of honour, they went for a trip in the *Ellen Goodman* life-boat. They also watched the rocket apparatus at Bo-peep.

One of the few townspeople who were intimate with them was Commander Garforth (later Admiral Garforth, C.B.) then in charge of the coastguard at Hastings. His son, Captain F. E. M. Garforth, C.B.E., R.N., has recently placed on permanent loan to the Hastings Museum the "thank you" letters he received after the visit.

Headed "Osborne, July 30th, 1873," in a boyish hand (the young Prince was only eight years of age), Prince George's letter ran as follows:

DEAR SIR,

The life-boat has come down here all right, and we shall always think of our visit to St. Leonards and all the coast guards did for us in the boats so willingly.

Yours sincerely,

GEORGE.

The reference to the "life-boat" is explained in the other letter from his elder brother. Patrick Mahoney, one of the coastguards, made a model and sent it on to remind them of their visit.

Coxswain Blogg in the *Sunday Times*

THE life of Henry Blogg, G.C., B.E.M., former coxswain of the Cromer life-boat, has been full of honours, richly deserved. They go on into his retirement. On March the 18th, 1951 he was chosen as the subject of the weekly "Portrait Gallery" in the *Sunday Times*, which published a large, very fine photograph of him and with it a biographical sketch.

Services of the Life-boats in March, April and May, 1951

79 Lives Rescued

DURING March, life-boats went out on service 45 times and rescued 10 lives.

A LISTING TANKER

New Brighton, Cheshire.—At 7.18 on the night of the 1st of March, 1951, the Mersey Docks and Harbour Board telephoned that the S.S. *British Dragoon*, of London, a tanker of 9,909 tons, was ashore on Taylors Spit in the Queens Channel. At 7.37 the life-boat *K.T.J.S.* on temporary duty at the station, left her moorings, in a moderate sea with a light west-north-west breeze blowing. She found the tanker near the No. 16 channel buoy, listing. A pilot vessel had taken off forty members of her crew, leaving the master and four others on board. The life-boat transferred thirty-eight people to a Docks Board salvage vessel; then at the request of the Marine Surveyor in charge of salvage operations, she stood by until the tanker refloated at 3.10 next morning. She arrived back at her station at 4.25. The owners expressed their thanks. — Rewards, £22 18s.

UNTIL HIGH WATER

Newcastle, Co. Down.—At 8.55 on the morning of the 3rd of March, 1951, the Kilkeel coastguard telephoned that the S.S. *Slieve More*, of London, was ashore at Derryogue two miles south-west of Kilkeel. At 9.15 the life-boat *William and Laura* was launched. There was a swell, with a fresh south-easterly breeze blowing, and fog. At the request of the steamer's master, the life-boat stood by the *Slieve More* until high water. At 7.25 that night the steamer refloated and the life-boat returned to her station, arriving at 9.30.—Rewards, £37 10s.

A TRAWLER WITH A LIST

Longhope, Orkneys.—At 11.0 on the night of the 3rd of March, 1951, a life-boatman heard a siren and saw flares from a ship ashore at Brims Ness; and

at 11.20 the life-boat *Thomas McCunn* was launched. There was a heavy swell with a moderate south-south-west breeze blowing. The ship, the trawler *Lotos*, of Aberdeen, had refloated, but she had a list and was making water. The life-boat therefore escorted her to Scrabster and then returned to her station, arriving at 5.15 next morning. — Rewards, £20 5s. 6d.

FOUR ARE ESCORTED

Whitby, Yorkshire.—On the morning of the 8th of March, 1951, four fishing vessels were at sea in a strong easterly gale with a heavy ground swell, and anxiety was felt for their safety. Accordingly, at 8.15 the No. 1 life-boat *Mary Ann Hepworth* was launched. She stood by in the harbour until noon, when the fishing vessel *Success* was reported to be making for harbour. The life-boat escorted her in and during the afternoon escorted in as well the *Gem*, *Provider A.* and *Lead Us*. She reached her station again at 3.40—Rewards, £16 12s.

SUCCESSFUL IN THE MORNING

Barra Island, Outer Hebrides.—About 4.0 on the afternoon of the 8th of March, 1951, the skipper of the steam trawler *St. Philip*, of Fleetwood, asked for help to refloat his ship, which had run on the rocks west of Castlebay pier. At 4.15 the life-boat *Lloyd's* left her moorings and, in a choppy sea with a strong north-easterly breeze blowing, ran out a kedge anchor and put a rope on board. But she could not refloat the trawler, so at 9.0 that night she landed her crew of fifteen. Then at 6.0 next morning she took out some men, refloated the trawler and towed her to the pier, arriving back at her station at 9.0—Property Salvage Case.

STANDING BY A TUG

Lowestoft, Suffolk.—At 7.54 on the morning of the 10th of March, 1951, the coastguard telephoned that the local

steam trawler *King Athelstan*, with a crew of ten, had broken adrift from a tug and gone on the Newcombe Sands. At 8.20 the life-boat *Michael Stephens* left her moorings in a moderate easterly breeze with a heavy ground swell. She stood by while the tug got a line on board, refloated the trawler, and towed her to Lowestoft. Then she returned to her station, reaching it again at 10.30.—Rewards, £10 8s. 6d.

STANDING BY A COBLE

Amble, Northumberland.—On the morning of the 15th of March, 1951, the fishing coble *Ocean Vanguard* was at sea in bad weather. There was a heavy swell at the harbour entrance, too, and she was unable to get in. So about 11.15 the life-boat *J. W. Archer* was launched. She stood by the coble until she got in safely a little later, and returned to her moorings at noon.—Rewards, £7.

GUIDED CLEAR OF THE SANDS

Caister, Norfolk.—At 11.14 in the afternoon, on the 17th of March, 1951, a resident reported that a ship was on the Barber Sands. At 1.30 the life-boat *Jose Neville* was launched in a smooth sea with a moderate south-westerly breeze blowing and fog. She found the S.S. *Southport*, of Glasgow, bound for Hull loaded with scrap, and with a crew of eleven. Two life-boatmen boarded her and gave the master advice; and the life-boat then laid out an anchor. The *Southport* refloated and the life-boat guided her clear of the sands. She then returned to her station, arriving at 4.40.—Property Salvage Case.

ASKED FOR THE LIFE-BOAT

Walton and Frinton, Essex.—About 6.0 on the evening of the 17th of March, 1951, the Walton-on-the-Naze coast-guard telephoned that the S.S. *Sodality*, of London, four and a half miles north east of Barrow Deep, had a sick man on board. She had asked for the life-boat; so, at 6.20 the life-boat *Mary Scott*, on temporary duty at the station, left her moorings, in a moderate sea with a slight south-south-west breeze. She landed the man at Walton pier, where

a doctor was waiting and reached her station again at 9.30 that night.—Rewards, £14 16s. 6d.

ANXIETY AND COURAGE

Scarborough, Yorkshire.—During the morning of the 18th of March, 1951, the weather got worse, and there was anxiety for the safety of the local keel boat *Courage*, at sea with a crew of five. At 1.15 in the afternoon the life-boat *E.C.J.R.* was launched. In a heavy breaking sea with a moderate north-easterly breeze, she came up with the *Courage* three miles to the east-north-east. She escorted her to the harbour and reached her station again at 2.45.—Rewards, £13 6s.

STANDING BY A MINESWEEPER

Tynemouth, Northumberland.—At 11.5 on the night of the 18th of March, 1951, the coastguard telephoned that a ship was on the Black Middens Rocks. At 11.29 the life-boat *Tynesider* was launched, accompanied by the honorary secretary, Mr. E. Selby Davidson. The sea was rough with a light easterly breeze blowing. She found H.M.S. *Brave*, a minesweeper with a crew of fourteen, fast on the rocks fifty yards from shore, but because of breaking seas could not get alongside her. Meanwhile The Tynemouth Volunteer Life Brigade passed a line to her from the shore. Seas were now pounding the minesweeper, so the life-boat stood by while the crew were taken off by breeches buoy from the shore. She arrived back at her station at 3.15 next morning.—Rewards, £15 1s.

R.N.L.B. TO ex-R.N.L.B.

Rosslare Harbour, Co. Wexford.—At 6.45 on the morning of the 21st of March, 1951, the life-boat watchman reported a life-boat in a bad position in the bay. At 7.30 the life-boat *Mabel Marion Thompson* left her moorings. The sea was rough with a strong south-easterly breeze blowing. She found the ex-R.N.L.B. *Elsie* (which had recently been sold out of the service) with a crew of two, on passage from Troon to Highbridge. She was at anchor, but her sails had been damaged and the two men could not start the engine. The life-boat therefore towed

her to Rosslare and got back to her station again at 8.30. The owner made a gift to the life-boatmen and another to the funds of the Institution. —Partly paid permanent crew; Rewards, £5.

SOME BOILER TROUBLE

Ramsgate, and Dover, Kent. — At 11.55 on the morning of the 23rd of March, 1951, a ship was seen off Ramsgate flying a signal asking for a pilot. The coastguard reported that she had been stationary for nearly two hours. As the weather was too bad for a shore-boat to put out, the Ramsgate life-boat *Prudential* embarked a pilot and left her moorings at 12.11. The sea was very rough, with a moderate westerly gale blowing, as she came up with the S.S. *Helfrid*, of Helsingborg, bound for Dover, near the North-west Goodwin buoy. She put the pilot aboard; and he reported that the steamer had boiler trouble, needing immediate repairs. However, the master decided to make for Sheerness and the life-boat stayed with her until she reached a safe position. Meanwhile at 1.32 the Sandgate coastguard had telephoned the Dover life-boat authorities; and at 1.55 the life-boat *Southern Africa* was launched. But as the *Helfrid* had made for Sheerness she was recalled at once, reaching her moorings again at 2.0. The Ramsgate life-boat arrived back at her station again at 3.25. — Rewards, Ramsgate, £14 4s.; Dover, £7 5s.

REPEATED ENGINE TROUBLE

St. Peter Port, Guernsey. — At 1.50 in the afternoon, on the 23rd of March, 1951, Sark sent a message that the motor boat *Capwood*, of Guernsey, had left Guernsey for Sark at 11.15 that morning with sixteen people, but had not arrived. At 2.15 the life-boat *Queen Victoria* left her moorings in a rough sea with a fresh south-westerly breeze blowing. At sea, she heard from Herm Island that the *Capwood* had engine trouble, and anchoring south-west of the island, had landed her passengers at Herm. However as the weather was getting worse two life-boatmen boarded her and took her into Herm harbour. There her passengers

re-boarded her and she put to sea again. But before long her engine broke down once more, and she hit some rocks. A shore-boat therefore helped her back to Herm and transferred the passengers to the life-boat, which landed them at St. Peter Port harbour. The *Queen Victoria* reached her station again at 5.20 that evening. — Rewards, £11 3s.

ROUGH SEA AT BRIGHTLINGSEA

Clacton-on-Sea, Essex. — At 2.59 in the afternoon, on the 23rd of March, 1951, the coastguard telephoned that H.M. Customs at Brightlingsea had reported a yacht apparently in difficulties and dragging her anchor off Colne Point. At 3.0 the life-boat *Edward Z. Dresden* was launched in a rough sea with a west-north-west breeze blowing. She found the yacht *Buxey*, with a crew of three, and towed her to Brightlingsea. At 8.0 that night she arrived back at her station. — Property Salvage Case.

AN ESCORT TO SHEERNESS

Margate, Kent. — On the 22nd of March, 1951, the motor vessel *Teal* wirelessly that she was standing by the S.S. *Wirral Bank*, of London, in distress fifty-two miles north-east of North Foreland, with a crew of nine. About 1.0 on the afternoon of the 23rd, the *Wirral Bank* escorted by the *Teal* arrived in Margate Roads, and anchored a mile off shore. Her master asked the life-boat to stand by as his steamer's cargo of wheat had shifted, her steering gear was damaged and she was making water. At 6.10 that evening the coastguard reported that she had signalled for the life-boat; so at 6.18 the life-boat *North Foreland, Civil Service No. 11*, was launched on service for the first time. The master told the coxswain that he was going to make for Sheerness as the sea was very rough and a north-westerly gale was blowing. The life-boat therefore escorted the *Wirral Bank* to Sheerness. They reached it at 10.30 that night. The life-boat then returned to her station, arriving at 2.30 next morning. Here the weather was too bad for her to be rehoused, so she made for Ramsgate and was taken back to her station on the afternoon of the 25th. — Rewards, £38 16s. 10d.

FOUR RESCUED FROM YACHT

Newhaven, Sussex. — At 7.35 on the night of the 23rd of March, 1951, the coastguard telephoned that a small ship appeared to be in difficulties off the harbour and was burning a red light. At 7.50 the life-boat *Cecil and Lilian Philpott* was launched, in a rough sea with a strong south-westerly breeze blowing. She found the yacht *Kayak*, with three men and a woman on board, one mile off Seaford Head. She had engine trouble and becoming unmanageable, was in danger of going on the Henston Rocks. The life-boat towed her to Newhaven harbour and reached her station again at 8.45. One of the rescued men and the owner made gifts to the life-boatmen.—Rewards, £9 11s.

TWO TO LEAD US

Whitby, and Scarborough, Yorkshire.— During the early morning of the 24th of March, 1951, the motor fishing boat, *Lead Us*, of Whitby, put out from Whitby with a crew of five. But the weather got worse and at 11.0 she was seen off Staithes making for home. It was thought advisable for the Whitby life-boat to put out and escort her in; so at 11.35 the No. 1 life-boat *Mary Ann Hepworth* was launched in a rough sea with a strong northerly breeze blowing. She stood by in the inner harbour; but the *Lead Us* wirelessed that she was making for Scarborough. The life-boat therefore returned to her station, arriving at 1.20 in the afternoon. The Whitby coastguard then informed the Scarborough coastguard, who telephoned the Scarborough life-boat authorities at 12.51. At 1.35 the life-boat *E.C.J.R.* was launched. She came up with the *Lead Us* two and a half miles north-north-east of Castle Hill and escorted her to Scarborough harbour. At 2.30 she reached her station again.—Rewards, Whitby, £9 12s.; Scarborough, £11 9s.

VELLUM SERVICE AT NEWHAVEN

Newhaven, Sussex. — On the 26th of March, 1951, the Newhaven life-boat rescued the crew of six of the Belgian trawler *Christiane II*, of Ostend.

Rewards: to Coxswain William J.

Harvey, the thanks of the Institution on vellum; to the coxswain and each of the ten members of the crew, including the full-time mechanic, an additional reward of £1. Rewards to crew and helpers: First service £21 11s. Second service £9 11s. For full account of this service, and one on the 28th of March to the same ship, see page 206.

FIVE COBLES AT SEA

Newbiggin, Northumberland. — During the morning of the 31st of March, 1951, five local fishing cobles were at sea in bad weather and people were anxious for their safety. At 11.0 it was decided to launch the life-boat; and at 11.20 the life-boat *Richard Ashley* put out in a rough sea with a strong south-easterly breeze blowing. She escorted four of the cobles in; then searched for the fifth and finding her four miles to the east escorted her to the Bay. She reached her station again at 3.30 in the afternoon.—Rewards, £16 18s.

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

Fowey, Cornwall. — March 2nd. — Rewards, £7.

Aldeburgh, Suffolk. — March 4th. — Property Salvage Case.

Mallaig, Inverness-shire. — March 5th. — Rewards, £26 5s.

Mallaig, Inverness-shire. — March 6th. — Rewards, £26 5s.

Mallaig, Inverness-shire. — March 7th. — Rewards, £16 5s.

Mallaig, Inverness-shire. — March 8th. — Rewards, £24 5s.

Whitehills, Banffshire. — March 11th. — Rewards, £20 5s.

Fishguard, Pembrokeshire. — March 11th. — Rewards, £15 10s.

St. Mary's, Isles-of-Scilly. — March 13th. — Rewards, £11 2s.

Penlee, Cornwall. — March 16th. — Rewards, £12 3s.

Ramsgate, Kent. — March 16th. — Rewards, £14 4s.

Yarmouth, Isle-of-Wight. — March 17th. — Rewards, £16 15s. 6d.

Salcombe, Devon. — March 19th. — Rewards, £13 4s.

Barra Island, Outer Hebrides.— March 20th.—Rewards, £23 4s.

Aldeburgh, Suffolk.— March 21st.— Rewards, £64 14s. 6d.

Rosslare Harbour, Co. Wexford.—March 21st.—Partly paid permanent crew; Rewards, £7 6s.

Scarborough, Yorkshire.—March 22nd.—Rewards, £19 5s.

Valentia, Co. Kerry.—March 23rd.— Rewards, £22.

Bridlington, Yorkshire.— March 24th.—Rewards, £23 4s.

Hoylake, Cheshire.— March 25th. — Rewards, £23 10s.

Southend-on-Sea, Essex.—March 31st.—Rewards, £12 18s.

Dungeness, Kent.—March 31st.—Re-wards, £31 6s.

APRIL

DURING April life-boats went out on service 35 times and rescued 51 lives.

A SICK MAN LANDED

Great Yarmouth and Gorleston, Norfolk.—At 1.38 on the morning of the 1st of April, 1951, the Gorleston coastguard telephoned a message received through the North Foreland radio station from the S.S. *Lord Citrine*. She was due in Yarmouth Roads about 3.0 and asked for the life-boat to land a sick man. At 3.12 the life-boat *Louise Stephens* was launched in a moderate sea with a moderate south-westerly breeze blowing. She came up with the steamer off the harbour, landed the man at Great Yarmouth, where an ambulance was waiting, and reached her station again at 4.45.—Rewards, £8.

MOTOR ENGINE BROKEN DOWN

Weymouth, Dorset.—At 7.0 on the night of the 3rd of April, 1951, the Wyke Regis coastguard reported that a small vessel two miles east-south-east of Portland Bill was burning red flares. At 7.15 the life-boat *William and Clara Ryland* was launched. The sea was moderate with a south-westerly breeze blowing. She found the motor cruiser *Paddy Moya*, of Christchurch, with a crew of two, bound for Penzance. Her engine had broken down and she was in a dangerous position, with the

weather getting worse. The life-boat therefore towed her to Weymouth, and reached her station again at 12.10 the next morning.—Property Salvage Case.

LANDING A SICK LIGHTVESSEL MAN

The Mumbles, Glamorganshire.— At 10.50 on the morning of the 6th of April, 1951, the Trinity House Superintendent asked if the life-boat could be launched to land a sick man from the Scarweather lightvessel. No other boat was available, so at 11.20 the life-boat *William Gammon—Manchester and District XXX*, was launched in a moderate sea with a south-westerly breeze blowing. She landed the man at The Mumbles, where an ambulance was waiting, and arrived back at her station at 1.30 that afternoon.—Re-wards, £10 12s. 6d. No expense to the Institution.

ADVICE TO A TRAWLER

Ramsgate, Kent.—At 7.10 on the evening of the 7th of April, 1951, the coastguard telephoned that a French fishing vessel appeared to be aground half a mile off Quern Buoy. At 7.15 the life-boat *Prudential* left her moorings. The sea was slight, with a strong west-south-west breeze blowing. She found the motor trawler *Notre Dame de Calais*, of Calais, bumping on the Brake Sands. Her skipper declined a tow, so the coxswain advised him how to get her clear of the sands; and when she refloated the life-boat guided her to Ramsgate harbour. She reached her station again at 8.30.—Rewards, £5 18s.

SEAGULL WITH A BROKEN WING

Portpatrick, Wigtownshire.— About 9.0 in the morning, on the 10th of April, 1951, the coastguard telephoned that a motor fishing boat was in difficulties four miles to the south; and at 9.15 the life-boat *Jeanie Speirs* was launched. The sea was moderate, with a fresh northerly breeze blowing. She found the local fishing vessel *Seagull* with a crew of two. Her engine had broken down, but was now going again; so the life-boat escorted her to harbour and reached her station again at 10.30.—Rewards, £3.

FLARES BURNED IN THE HARBOUR

Whitby, Yorkshire.—At 12.45 on the afternoon of the 10th of April, 1951, fishermen told the coxswain that there was a heavy swell on the harbour bar, and the fishing vessels *Provider A* and *Lead Us* could be seen making for Whitby. At 1.10 the No. 1 life-boat *Mary Ann Hepworth* was launched in a rough sea with a northerly gale blowing; and flares were burned from the outer harbour to warn the fishing vessels. The life-boat then escorted them in and reached her station again at 3.10.—Rewards, £7 12s.

ANOTHER SICK MAN SAVED

Lerwick, Shetlands.—At 10.10 on the morning of the 12th of April, 1951, the County Medical Officer of Health telephoned and asked that the life-boat take a doctor to Fair Isle to attend a man with appendicitis. At 10.50 the life-boat *John Russell*, on temporary duty at the station, left her moorings. She embarked a doctor at Broonie's Taing and made for Fair Isle in a very heavy sea with a moderate south-south-west gale blowing. Here she took the patient on board, wirelessly for an ambulance to meet her at Lerwick and landed the man there at 12.50 next morning. She had spent fourteen hours at sea and saved the man's life.—Rewards, £25 1s. No expense to the Institution.

AN ARDUOUS SERVICE IN THE ORKNEYS

Longhope, Orkneys.—At 12.38 on the morning of the 12th of April, 1951, the motor tanker *Oljaren*, of Gothenburg, bound for Stockholm from Curacao with diesel oil, wirelessly that she had gone aground on Muckle Skerry in the Pentland Firth. At 12.45 she asked for urgent help but said that her crew were in no danger. These two messages were relayed by the Wick Radio station to the Kirkwall coastguard. At 1.25 he informed the life-boat authorities; and at 1.40 the life-boat *Thomas McCunn* was launched in a heavy sea, with a strong south-westerly gale blowing. She found the *Oljaren* on the west side of Muckle Skerry, and went alongside. Her crew of forty decided to remain in her, however, so

the life-boat laid off until about 1.0 next afternoon. The master then signalled that his crew were abandoning the tanker. The life-boat—with great difficulty this time—went alongside her again in worsening weather and rescued twenty-four of the crew. The master and fifteen others decided to stay on board. Heavy seas were now breaking over the tanker and falling into the life-boat. She turned round in the confined space between the *Oljaren* and the rocky shore and made for Longhope, arriving at 3.30. Everyone was anxious about the sixteen men still left on the *Oljaren*, so a message was sent to them asking if they needed the life-boat again. At 5.45 that evening the master asked for her; the *Thomas McCunn* then put out again. But the master and his fifteen men still would not leave their ship, so the life-boat went back to her station, arriving at 11.30 that night. At 2.35 next afternoon, the 13th, the owners telephoned the coxswain to tell the master to abandon ship. They passed this message to him, and he then asked a third time for the life-boat. At 2.45 it was launched again, rescued him and the fifteen men and reached her station again at 5.45 that evening.—Rewards: 1st service, £47 1s.; 2nd service, £11 13s.

A SICK STEWARD AND A STOWAWAY

Valentia, Co. Kerry.—At 11.13 on the morning of the 17th of April, 1951, the S.S. *Fort Enterprise*, of London, bound for America from Liverpool, wirelessly that she had a sick steward. She asked for him to be landed, saying that she would be off Valentia about 7.0 in the evening. At 2.0, then, that afternoon the life-boat *A.E.D.* left her moorings accompanied by the honorary secretary, Mr. Kieran O'Driscoll, and a doctor. The sea was rough, with a strong south-easterly breeze blowing. She came up with the steamer eleven miles west-north-west of Bray Head, and took on board the sick man and a woman stowaway. She landed them at Valentia at 7.0 and reached her station again at 7.30.—Rewards, £11 7s.

TWO CALLS TO LIFE-BOATS

Filey, and Flamborough, Yorkshire.—At 7.16 on the morning of the 17th of

April, 1951, a fisherman telephoned the Filey life-boat authorities that he had picked up a message on his wireless set: the fishing boat *May Lily*, of Scarborough, had broken down about five miles north of Flamborough Head and needed help. At 7.40 the life-boat *The Cuttle* was launched in a moderate sea with a moderate westerly breeze blowing. Meanwhile the Flamborough Head Royal Naval Signal Station telephoned the Flamborough life-boat authorities, and at 7.45 the life-boat *Howard D* was launched too. She came up with the *May Lily*, with a crew of four, drifting helplessly one and a half miles north-east of the Flamborough life-boat station and took her in tow to Bridlington, reaching her station again at 11.15. The Filey life-boat was not needed, so she returned to her station, arriving at 8.39.—Rewards, Filey, £12 2s.; Flamborough, £18 14s. 6d.

YET ANOTHER SICK MAN

Tenby, Pembrokeshire.—At 6.34 on the evening of the 18th of April, 1951, the coastguard telephoned that the Swansea Superintendent of Trinity House had asked for the life-boat to land a sick man from St. Govens light-vessel. At 6.50 the life-boat *John R. Webb* was launched with a doctor and made for the lightvessel in a calm sea and fine weather. Here she took the patient on board and landed him at her station—where an ambulance was waiting—at 11.15 that night.—Rewards, £15 1s. No expense to the Institution.

RAPID RESCUE OF AN ANSON'S CREW

Torbay, Devon.—At 4.7 on the afternoon of the 19th of April, 1951, the Brixham coastguard telephoned that an Anson aeroplane had crashed into the sea and sunk about a mile off Orestone Rock. At 4.20 the life-boat *George Shee* left her moorings. The sea was slight with a light east-north-east breeze blowing. She found four men in a rubber dinghy, rescued them, gave them hot cocoa, and returned to her station by 5.5. The owners made gifts to the life-boatmen and a donation to the funds of the Institution.—Rewards, £4 17s. 6d.

RESCUE OF FOUR SEAL-WATCHERS

Port Erin, and Peel, Isle of Man.—At 9.40 on the morning of the 21st of April, 1951, the Director of the Marine Biological Station sent a message to the Port Erin life-boat authorities. Two life-boatmen had reported that the Station's motor boat *Runa* had sunk north of Fleshwick Bay, although nothing could be seen of her crew: four people who had been on a seal watching expedition. At 10.0 the life-boat *Matthew Simpson* was launched, with a rowing boat in tow. The coastguard informed the Peel life-boat authorities at 10.10; and at 10.30 the life-boat *Helen Sutton* was launched. The sea was smooth, with a moderate south-easterly breeze blowing. The Port Erin life-boat found that the *Runa* had struck a submerged rock close inshore, but the four seal-watchers had got ashore. They had climbed two hundred feet up a steep cliff, but could climb no further; nor could they get down again. A life-boatman therefore climbed up to them with a rope and helped them down; and they were then taken into the life-boat and landed at the harbour at 12.15 that afternoon. The Peel life-boat was not needed so she returned to her station, arriving at 1.0.—Rewards: Port Erin, £11 12s.; Peel, £16 3s. 6d.

A FAULTY COMPASS

Valentia, Co. Kerry.—At noon on the 24th of April, 1951, the Sea Fisheries Agent at Cahirciveen telephoned that the motor trawler *Naom Cait*, of Dublin, was missing with a crew of seven. At 12.15, the life-boat *A.E.D.* left her moorings in a moderate sea with a southerly breeze and thick fog patches. She came up with the trawler, which had a faulty compass, four miles north-west of Cromwell Point, escorted her to harbour and reached her station again at 1.30 that afternoon.—Rewards, £5 13s.

A TRAWLER WITH A LIST

Islay, Inner Hebrides.—At 1.45 on the morning of the 28th of April, 1951, the Kilchoman coastguard telephoned that the steam trawler *Queen Alexandra*, of Fleetwood, with a crew of twelve, had wirelessed that she was aground in



By courtesy of]

[Topical Press

**THE DUCHESS OF KENT NAMING THE NEW MARGATE LIFE-BOAT
NORTH FORELAND**

(See page 207)



By courtesy of]

[Keystone Press

THE LIFE-BOAT IS LAUNCHED



By courtesy of]

[Aberdeen Journals Limited

**THE LONGHOPE LIFE-BOAT SPEEDING TO HELP THE SWEDISH
SHIP OLJAREN**

(See page 215)



By courtesy of]

[Aberdeen Journals Limited

S.S. OLJAREN



By courtesy of]

[Photo-Flash, Wickford

**SOME OF THE SOUTHEND-ON-SEA LIFE-BOAT CREW REFRESHING
THEMSELVES AFTER A NIGHT SERVICE**

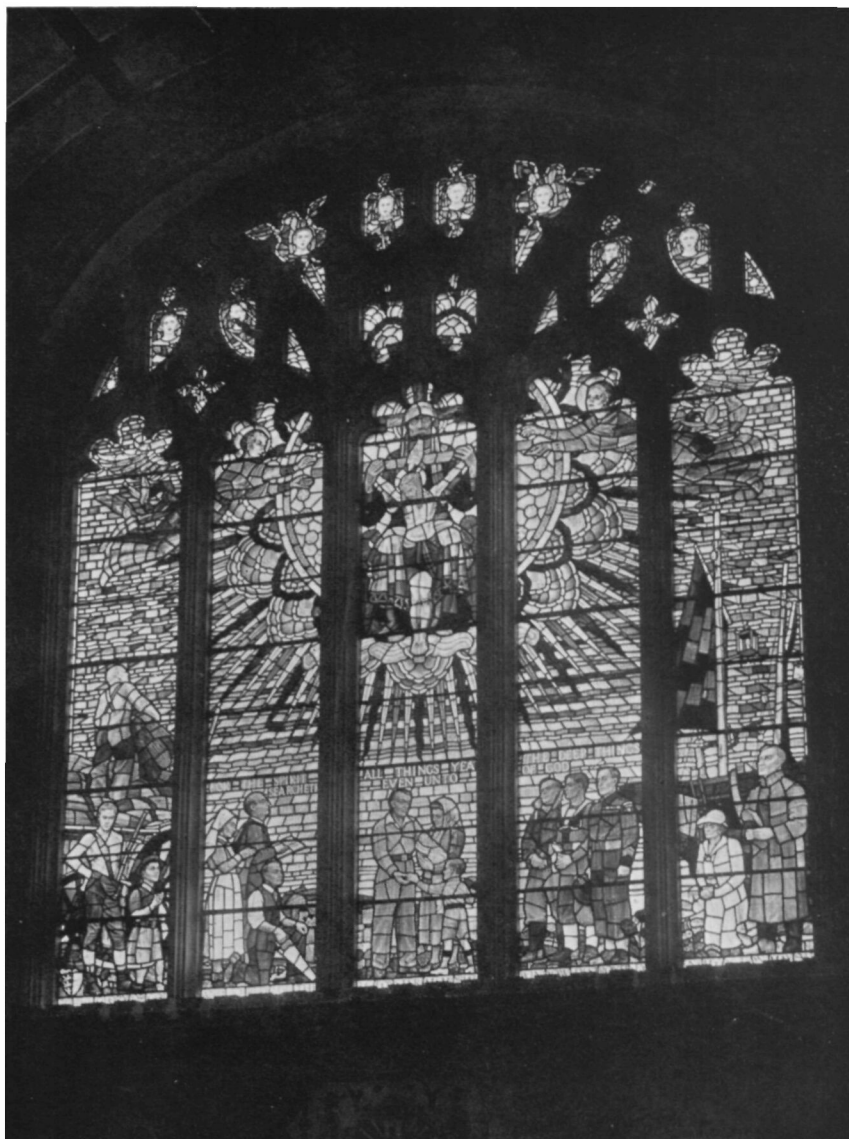


By courtesy of]

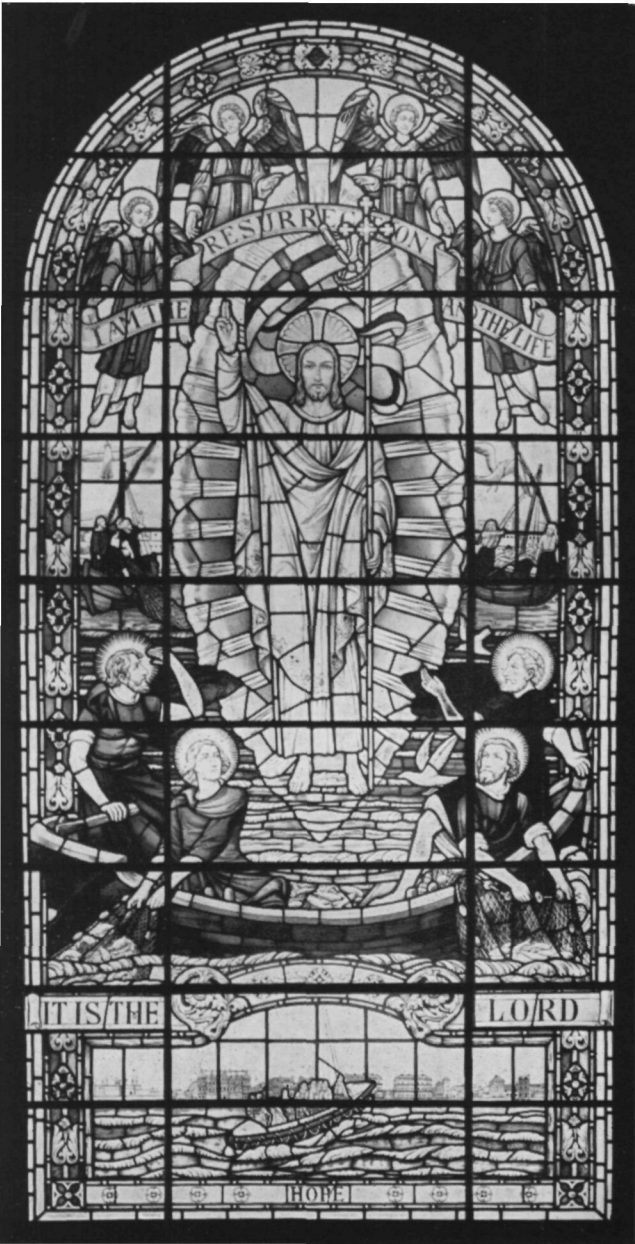
[A. G. Southward, Port Erin

PORT ERIN (ISLE OF MAN) LIFE-BOAT RETURNING FROM THE RESCUE

(See page 216)

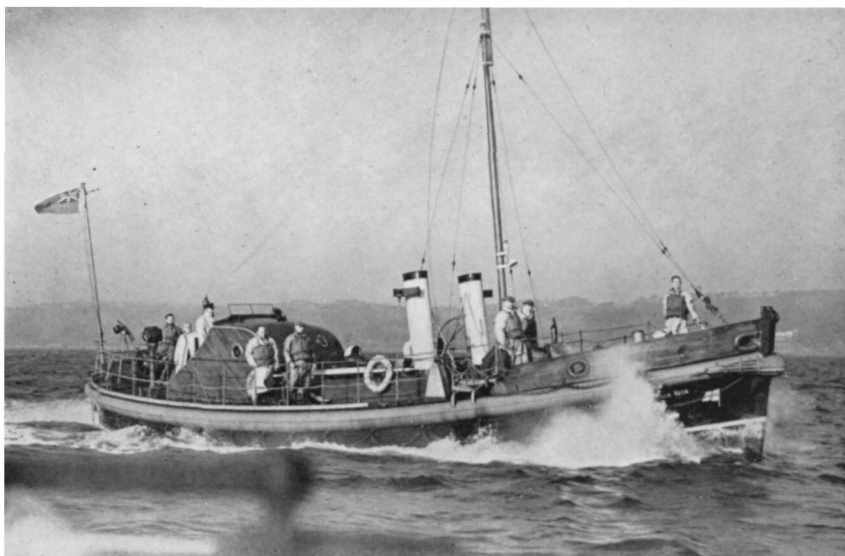


STAINED-GLASS WINDOW IN ST. CLEMENT'S CHURCH, HASTINGS
(See page 232)



STAINED-GLASS WINDOW IN THE CHURCH OF ST. GEORGE THE
MARTYR, DEAL

(See page 232)



By courtesy of]

[Dermot P. Fitzgerald, Plymouth

THE PLYMOUTH LIFE-BOAT, ROBERT AND MARCELLA BECK, AT SEA



By courtesy of]

[Dermot P. Fitzgerald, Plymouth

**ADMIRAL SIR RHODERICK McGRIGOR (WHEN COMMANDER-IN-CHIEF,
PLYMOUTH) WITH THE PLYMOUTH LIFE-BOAT CREW**

(See page 208)



By courtesy of]

[Dermot P. Fitzgerald, Plymouth

**ADMIRAL McGRIGOR'S EIGHT-YEAR-OLD SON JOCK IS SHOWN THE
LIFE-BOAT'S LINE-THROWING ROCKET GUN**

(See page 208)



By courtesy of]

AN OLD LIFE-BOATMAN
John Wilson of St. Abbs, mending his net

[A Marr, Westville, Dunoon

the Sound of Islay two miles south of Carraig Mhor Light. At 2.10 the life-boat *Manchester and Salford*, on temporary duty at the station, left her moorings in a moderate sea with a moderate northerly breeze blowing. She stood by while attempts were made to get the trawler clear, which listed, however, instead of refloating. The crew decided to stay in her, and as they were in no immediate danger, the life-boat returned to her station, arriving at 1.0 the next afternoon.—Rewards, £19 19s. 9d.

POSTSCRIPT TO THE OLJAREN

Stromness, Orkneys.—At 1.10 on the afternoon of the 30th of April, 1951, a salvage company reported that the motor tanker *Oljaren*, of Gothenburg, which had been aground off Muckle Skerry since the 12th, had been refloated and was being towed to Longhope. The company asked for the life-boat in case the weather became dangerous for the sixteen men aboard her. So at 1.30 the life-boat *J.J.K.S.W.* was launched. The sea was calm with a light north-easterly breeze. She came up with the tanker in tow of a tug two and a half miles south of Cantick Head, and escorted them both to Longhope Bay, returning to her station by 7.30 that evening. The Longhope life-boat had rescued the tanker's crew of forty on the 12th and 13th April.—Rewards, £11 17s.

A BROKEN PUMP

Lerwick, Shetlands.—At 11.28 on the night of the 30th of April, 1951, the coastguard telephoned that a local resident had reported a wireless message from the motor fishing vessel *Maid of Honour*, of Lerwick. She had broken down off Brethren and needed help. At 11.52 the life-boat *John Russell*, on temporary duty at the station, left her moorings in a fresh east-north-east breeze with a rough sea. She found the ship with a crew of four, north-east of Brethren; her engine water circulating pump had broken down. The life-boat towed her to Lerwick and reached her station again at 1.30 the next morning.—Property Salvage Case.

The following life-boats went out on service, but could find no ships in

distress, were not needed or could do nothing:

Dungeness, Kent.—April 4th.—Rewards, £34 9s.

Exmouth, Devon.—April 5th.—Rewards, £13 1s.

Pwllheli, Caernarvonshire.—April 7th.—Rewards, £9 6s.

Donaghadee, Co. Down.—April 7th.—Rewards, £6 13s.

Bembridge, Isle-of-Wight.—April 9th.—Rewards, £6 2s.

Fowey, Cornwall.—April 11th.—Rewards, £5 5s.

Valentia, Co. Kerry.—April 19th.—Rewards, £5 14s.

Aldeburgh, Suffolk.—April 19th.—Rewards, £35 9s. 6d.

Eastbourne, Sussex.—April 21st.—Rewards, £24 9s.

Fishguard, Pembrokeshire.—April 22nd.—Rewards, £13 1s.

Valentia, Co. Kerry.—April 25th.—Rewards, £5 13s.

Clacton-on-Sea, Essex.—April 26th.—Rewards, £8 7s.

Southend-on-Sea, Essex.—April 26th.—Rewards, £6 17s.

Shoreham Harbour, Sussex.—April 29th.—Rewards, £7.

Newhaven, Sussex.—April 29th.—Rewards, £8 7s. 6d.

MAY

DURING May, life-boats went out on service 38 times, and rescued 18 lives.

A PILOT WAS WANTED

Amble, Northumberland.—About 9.55 on the night of the 1st of May, 1951, the coastguard telephoned that a vessel had fired a rocket east of the Coquet lightvessel. At 10.15 the life-boat *J. W. Archer* was launched. There was a slight swell with a light south-westerly breeze blowing. She found the motor vessel *Ludwig*, of Germany, wanting a pilot, so escorted her to an anchorage near the harbour. She then returned to her station, arriving at midnight.—Rewards, £5 5s.

MAKING HEAVY WEATHER

St. Abbs, Berwickshire.—During the morning of the 2nd of May, 1951,

anxiety was felt for the safety of the local motor fishing boat *Laurel*, overdue with a crew of four in bad weather; so at 11.15 the life-boat *J. B. Couper of Glasgow* was launched. The sea was rough with a fresh easterly breeze blowing. She came up with the *Laurel* one mile north of St. Abbs Head. The *Laurel*'s engine had broken down twice and she was making heavy weather, so the life-boat escorted her to St. Abbs and reached her station again at 12.15 that afternoon.—Rewards, £5 17s.

MORE ANXIETY

Valentia, Co. Kerry.—At 9.10 on the morning of the 5th of May, 1951, a telephone message was received from the post office that the motor fishing boat *Pride of Cahirciveen*, with a crew of four, was about eight hours overdue from the fishing grounds. Anxiety was felt for her safety. At 9.30, therefore, the life-boat *A.E.D.* left her moorings, in a moderate sea with a moderate easterly gale blowing. She found the fishing boat broken down five miles north-west of Bray Head, her crew exhausted. The life-boatmen took them on board, and gave them hot soup, then took the *Pride of Cahirciveen* in tow. She reached her station again at 1.15 that afternoon.—Rewards, £8 10s.

REFLOATING A KETCH

Weymouth, Dorset.—At 5.15 on the afternoon of the 6th of May, 1951, the life-boat mechanic saw the auxiliary ketch *Fortis*, of Portsmouth, in a dangerous position off Weymouth. The honorary secretary, Mr. Kenneth H. Mooring Aldridge, S.B.St.J., then went out to her; but her crew of two declined help. Later on the *Fortis* was seen in difficulties on Weymouth beach; so the honorary secretary went out again. He found her bumping heavily. This time her crew asked for the life-boat, so he returned and accompanied the life-boat *William and Clara Ryland* when she was launched at 7.0. The sea was very rough with a strong north-easterly breeze blowing. The life-boat refloated the ketch, towed her to Weymouth Quay, and arrived back at the station at 8.25.—Property Salvage Case.

A BARGE ASHORE

Caister, Norfolk.—At 10.10 on the night of the 6th of May, 1951, a resident of Newport Hemsby telephoned that a ship was ashore off Newport Hemsby. So at 10.30 the life-boat *Jose Neville* was launched in a choppy sea, with a fresh north-easterly breeze blowing and fog. She found the motor barge *Glenway*, of Rochester, laden with shingle. The Winterton coastguard life-saving crew had fired a line to her from shore, but her crew of two preferred to remain aboard. The life-boat stood by for five hours and, as the barge was in no immediate danger, returned to her station, arriving at 5.30 the next morning.—Rewards, £22 8s.

A MATTER OF ROUGH SEAS

Sheringham, Norfolk.—During the morning of the 7th of May, 1951, five local fishing boats put out; and as one of them was going back the weather got worse. The sea was also getting stronger and the wind increased. So, as one of the four boats still at sea was small, the life-boat *Foresters Centenary* was launched at 1.13 in the afternoon. The sea was now rough with a strong north-easterly wind blowing. She escorted each boat to shore and arrived back at her station at 3.25.—Rewards, £22 3s.

DANGEROUS FOR FISHING BOATS

Whitby, Yorkshire.—During the morning of the 8th of May, 1951, there was a strong northerly gale and a heavy swell off Whitby; and it was making the harbour bar very dangerous for the returning local motor fishing boats, *Pilot Me II* and *Lead Us*. At 9.25 the Kettleness coastguard reported that the *Pilot Me II* had passed Kettleness; and at 9.56 the No. 1 life-boat *Mary Ann Hepworth* was launched. She came up with the *Pilot Me II* near Whitby Rock buoy, and escorted her in. She then waited for the other boat. At last, at 2.15 in the afternoon, the *Lead Us* was seen making for harbour; so the life-boat put out again, escorted her in and then returned to her station, arriving at 3.15.—Rewards, £10 8s.

ONCE MORE UNDER WAY

Aberystwyth, Cardiganshire.—At 5.10 in the evening on the 8th of May, 1951, flashes were reported from the motor fishing boat *Westmark*, of Milford Haven, which had been at anchor off Aberystwyth harbour but seemed to have dragged. At 5.28 the life-boat *Lady Harrison* was launched in a rough sea with a strong northerly breeze blowing. She found the *Westmark* now under way two miles south of the harbour bar. The life-boat therefore escorted her through breaking seas to the harbour reaching her station again at 6.50.—Rewards, £14 14s.

A BROKEN TOPMAST

Walton and Frinton, Essex.—About 2.25 on the morning of the 10th of May, 1951, the coastguard telephoned that a pilot cutter had wirelessly him. A yacht was in difficulties and needed help, a quarter of a mile north-west by west of the Sunk lightvessel. At 2.55 the life-boat *E.M.E.D.* left her moorings, in a rough sea with a fresh north-north-east breeze blowing. She found the yacht *Fortoyn II*, of Rotterdam, with a crew of six. Her topmast had broken while she had been racing from the Hook of Holland to the Sunk lightvessel. Her crew asked to be taken into harbour. The life-boat thereupon towed her to Harwich and reached her station again at 11.0.—Property Salvage Case.

A PATIENT FROM THE CORTON LIGHTVESSEL

Lowestoft, Suffolk.—About noon on the 12th of May, 1951, the coastguard reported that the S.S. *Kentwood*, of London, lying off Corton lightvessel, had asked if the life-boat could take a doctor to her to attend a sick man. At 12.45 in the afternoon the life-boat *Michael Stephens* was launched, with a doctor, in a moderate sea and a moderate north-easterly breeze. The patient was taken on board and the life-boat wirelessly for an ambulance to meet her at Lowestoft. Then she landed the man, and reached her station again at 3.15.—Rewards, £6 13s.

LADY GAY GRAVE

Ilfracombe, Devon.—At 12.45 in the afternoon, on the 13th of May, 1951,

the coastguard telephoned that Bull Point lighthouse reported a motor yacht burning a red flare off Brandy Cove. At 1.0 the life-boat *Richard Silver Oliver* was launched. The sea was moderate with a fresh northerly breeze blowing. She found the motor yacht *Lady Gay*, with a crew of five. Her engines had broken down, so the life-boat towed her to Ilfracombe. She reached her station again at 3.0. The owner expressed his thanks.—Rewards, £15 17s.

RUN OUT OF PETROL

Torbay, Devon.—At 8.0 on the evening of the 13th of May, 1951, the Brixham coastguard telephoned that a motor cruiser seemed to have broken down about one mile south-west of Berry Head. Later she was seen to get under way, but at 8.42 the coastguard reported that a coat had been hoisted on her mast. So at 8.35 the life-boat *George Shee* left her moorings. The sea was choppy, with a light north-westerly breeze blowing. She found the pleasure motor boat *Gladina* at anchor with seventeen people on board, sixteen of whom were Dutch visitors returning to Torquay from the River Dart. The *Gladina* had run out of petrol, so the life-boat towed her to Brixham. She reached her station again at 9.45.—Rewards, £2 13s.

LEAD US IS LED AGAIN

Whitby, Yorkshire.—During the afternoon of the 13th of May, 1951, the local motor fishing boat *Lead Us* put out in a strong northerly wind and a heavy swell which made the harbour bar dangerous for her return. The life-boat crew assembled for two hours and at 9.10 that night the No. 1 life-boat *Mary Ann Hepworth* was launched. She found the *Lead Us* off Sandsend Ness, escorted her to harbour and reached her station again at 11.45.—Rewards, £11 8s. 6d.

THE CUTTER CUTS LOOSE

Cromarty.—At 11.34 on the night of the 14th of May, 1951, the coastguard reported that the sailing cutter *Margaret*, with thirteen boys and one officer from the Moray Firth Sea School on board, was overdue. She had last been

seen between five and six miles west-north-west of Burghhead. A later message said she was all right and making for Burghhead; but at 4.54 next morning the coastguard telephoned that she was still missing, and that aeroplanes had been asked to search. At 5.25 the life-boat *James Macfee* was launched in a rough sea, with a light westerly breeze blowing. She found the cutter off Balintore and towed her to Cromarty harbour, reaching her station again at 11.15.—Rewards, £9 6s.

MEDAL SERVICE AT FLAMBOROUGH

ON the 15th of May, 1951, the Flamborough life-boat went out to save a boy, fallen over a cliff.

For a full account of this service, and list of rewards, see page 205.

MORE LACK OF PETROL

Walmer, Kent.—At 6.51 on the evening of the 15th of May, 1951, the Deal coastguard telephoned that a yacht had broken down one mile north-east of the South Goodwin lightvessel and was drifting towards the Goodwin Sands. A small boat could be seen pulling away from her. At 7.0 the life-boat *Jane Holland* (on temporary duty at the station in place of the *Charles Dibdin*, *Civil Service No. 2*) was launched. The sea was slight, with a moderate southerly breeze blowing. She came up with a man in a dinghy who had left the ship—the motor launch *Sudoria*, of Troon—for help, and took him and the dinghy on board. On the *Sudoria*, which had run out of petrol, she found another man. The life-boat towed in the *Sudoria*, landed the two men, and reached her station again at 8.30.—Rewards, £16 12s.

OCEAN PRIDE AT ANCHOR

Porthdinllaen, Caernarvonshire.—At 7.33 on the evening of the 15th of May, 1951, the coastguard reported a fishing boat burning flares off Caernarvon Bar. At 8.0 the life-boat *Charles Henry Ashley* was launched. There was a ground swell, with a light north-easterly breeze blowing. She found the fishing boat *Ocean Pride*, of Liverpool, at anchor with a crew of two, fifty yards east-south-east of the bar fairway buoy. Two life-boatmen boarded her and

weighed the anchor; and the life-boat then towed her to Trevor, reaching her station again at 12.45 the next morning.—Rewards, £12 6s.

KHAKI IN THE BLUE

Ramsgate, Kent.—At 1.0 on the afternoon of the 16th of May, 1951, the life-boat shore attendant told the coastguard that a boat in Pegwell Bay was making a signal. She had apparently anchored near the breakers. The coastguard passed the message to the life-boat authorities, and at 1.31 the life-boat *Mary Scott*, on temporary duty at the station, left her moorings. There was a moderate sea, with a moderate north-easterly breeze blowing. She found the local motor fishing boat *Khaki* with a crew of two. Her propeller was fouled by a rope and she was in danger of grounding, so the life-boat towed her to Ramsgate harbour. She reached her station again at 2.39.—Rewards, £5 3s.

FIRE ON THE DRIFTER

Ramsey, Isle of Man.—At 5.17 on the evening of the 22nd of May, 1951, the coastguard telephoned that a ship seemed to be on fire six miles east-north-east of Queens Pier. Later on, he reported that she was a drifter and had been taken in tow by another drifter; but at 6.5 he said she needed help. So at 6.15 the life-boat *Thomas Corbett* was launched. The sea was calm with a light easterly breeze. Three miles east of the harbour she found the motor fishing vessel *Brighter Hope*, of Belfast, in tow of the drifter *Boy Tomry* which had taken off the crew of five. The coxswain boarded the *Boy Tomry* to pilot the *Brighter Hope* to the beach, and the life-boat went inshore to summon the fire brigade. She then returned to the *Brighter Hope*, now beached, and fired a line ashore to connect a fire hose. The hose was hauled out and the fire was got under control. The life-boat then made the drifter secure, and returned to her station, arriving at midnight.—Rewards, £21 16s.

A LOST DINGHY

Clacton-on-Sea, Essex.—At 9.12 on the morning of the 27th of May, 1951,

the yacht *St. Helier*, of Burnham, was seen a quarter of a mile off the pier, where she had been lying all night. The coxswain went out to her and found her in a dangerous position. She had lost her dinghy and her crew of four asked for a tow. The coxswain returned to the shore and at 9.40 the life-boat *Edward Z. Dresden* was launched. The sea was rough, with a south-westerly breeze blowing. The life-boat towed the *St. Helier* to Brightlingsea, and reached her station again at 2.40 that afternoon. The four men expressed their thanks.—Rewards, £13 2s. 3d.

A BADLY-HOLED YACHT

Helvick Head, Co. Waterford.—About 9.30 on the morning of the 30th of May, 1951, the Coast Life Saving Service telephoned that a yacht had run on the rocks one and a half miles west of Mine Head. At 9.45 the life-boat *H. F. Bailey* was launched with a small boat in tow, and accompanied by the Honorary Secretary, Mr. P. J. Morrissey. There was a swell, with an easterly breeze blowing. The life-boat anchored off the Longships Rock, where she could see the yacht *Smew I*, of Southampton, high and dry and wedged on the rocks. Some life-boatmen manned the small boat, and rowed in to her. They found her damaged. The owner and his wife had abandoned her; but they saw the owner half way up a cliff and extracted information from him about the yacht's fittings. Then they ran out anchors and tried to pump and bale her out; but she was badly holed and could not be dried out. They therefore took off the crew's personal belongings and other valuable gear, and carried them back to the life-boat, which reached her station again at 4.45 that afternoon.—Rewards, £15 16s.

HIT A ROCK

St. Helier, Jersey.—At 1.25 on the afternoon of the 31st of May, 1951, the harbour master reported that the motor vessel *Le Cap*, of Carteret, which had left St. Helier for Gorey with a crew of three, had wirelessly a distress message for immediate help. At 1.45 the life-boat *Elizabeth Rippon* left her moorings in a smooth sea with a fresh north-

easterly breeze blowing, came up with the *Le Cap* near Frouqule Aubert Rocks. She had hit a rock and was sinking. The life-boat rescued two of the men, leaving the skipper in her, and then tried to take her in tow; but she was now low in the water. She therefore took off the skipper, abandoned the *Le Cap* and made for her station. Here the life-boatmen gave the rescued men rum and landed them at St. Helier, where an ambulance was waiting, at 4.0. The motor vessel *Channel Coast*, which had also answered the *Le Cap*'s distress call, afterwards took the *Le Cap* in tow, but she capsized and sank. The three men thanked the life-boatmen.—Rewards, £8 0s. 6d.

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

Weymouth, Dorset.—May 1st.—Rewards, £5 5s.

Tenby, Pembrokeshire.—May 2nd.—Rewards, £15 9s.

Lowestoft, Suffolk.—May 5th.—Rewards, £7 2s. 6d.

The Mumbles, Glamorganshire.—May 5th.—Rewards, £15 6s.

Selsey, Sussex.—May 8th.—Rewards, £21 7s.

Plymouth, Devon.—May 10th.—Rewards, £4 10s.

Humber, Yorkshire.—May 13th.—Paid permanent crew.

Walmer, Kent.—May 15th.—Rewards, £18 10s. 6d.

Penlee, Cornwall.—May 15th.—Rewards, £6 19s.

Shoreham Harbour, Sussex.—May 21st.—Rewards, £7 16s.

Whitby, Yorkshire.—May 23rd.—Rewards, £22 10s.

Wick, Caithness-shire.—May 25th.—Rewards, £9 2s. 6d.

Hoylake, Cheshire.—May 27th.—Rewards, £12 1s.

Ramsgate, Kent.—May 27th.—Rewards, £10 3s. 6d.

Anstruther, Fifeshire.—May 28th.—Rewards, £12 15s. 6d.

Tenby, Pembrokeshire.—May 30th.—Rewards, £24 3s.

Three Letters of Thanks

From Navy, Air Service Training, and a Yachtsman

ON the 4th of February, as reported in the Spring Journal, 1951, the Campbeltown life-boat helped the frigate *Loch Fada*, which had got into difficulties with the landing craft *Stalker* in tow. The *Loch Fada's* commanding officer sent a gift, with this letter:

"I have been asked to send you the enclosed donation not only as a recognition of the fine work you do, but also as a token of the appreciation by all serving at Londonderry of the assistance rendered to H.M.S. *Stalker*, and this ship, by the Campbeltown (Argyllshire) life-boat last February. To set forth to the assistance of others in distress, in a gale such as was raging at the time earned all of our deepest respect and admiration."

A Crash into the Sea

On the 19th of April the Torbay life-boat went out to an Anson aeroplane which had crashed in the sea and had sunk. She found the aeroplane's four men in a rubber dinghy, rescued them, and gave them hot cocoa. This letter comes from the group captain, managing director of Air Service Training, Ltd., at Hamble, Southampton.

"Our personnel were very impressed by the prompt arrival of the life-boat, and on their behalf, and that of this Company, I should like to congratulate the crew on reaching the scene of the accident so quickly, and to thank them for their timely help. With your permission, we should like to give each member of the crew a small token of our appreciation of their services and I should be grateful if you can supply me with the names and initials of those concerned."

Each member of the crew was given a Ronson Whirlwind Lighter, guaranteed to light in any weather, with his

initials on it, and the A.S.T. badge, and a gift was sent to the village of Hamble for its life-boat flag day.

The Unmanageable Yacht

On the night of Good Friday, the 23rd of March, a red light was seen burning a mile off Seaford Head, and the Newhaven life-boat went out. She found a yacht, with a woman and three men on board, unmanageable in a rough sea, and in danger of being blown on the rocks. She towed her to Newhaven. A few days later the coxswain received this letter:

"You will remember on Good Friday, March 23rd, that you and your crew went to the assistance of the yacht *Kayak* endeavouring to enter Newhaven. I have told my father of the incident and the magnificent way you handled your vessel on that occasion, and how thankful the writer of this letter was when he felt the heaving line between his hands. My father has suggested that, as a small token of our appreciation of your efforts, we send you the enclosed cheque. We do this on behalf of all yachtsmen, for the extremely efficient and rapid response to our distress signals, and the way you looked after us from the time of passing the tow rope to mooring up alongside. Nobody could have wished for finer or more expert handling or for more courteous help.

"I have described you and your crew to my father as 'bit of Old England'. This is no exaggeration. While this old country of ours can produce men with this unselfish devotion to duty there isn't much wrong with it, and to us Newhaven will always be gratefully remembered and visited whenever we are down that way, though we hope that our next meeting will not have to be arranged by means of flares and rockets."

A Life-Boat Diary

The Duchess of Kent in North Wales

Aberystwyth and Barmouth Stations Visited

THE Duchess of Kent made a two-day tour through North Wales on the 11th and 12th of July. Her tour was comprehensive; she visited places like the National Library of Wales, Harlech Castle, the Oakley Slate Quarries and inspected detachments of such bodies as the St. John Ambulance Brigade and the Red Cross. She also saw the life-boat crews at Aberystwyth and Barmouth.

At Aberystwyth she was presented to the coxswain and crew, who were drawn up in front of the life-boat, the *Frederick Angus*. This was one of the last "ceremonial" appearances of this life-boat, as Aberystwyth is shortly to have a new one, the *Aquala Wren*. The Duchess chatted with members of the crew, and shook hands with them.

At Barmouth, the crew, in uniform, stood to attention carrying their oars as the Duchess approached in her car, and she waved to them as she passed.

This will have been a busy life-boat year for the Duchess of Kent. In March and May she named two new life-boats, at New Brighton and Margate respectively (see page 207). She presided at the Annual Meeting of the Institution on March 14th, and on December 5th she will attend the Life-boat Ball at the Savoy Hotel, London, organised by the Ladies' Committee of the Central London Branch.

A Gift from Abadan

LAST year Bexhill-on-Sea held a life-boat flag day for the first time. This year permission for the day was refused. The honorary secretary of the branch, anxious to do all that he could to make up the loss, wrote to an old friend of his who was marine superintendent of the Anglo-Iranian Oil Company in Abadan, Persia, and sent him a life-boat collecting box for his office. As a result he has received a cheque for

£83 14s. Of this sum £3 10s. came from the collecting box and £80 4s. from a special collection at a dance of the shipping office, held in Abadan.

A Distinguished Gift from New Zealand

MR. W. J. JORDAN, High Commissioner for New Zealand in the United Kingdom, has given £1,000 to make a trust fund for Ramsgate life-boatmen and their widows.

Mr. Jordan was himself born at Ramsgate, and he said that he was making the gift in memory of his father, who once served in the Ramsgate and Margate life-boat crews.

A Life-boat Entente

Calais Pays a Visit to Dover

THE Honorary Secretary of the Dover station, Mr. Douglas Stewart, received this letter on the 31st of July from the President of the Calais life-boat station branch of the French Life-boat Society:

"DEAR SIR,

"Our Calais life-boat *Marechal Foch* will be coming to Dover Sunday, August 5th, 1951, on a training trip.

"Sailing has been fixed at 8 a.m. and E.T.A. at 10.30 a.m. weather permitting.

"On this occasion, I would very much appreciate to introduce to you our crew (eight men including the skipper and wireless operator), some of the members of our local Committee and myself.

"Hoping to receive very soon a favourable reply and thanking you in advance,

"I am, Dear Sir,

"Yours faithfully,

(Signed) P. Drujon.

"The President."

Mr. H. D. Hawksfield, Chairman of the Dover branch, promptly invited the whole French party to lunch as his personal guests. They accepted;

and at about eleven o'clock on Sunday morning, the 5th of August, the French life-boat steamed up to the Eastern Arm. Here M. Drujon, his committee members and the officers and crew of the *Marechal Foch*, were welcomed by the leading officials of the Dover branch, with the coxswain, second coxswain, and members of the Dover life-boat crew. Each party inspected the other's life-boat and the French party (which included two lady members of the Calais committee) were most enthusiastic about the Dover life-boat *Southern Africa*.

After a cordial lunch, the *Marechal Foch* departed at two o'clock; and the Dover committee were invited to return the visit to Calais next year.

Cromer's Three Crows

A DISCUSSION took place at a meeting of the Cromer Urban District Council last June about providing an official coat of arms for the town. One of the Councillors, Mr. R. T. Kidd, said that he had previously mentioned the fact that the church and Cromer's life-boats should be represented in an official crest. "There you have something of which we are proud," he said, "we have a representation of the life and policy of the people."

However, weight of sentiment for keeping Cromer's present unofficial crest of three crows prevailed; and for the present at least their wings will continue to fly over Cromer.

Two Stained-Glass Windows

Two stained-glass windows containing life-boat subjects were dedicated last year in Sussex.

The first was dedicated in St. Clements Church, Hastings on the 3rd of December. The extreme right-hand pane shows a fisherman in life-boat oilskins and a kneeling woman, beside a sailing boat. The fisherman is Coxswain Ned Adams of the Hastings life-boat. (See page 220.)

The other window was dedicated by the Bishop of Dover on the 6th of August, 1950, in the Church of St. George the Martyr, Deal. It was designed by Donald B. Taunton of

John Harlands, to replace a window destroyed by enemy action on the 22nd of October, 1942. The bottom pane shows the Walmer life-boat in a rough sea. (See page 221.)

Two Bundles of Notes

AN anonymous donor has sent a package to the Institution containing two bundles, each of 500 £1 notes. All that accompanied this generous gift of £1,000 was a short note, requesting acknowledgment in the London *Times* Personal Column, Saturday, August 11th, as follows: *Received — "Ship Ahoy all weathers."*

The Stout of Heart

MR. G. A. C. WEDLAKE of Bridgwater has written a life-boat play called *The Stout of Heart*. It was first performed in the Summer Original Play Festival, when it was placed second in order of merit. It has since been performed at the Youth Drama Festival and won the Bridgwater Trophy jointly in a tie with another play.

A Legacy from a Naval Pensioner

A NAVAL officer, who died in the Royal Naval Hospital at Plymouth last June, has left his savings, except for two legacies, to the Life-boat Service.

A Film from Iceland

THE National Life-Saving Association of Iceland has sponsored a silent film, entitled *Rescue at Latrabjarg*, showing the actual rescue of the crews of two British trawlers wrecked off Iceland, the *Sargon* of Grimsby and the *Dhoon* of Fleetwood. The film was shown for the first time in Great Britain on the 30th of January, 1951, at the Hull University Film Society.

Portrait on the Cover

THE portrait on the cover is of Coxswain Martin Gardner of Anstruther. He was appointed coxswain in 1938, served in the Forces throughout the war of 1939-1945, and took up his duties as coxswain once more in 1946.

BOOK REVIEW

Freemen of the Sea, by Dora Walker

(A. Brown & Sons, Ltd., E.C.1. 10/6)

MISS DORA WALKER, who is president of the Whitby Ladies' Life-boat Guild, has written a charming anecdotal book about the seafarers of Whitby; a series of true "fishermen's yarns" told to her by some of the seafarers themselves and recounted. They make absorbing reading. Local salts come readily to life in such observations as "After that voyage for a change I tried one of 'Marwoods' steamers, the *Conocopia*. Bos'un I was by then. *She was a foul-weather ship!*" (From *The Mariner*) and "He's forty-nine, and they told him in the Custom House that he need not go, but he replied 'The lad and I have been fishing together, and I am not leaving him to go into this alone'." (From *A Coble Skipper's Diary*.) Other characters fill out the picture with verisimilitude: the "Stow-away," John Robert Dryden, who hid aboard his father's trawler, to go to sea at the age of five; Old Bob's wife ("My missus was a good bailer. Up at 4 a.m. to skein she'd be") and the "joskins"—men who work on the land most of the year but go to sea when the herring season comes.

Herring fishing, of course, is the chief occupation and industry of Whitby. But the author writes too of the ship-building family of Smales, active in Whitby since the eighteenth century, and of the adventures of local seamen serving in the Navy during the late war. Appropriately enough she winds up with a chapter—*The Yellow Oilskins*—about the Life-boat Service; in particular, the life-boatmen of Whitby and their boats. She describes a service in November 1950, and then, going back a century, tells us that the life-boat which made a spectacular rescue on February 8th, 1861, was built by one of the men who sent a model to the great 1851 Exhibition.

This is a well written intimate book about its subject. It is illustrated with a number of fine photographs of Whitby, of fishing boats at sea and in harbour, and of Whitby life-boats and life-boatmen past and present.

Flag Days: An Answer to the Critics

THE following was taken from the editorial column of the *West Briton and Cornwall Advertiser*, for the 9th of July.

"The caustic criticisms which Cornwall Police Authority have lately made about flag days may have been a true expression of the public's irritation at being accosted as they go about the streets, but those who undertake the not very congenial task of organising these collections must have taken them in a pardonably bitter mood. There is much to be said—and members of the Police Authority said it—against flag days, yet there is a want of logicity in decrying them at a time when it is the vogue, in other contexts, to deplore the wilting and decay of voluntary service. It is hardly consistent to wax indignant or scornful about the State as an all-provider, and then to suggest closing one of the channels through which voluntary help can make itself effective. To organise a flag day is an opportunity, not without its difficulties, for those in whom the desire to be of use is not quenched to help the causes they have at heart, and through their efforts people who can afford but little can give their mite. The public are getting ever more disposed to regard the multitude of State-provided services as something for which nobody in particular pays.

"This attitude of mind is exemplified in the County Council's difficulty in convincing people that the ambulance service is not theirs to command as a sort of free taxi service to and from hospitals. Whether flag days are intrinsically good or bad, it would be a pity to destroy them as a vestige of the voluntary spirit which was once so strong and now becomes enfeebled. There are still many good works, whose worth to the country cannot be exaggerated, which struggle on without a penny of revenue beyond what the goodwill of their friends provides, such as Dr. Barnardo's Homes, the Royal National Life-boat Institution, and others. It would be grievous indeed if a popular antipathy to flag days should injure them at a time when a constantly rising cost of living threatens more and more to dry up the springs of private generosity."

Obituary

Rear-Admiral T. P. H. Beamish

REAR-ADMIRAL T. P. H. BEAMISH, C.B., who died on the 2nd of May at the age of 76, had been a member of the Committee of Management for twenty-seven years. He was elected to the Committee in 1924, served on the General Purposes and Boat Committees, and helped the Institution also by speaking at the meetings of branches. In 1949 he was appointed a vice-president in recognition of his long service for the Institution.

Lord Holden

LORD HOLDEN, who died on the 6th of July, at the age of nearly fifty-three, and was for a time in the diplomatic service, had been a member of the Committee of Management for three and a half years. He was elected to it at the end of 1947, the same year in which he became Deputy-Chairman and Speaker of the House of Lords.

Mrs. Talbot-Cadow, of Carlisle

MRS. W. TALBOT-CADOW, of Carlisle, died on the 11th of February. She had been an active and successful honorary worker for the Life-boat Service for twenty-eight years. It was in 1923 that she became president of the Carlisle and district branch, which in the previous year had collected under £3. In 1923 it collected £249. Five years after becoming president Mrs. Talbot-Cadow took over also the work of honorary secretary. For twenty-one years she continued the duties of both, resigning them in 1947 and becoming patron of the branch. In the twenty-eight years of her life-boat work, the branch raised over £10,000. In 1932 Mrs. Talbot-Cadow was awarded the gold badge, given only for distinguished honorary services, and in 1948 she was appointed an honorary life-governor, the highest award which the Institution can give.

Major A. J. Dawson

MAJOR A. J. DAWSON, M.B.E., who died at his home in Hastings on the

4th of February last, at the age of seventy-nine, was a most widely travelled man and the author of a great variety of books. He served in the war of 1914 to 1918 although over military age, won the *Croix de Guerre avec Palme*, and, when invalided, established a propaganda section in the War Office. After the war he was on the staff of the Institution for a short time, before going out to India as director of information to the Government of Bombay, and on his return to England was invited by the Committee of Management of the Institution to write the history of the first hundred years of the Life-boat Service. This history, entitled *Britain's Life-boats*, was published in 1923 for the Institution's centenary the next year. It had an introduction by the Prince of Wales (now Duke of Windsor), president of the Institution, and a foreword by Joseph Conrad.

Mrs. Polly Donkin

MRS. POLLY DONKIN, the most widely known of the fisherwives of Cullercoats who for nearly thirty years have collected for the Life-boat Service at the summer exercise of the Cullercoats life-boat, died on the 26th of March after a long illness. She was ninety-three, and an indomitable old lady. When she was already well in the eighties, she had one of her legs amputated. The collections started in 1922, and year after year Mrs. Donkin collected more than anyone else. Altogether she collected over £1,000. In 1930 she was awarded the Institution's gold badge, the first of three of the Cullercoats fisherwives to receive this award for distinguished honorary service. She attended the annual meeting of the Institution in London for its presentation, wearing the fisherwives' brightly-coloured dress, and the traditional shawl. When the Prince of Wales handed the badge to her he asked her: "How do you get the money, Mrs. Donkin?" Her answer was: "I like to get the money, and I get the money."



" THANKS EVER SO MUCH, AND DONT FORGET — ANY TIME YOU NEED
OUR HELP..... !! "

Off Conway Castle

IN the Spring number there was a photograph of the Llandudno life-boat, off Conway Castle. This photograph was reproduced by very kind per-

mission of the *North Wales Weekly News*, and we regret that no acknowledgment was made under the reproduction.

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 autumn number, 1951.

LITERATURE OF THE LIFE-BOAT

An Account of Books, Pamphlets
and Press Articles on the Life-boat
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