

THE LIFE-BOAT

The Journal of the Royal National Life-boat Institution

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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 October 31st, 1951 - - - - 77,528

Foreign Life-boat Services

BEFORE the war *The Life-boat* published each year brief reports from foreign Life-boat Services of the help they had given to British vessels and the state of their fleets. After twelve years these reports are to be resumed.

In asking them for their records in 1950, the Institution also asked the voluntary Services if they were now in any way controlled by the state.

The letter was sent to all the foreign Services except the Russian (which for years before the war had not answered the Institution's letters), Roumanian and Latvian.

It will be seen from the replies that no changes have taken place except in Spain and Portugal. In Spain the Service was at one time voluntary, though it received a grant from the State. It is now controlled by the State.

In Portugal the Service was voluntary, with a grant from the State. It would seem now to be managed by the State, though still partly maintained by voluntary gifts.

Belgium

A Belgian life-boat rescued three lives from a British yacht, and a pilot cutter brought ashore twelve of the crew of a British steamer, the *Martagon*, which was leaking.

Belgium has three motor life-boats. They are all of the Institution's Watson cabin type and were built at Cowes.

The Belgian Service (founded in 1832) is maintained by the State.

Denmark

There were no services to British vessels.

Denmark has 23 motor life-boats, 19 pulling and sailing life-boats, and 16 stations with rocket life-saving apparatus only.

The Danish Service (founded in 1852) is maintained by the State.

Finland

The Finnish Life-boat Society (founded in 1930) has 25 life-saving stations, 14 of them with motor life-boats. Of these 14 boats two are cruising life-boats.

It is a voluntary Society but receives a grant from the State.

France

French life-boats helped in various ways two British steamers, a motor vessel and two yachts.

The Central Society for Saving the Shipwrecked (founded in 1865) has,

37 motor life-boats and 20 pulling and sailing life-boats. The society is voluntary, but the Ministry of Reconstruction is paying for the rebuilding of its stations damaged in the war, and every quarter the Society has a conference with the Ministry of Mercantile Marine at which its plans and suggestions are examined. Once the general plans have been approved the Society is free to carry them out. Its organisation and inspection, its choice of life-boats, and methods of launching are left to it to decide. The Society writes:

"Once this first minimum programme has been carried out, we hope, by developing our publicity, to regain the complete independence which we had before the war. This is equally the desire of our government which does not at all wish to make the Life-boat Service a State enterprise."

There is an independent society in Brittany. Much of its work is in the patrol of bathing beaches and the rescue of bathers. It also had several life-boats, but these were destroyed, or disappeared, during the war. It has ordered five more, and later will order a sixth, all of a type similar to the Institution's 46-foot 9-inches Watson cabin life-boat. Three of the five are expected to be ready this year.

The Society of Breton Hospitaller Rescuers is voluntary, but it is receiving the help of the State in repairing the damage done in the war.

Germany

German life-boats helped to beach a sailing yacht, with British sailors aboard, and brought a sick man ashore from a Liverpool steamer.

The German Service has 32 motor life-boats, 2 pulling life-boats, and 6 life-saving apparatus.

The German Society for Saving the Shipwrecked is voluntary. It was founded in 1865, and twenty years later took over the State Service on the Baltic, founded in 1852.

Holland

The life-boats of the Royal North and South Holland Life-saving Society helped four British vessels in various ways.

This society has 24 motor life-boats and 4 pulling and sailing life-boats.

The Royal South Holland Society for Saving the Shipwrecked went to the help of a British yacht in a rough sea and towed her in, and to the leaking steamer *Martagon*, from which a Belgian pilot cutter had rescued twelve men. The Dutch life-boat rescued the remaining twenty-three.

The South Holland Society has 3 twin-screw motor life-boats with two 110 h.p. engines, 1 single-screw boat with a 165 h.p. engine, and 4 other motor life-boats.

Altogether Holland has 31 motor life-boats and 4 pulling and sailing life-boats.

Both the Dutch Services (founded in 1824) are voluntary.

Iceland

Icelandic life-boats went to the help of a British oil-tanker and three trawlers, and rescued 75 lives from them.

Iceland has two cruising cutters (of which one is owned partly by the Life-boat Association and partly by the State, and is used in the summer for fishery research and surveying), 2 motor life-boats stationed ashore, 9 pulling life-boats, 54 stations with life-saving apparatus, 24 refuge stations, and several wireless stations.

The National Life-saving Association of Iceland (founded in 1928) is voluntary. It has a membership of 26,380 out of a total population of 141,042.

Japan

The Japanese Life-boat Service was established in 1889, as a voluntary service, with the title Imperial Japanese Life-Saving Society. In 1896 parliament advised the government to establish a State service but instead the government made a small grant-in-aid to the voluntary society. Before the war of 1939 to 1945 the society had a fleet of 76 motor life-boats and 142 pulling and sailing life-boats. Since the war its name has been changed to Nippon Life-saving Association. It now has 15 life-boats left; and is under the control of a government organisation, the Maritime Safety

Agency. This agency has 70 patrol boats and 129 small vessels with the duty of enforcing the fishery laws and other maritime regulations as well as going to the help of ships in distress.

No information has been received of services to British vessels.

Norway

There were no services to British vessels.

The Norwegian Society for Saving the Shipwrecked has 24 cruising motor ketches and 32 shore stations equipped with various apparatus for life-saving.

It was founded in 1891 and is voluntary. The State Life-boat Service, which was founded in 1854, was transferred to it in 1933.

Poland

After the war of 1914 to 1918 the Polish Government took over a number of life-boat stations on the Baltic which had belonged to the German Life-boat Service, but nothing was heard of the Polish Service until, in 1948, the secretary of the Swedish Society wrote that at the request of the Polish Government, he had visited Poland to advise it about a Life-boat Service. The Institution informed all the other Life-boat Services and wrote to the Ministry of Shipping in Poland sending it the good wishes of them all. It also offered to give Poland any information wanted. The Institution then heard from the Polish Shipping Mission in London that Poland wished to organise her service on the same lines as the British Service, and it gave the mission drawings and descriptions of its different types of life-boat and engine, its searchlight and its radio telephone and loud hailer. This was in October, 1949. Nothing more has been heard from Poland, but the Swedish Service reports that it has 2 cruising motor life-boats, and 2 other motor life-boats, built in Sweden.

Portugal

No reply has been received from the Portuguese Institution for Saving the Shipwrecked, but in the summer of

1949 the late chief inspector of life-boats visited the headquarters of the institution and several of its stations. He understood that it had about 36 life-boats, of which 16 were motor boats.

The institution was founded in 1892. From 1901 onwards it received a grant from the State, but the chief inspector understood that it was now controlled by the Ministry of Marine, though the funds still consisted in part of voluntary gifts.

Spain

There were no services to British vessels.

Spain has 25 life-boats, some with motors, some with oars, and there are plans to re-organise the fleet, replacing these 25 boats with cabin motor life-boats.

The Spanish Society for Saving the Shipwrecked was founded in 1880 and took over the life-boat stations which had been established by the State. It received a grant-in-aid from the State, but was a voluntary society. Though it still receives some subscriptions and gifts its principal income is now a subsidy from the Ministry of Mercantile Marine, and it is strictly controlled by the ministry.

Sweden

There were no services to British vessels.

The Swedish Society for Rescuing the Shipwrecked has 6 cruising motor life-boats, 15 other motor life-boats, and 5 stations with rocket apparatus only.

The society (founded in 1904) is voluntary, but it is expecting the State to provide money for one or two high-speed boats, to be stationed off Stockholm and Gothenburg where the airliners pass and where, too, there are many islands from which sick people have to be brought, as quickly as possible to the mainland. The society expects also that these boats, though provided by State money, will be entirely under its control.

Besides the voluntary service there is a State service, founded in 1855, maintained by the Royal Pilot Board. It has 5 motor life-boats, 1 pulling boat with an outboard motor, 1 pulling boat,

and 17 stations with rocket apparatus only, so that Sweden has a fleet of 26 motor life-boats, and 2 pulling (one with an outboard motor).

Turkey

There were no services to British vessels.

There are 4 life-boat stations on the shores of the Black Sea, with 7 pulling and sailing life-boats, and 11 stations with rocket apparatus only. A motor life-boat for Turkey is being built in England and is expected to arrive in 1952.

The Turkish Service is maintained by the State.

The United States of America

The United States Coastguard, which maintains the Life-boat Service, was not able, as in the past, to give particulars of services to British vessels, since it meant a search through its records, which it had not the staff to carry out.

It has 177 motor life-boats besides its large fleet of cutters, patrol boats, lightships, harbour tugs, buoy boats and motor boats.

As the Life-boat Service is part of the Coastguard it is maintained by the State.

British Services to Foreign Vessels in 1950

DURING 1950 British life-boats went out to the help of 42 vessels and aeroplanes belonging to 14 foreign countries, and rescued from them 70 lives. Eight of the vessels hailed from France; 5 from the Netherlands; 5 from the United States (including 3 aeroplanes); 5 from Germany; 4 from Belgium (including 1 aeroplane); 4 from Denmark (including 1 from the Faroes); 3 from Norway; 2 from Spain; and 1 each from Turkey, Sweden, Finland, Iceland, Italy and Panama. In addition 77 men were landed from foreign vessels on which they might have been in danger.

An Intrepid Rescue in Guernsey

ON the 9th of June, two men were marooned on separate rocks in Pequeries Bay, Guernsey, about twenty-five yards off shore. They had been there for three hours before the police heard, after 10.15 at night. Police Constable Robilliard at once took action.

He got two fisherman, Arthur Falla and Sidney Torode, to launch their boats, a 12-foot punt and a 10-foot flat-bottomed boat. They set out from Baie Port Grat, three-quarters of a mile away, and the constable went with them. There was a light west-south-west breeze, and it was high water; but the heavy swell made boat work on this very rocky coast difficult and dangerous.

Marooned on the Rocks

They found the two marooned men, swept all the time by seas and in danger of being washed off the rocks. Arthur Falla anchored his punt and

made fast a line to Sidney Torode's boat. Torode then rowed single-handed through the breaking seas towards the rocks. After two or three tries, he took off one man, and Falla and Constable Robilliard hauled them back in the boat. They transferred the rescued man to the punt, and Torode again set out through the surf. He took off the second man, and they were hauled back once more. Both marooned men were wet and cold, and very tired, but uninjured.

Complete Disregard for Safety

For this very gallant rescue, which occupied two and a quarter hours in darkness, Sidney Torode received the thanks of the Institution on vellum. He had shown a complete disregard for his own safety as well as great resource and skill. Arthur Falla and Police Constable Robilliard each received a letter of appreciation from the Institution, and Falla and Torode £5 each.

Skill and Gallantry in North Wales

The Silver Medal awarded to Porthdinllaen

It was the 8th of August in Porthdinllaen. Mr. Jones and his two nephews had gone sailing in their small auxiliary yacht *Waterbell*; but when they did not return by half-past eight, Mrs. Jones became worried. At 8.50 p.m. she telephoned the life-boat authorities.

The coastguards confirmed that the yacht had passed through Bardsey Sound; and at ten past ten the Porthdinllaen life-boat launched. The coxswain was away on annual leave, and Second Coxswain Dop was in command. At seven, the flood tide had started making to the north-east, and the wind was freshening quickly from the north-west. Along the lee shore from Bardsey Island to Porthdinllaen there was a rough and confused sea.

The "Waterbell" is Sighted

The night was very dark by now; little could be seen. The life-boat searched along the coast without luck, until half an hour after midnight, when she saw a light flashing. It was the crew of the *Waterbell* trying to signal. The yacht was anchored close to Porth Oer (ten miles south-west of Porthdinllaen) in a mass of breaking water. There seemed to be a reef to seaward of her. The coxswain reported on the radio telephone that he had found her, and asked for the Coastguard L.S.A. team to be sent at once.

The wind was now much stronger, and increasing. Blowing athwart the tide and the strong eddies off the coast, it was piling seas over the life-boat from every side. Second Coxswain Dop thought at first that there would not be enough room to turn the life-boat between the yacht and the shore. He also decided not to anchor and veer down on the yacht as she was sheering badly and the sea bottom was very rocky. So he tried to go in stern first on the *Waterbell's* starboard side.

A Risk Taken

He failed. He then made up his mind to risk not being able to turn the life-boat inshore of the *Waterbell*

and, after one or two abortive tries, took her in, bows first, alongside the yacht's lee. The three men aboard her jumped into the life-boat, and the coxswain brought his craft out stern first. On the way out, her after cockpit filled with sea water more than once; but she came out safely and took the rescued men to Porthdinllaen. They got there at five-thirty next morning.

Exceptional Seamanship

For his intrepid seamanship, Second Coxswain William Dop was awarded the silver medal of the Institution. One of the three men saved, an ex-merchant seaman, said that he was astounded that the life-boat had been able to get in and alongside; he thought it an exceptional piece of seamanship, and very brave.

The Institution's thanks on vellum was awarded to Reserve Mechanic Cyril G. O'Dell, whose operation and control of the engines during the crisis of the rescue showed high efficiency and courage. Extra money awards of £2 were made to all nine members of the crew.

The *Waterbell* eventually dragged ashore, but was salvaged later.

Chart of the Service

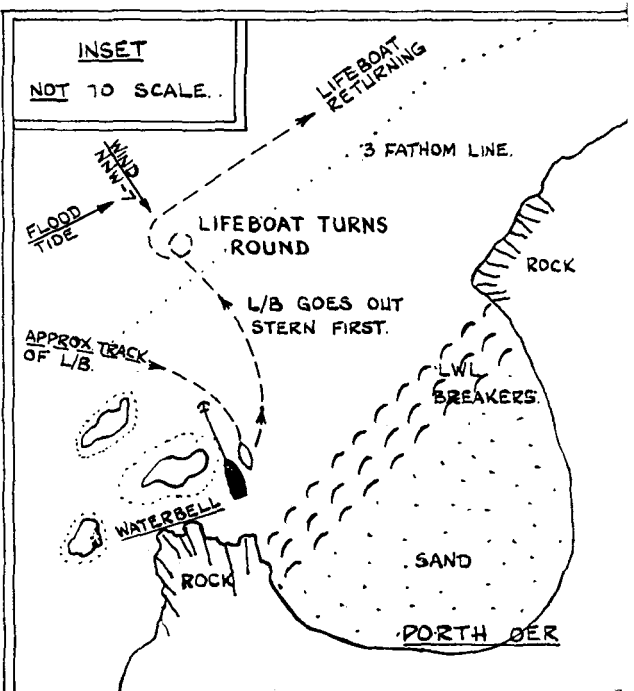
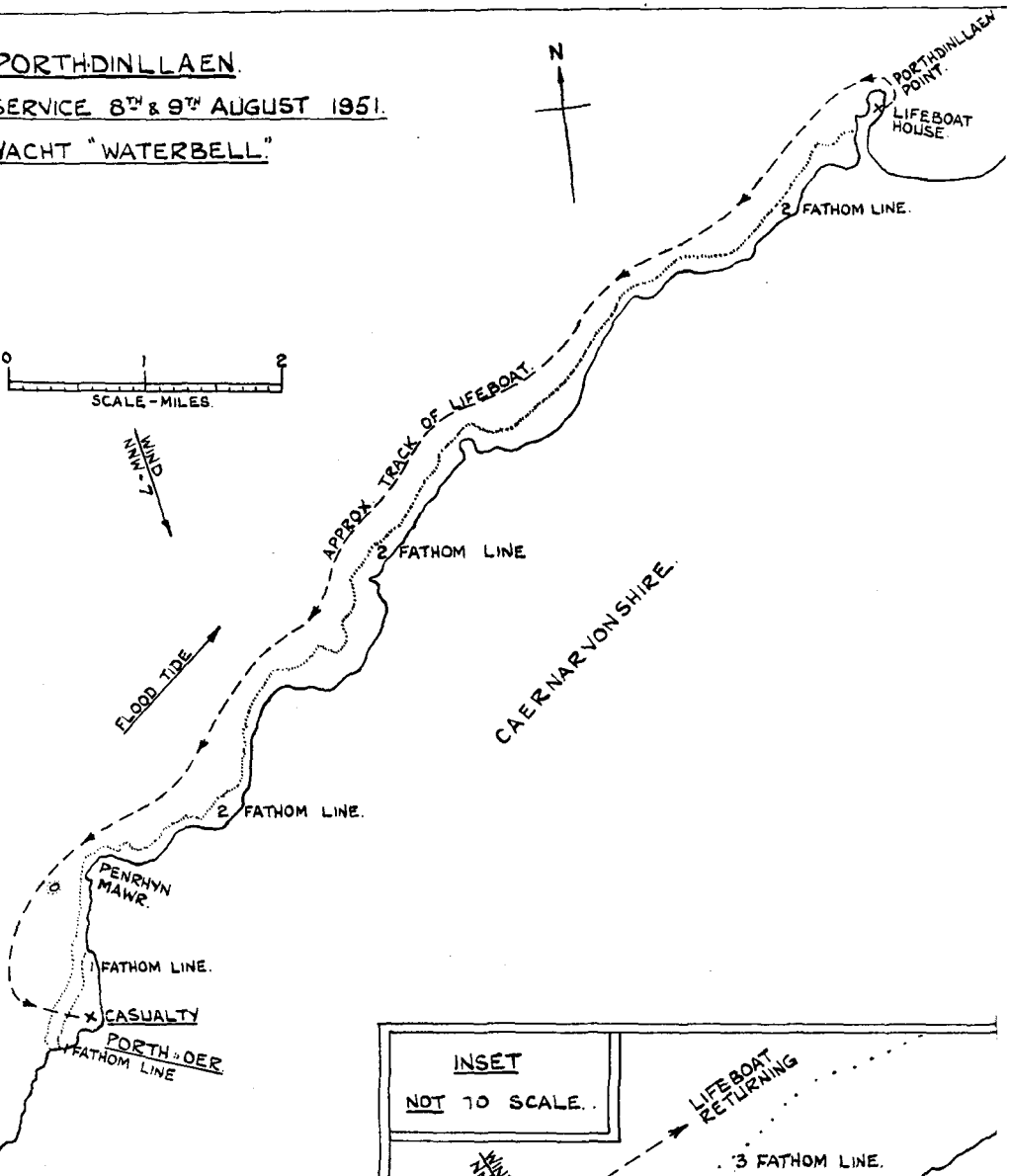
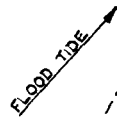
On the next page there is reproduced a chart of this service at Porthdinllaen. The larger diagram, which is to scale, shows the approximate route of the life-boat along the coast, from its launching until it squared down upon the yacht *Waterbell* off Porth Oer. The direction of the wind and the flood tide is marked and the two-fathom line all along the coast. The one-fathom line is shown for the area immediately to seaward of the distressed yacht.

The inset, although not to scale, is an effective enlargement of the spot where the actual rescue took place, and gives some idea of the difficult situation in which the life-boat found herself.

PORTHDINLLAEN.

SERVICE 8TH & 9TH AUGUST 1951.

YACHT "WATERBELL."



Commander P. E. Vaux, D.S.C., R.N.

The Chief Inspector of Life-boats Retires

COMMANDER PHILIP EDWARD VAUX, D.S.C., R.N., Chief Inspector of Life-boats, retired from the service of the Institution on the 30th of June of this year. He had been chief inspector since the 1st of January, 1939.

Commander Vaux was educated at the Royal Naval Colleges of Osborne and Dartmouth and joined the Navy as a midshipman in 1913. During the war of 1914 to 1918, he took part in the actions at Heligoland and Dogger Bank, in the Battle of Jutland, and, as first lieutenant and navigating officer of H.M.S. *Iphigenia*, in the attack on Zeebrugge, where he won the Distinguished Service Cross. In 1919 he was in coastal motor boats with the North Russian Relief Force, and was mentioned in despatches. He retired from the Navy in 1920, at the age of 24 and entered the service of the Institution in March 1921 as inspector of life-boats for the Irish District.

He Wins the Bronze Medal

In February, 1926, while he was serving in Ireland, two Welsh trawlers struck the rocks off the coast of Connemara and sank. The crew of the first got away in the ship's boat. The boat of the second was launched but broke loose. One of the crew jumped overboard, and swam to it, to be picked up later by a curragh. What had become of the rest of the crew was never known, but a piece of packing-case was washed up with the message "We three on a place called High Island shipwrecked at the entrance of Clifden Bay," and for over a week ships and aeroplanes were searching the islands. In this work Commander Vaux took part, getting together volunteer crews and searching four islands. One of them was the High Island, mentioned on the piece of packing-case. He landed on it from a curragh, a boat made of canvas stretched over a wooden frame. The weather was rough, the sea running very high, and the island rocky and

steep. He landed at great risk; one false step would have been fatal; and searched the eighty acres of the island. But he found nothing alive except sheep and seals. For his leadership and courage in this search he was awarded the Institution's bronze medal for gallantry.

In the Eastern District

Commander Vaux was transferred to the Eastern District in 1929, and in 1934 he was chosen by the Institution to go to Roumania to advise its government which had decided to start a life-boat service. He remained in the Eastern District until he became chief inspector ten years later, but he had been chief inspector for less than a year when war was declared in September, 1939, and he was recalled at once to the Navy. He was in command of six anti-submarine trawlers and then an anti-submarine training base. He took part in the landing in North Africa and was appointed captain of the shore base at Bizerta. He was serving in command of H.M.S. *Vindictive*, a mobile destroyer repair ship in Malta, in the spring of 1944, when, at the urgent request of the Institution, he was released from the Navy and returned to the Life-boat Service.

Rebuilding of the Fleet

The most urgent task of the returning chief inspector was to prepare plans for new boats to make up for the losses and delays of the war, that building might begin again as soon as possible after the war ended. To this work of rebuilding a large part of the fleet, Commander Vaux gave himself with great energy, and there is no type of life-boat on which he has not left his mark.

Before the war only the two largest types, the Barnett and the Watson Cabin, had diesel engines. Now all the six types of life-boat have them, with the greater radius of action and

the smaller risk of fire which diesel engines give. Commander Vaux produced the first life-boats (of which there are now sixteen in the fleet) with a superstructure of aluminium alloy, which has made possible deck cabins. He had the 41-foot beach and 41-foot Watson types redesigned with cabins, so that now four of the six types in the fleet are cabin boats. He installed a new system of wireless which can be used in the two open types of life-boat, as well as in the cabin boats, and introduced the loud hailer for communicating with wrecks. In the seven years since his return to the Life-boat Service, thirty-seven of these re-

designed life-boats (as well as ten of the older types) have been added to the fleet.

Much Travelled

Commander Vaux was the most travelled of the Institution's chief inspectors. As district inspector he had gone to Roumania to advise its government. He also visited the Danish Life-boat Service. In his seven years as chief inspector after the war, he found time to visit and study the Life-boat Services in Holland where he went several times, France, Belgium, Norway, Sweden, Finland, Germany and Portugal.

The New Chief Inspector of Life-boats

COMMANDER VAUX has been succeeded as chief inspector of life-boats by Commander T. G. Michelmores, R.D., R.N.R., the deputy chief inspector.

Commander Michelmores joined the Life-boat Service as a district inspector of life-boats in 1930. He had been for seventeen years with the Peninsular and Oriental Steam Navigation Company, had held a master's certificate for nine years, was a second officer, and a lieutenant-commander on the active list of the Royal Naval Reserve. During the 1914-1918 war he had served in the Tenth Cruiser Squadron in the North Atlantic and Arctic Sea and then, as first lieutenant of destroyers, in the North Sea, the Dover Patrol and the Mediterranean. When the war ended he was in hospital in Gibraltar with Spanish influenza and cordite

poisoning. It was decided to send him home. His destroyer was at Gibraltar, She also was on her way home, and he was given permission to travel in her. No sooner was he on board than her orders were countermanded, and Commander Michelmores found himself on his way to the Black Sea. When he should have been in hospital in England, he was engaged in strenuous operations in South Russia against the Bolsheviks.

On joining the Life-boat Service, Commander Michelmores was posted to the Northern District where he served until the end of 1941. He was then transferred to the Eastern District where he served through the remainder of the war of 1939 to 1945. In the summer of 1945 he was appointed deputy chief inspector of life-boats.

The New Deputy Chief Inspector of Life-boats

COMMANDER S. W. F. BENNETTS, D.S.O., D.S.C., R.N. (Retd.), was appointed Deputy Chief Inspector of Life-boats on 1st of July. He was previously District Inspector (General), in which appointment he came to the Institution on 16th of February, 1949.

Commander Bennetts was educated at Osborne and Dartmouth, and subsequently specialised in submarines. Apart from twenty months' service in H.M.S. *Revenge*, he was in command of

submarines and destroyers from January 1933 to September 1944. In 1943, while serving in the Mediterranean in command of H.M.S. *Bicester*, he was awarded the D.S.O. for sinking a German submarine, and the D.S.C. for anti-shiping sweeps in the Sicilian Channel. In 1942, during the initial landings in North Africa, he was mentioned in despatches.

From October 1944 to November 1948, he served at the Admiralty, in the department of Naval Equipment.

The Life-boatman's Log

France Honours the Life-boat Service

A Decoration for a Cornish ex-Coxswain

ON the 14th of July last, a reception was held at University College, Southampton to mark the celebrations of France's national day, *Le Quatorze Juillet*.

A number of French decorations awarded to Englishmen were presented to them by M. Blot, the French consul at Southampton. Among the recipients was ex-Coxswain G. H. Peters of the St. Ives, Cornwall, life-boat, who was made a "Chevalier du Merite Maritime" and who, in the words of M. Blot "had won it by his courage in saving the lives of several French fishermen."

This courage was displayed in the rescue of the crew of eight of the French motor fishing vessel *L'Entente Cordiale* during a north-east gale on the 2nd of May, 1947. Henry Peters was appointed coxswain of the St. Ives life-boat in October, 1946, and retired in March, 1949. He had previously been second coxswain from 1939-1946 and in 1938 was awarded the bronze medal of the Institution as a life-boatman.

A Letter of Gratitude

A Frenchman writes to Jersey

ON the 31st of May, 1951, the St. Helier life-boat rescued the crew of three of the French motor vessel *Le Cap*, of Carteret, which was sinking. Captain Mertz of the *Le Cap* wrote this letter of thanks to the St. Helier coxswain.

"This letter is to express to you, your crew and the radio operators all my thanks and those of my two men and our families, for your fast help for our lives and for all you did to attempt to save my poor ship.

"The deck hand, Leonard Henri, is married and has two young children (one of six years, the other one of ten months). The engineer Chenu Lucien has in charge his old father and mother who are both very ill (paralysed). I am married and I have a son one year old.

"Thank you for all those people.

"And now if I can do anything for you, your crew and all those who saved ourselves, let me know it, I am always ready to make my best to do it. And if you or some of your men are coming in France they will find my door wide open for them in Carteret at first and later in Colombes (close to Paris) where I think I shall go back. My address is:

"Monsieur L. C. Mertz,
113, Rue de L'Agriculture,
Colombes,
(SEINE).

"And if you come in Paris don't forget to write me a few words if I am at home I shall go to the station and receive you in my home with the greatest pleasure.

"The shipowner, M. de Saint Denis told me that he wants also to do something for the life-boat.

"All my thanks again and excuse, please, my bad English."

Bronze Medal for Longhope

THE bronze medal for gallantry has been awarded to Coxswain Alfred Johnston, of Longhope, for the rescue of the crew of forty of the Swedish motor vessel *Oljaren* on the 12th and 13th of April, 1951, and a special reward of £1 to him and each of the eight members of the crew in addition to the reward on the ordinary scale of £5 14s. each. Rewards to coxswain, crew and launchers on the ordinary scale £58 14s.; additional rewards to crew £9; total rewards, £67 14s. A full account of this service appeared in the summer number of *The Life-boat*.

The Pier at Cromer

At a ceremony on Saturday, the 9th of June, the pier at Cromer was re-opened, fifty years after its first opening. It had been deliberately partially destroyed in 1940, as part of our East Coast Defence Scheme. It was cut in two, creating a 50-foot gap.

Cromer's No. 1 life-boat, the *Henry Blogg*, is housed at the end of the pier, and was there throughout the war. The crew reached it by a temporary wooden plank bridge thrown across the gap.

Sir Edmund Bacon, who performed the re-opening of the pier, spoke of the exploits of life-boats in general and of the Cromer life-boat in particular; and Lord Templewood, president of the Cromer station branch of the Institution, said that without the pier it would be almost impossible to operate the life-boat. He added that now the pier had been repaired, Cromer could look forward to another chapter of life-boat achievements in which the pier would feature in the forefront.

A Flare in the Hand . . .

A REPORT in the *Newtownards* (County Down) *Chronicle* says that the Donaghadee life-boat turned out speedily on Wednesday evening, 5th of September, when a flare was seen, but after cruising round for about an hour and a half returned with nothing but the flare.

A Pulpit Improvised

ON the 2nd of September, the Bishop of Whitby (the Right Rev. W. H. Baddeley) addressed a congregation of several thousand people at a huge open-air religious service held in the harbour at Whitby. The occasion was the blessing of the herring fishing fleet.

While fishermen stood on the decks of their boats and the rest of the congregation filled the harbour side and its guardian cliffs, the Bishop preached from a pulpit made of fish boxes and draped with the house flag of the Institution.

Neither Man Nor Mouse

ON Sunday night, 2nd of September last, the Falmouth life-boat was called out to the help of what was thought to be a man clinging to an upturned boat in Gerrans Bay. She searched for three hours in darkness, and then found—a dead whale afloat.

THE HONOURS LIST

Sydney Taylor

MR. SYDNEY TAYLOR, who is honorary secretary of the Lowestoft station branch of the Institution was awarded the O.B.E. in the Birthday Honours List, for his splendid voluntary work for the Life-boat Service over a period of nearly twenty-six years.

Mr. Taylor came to Lowestoft shortly after the first world war, and he was appointed honorary secretary in October, 1925. In 1937 he was awarded the Institution's inscribed binoculars for his excellent services in this capacity. His wife helps him in his life-boat work, concerning herself chiefly with the organising of flag days.

A Model Rescue

MR. C. W. MORLEY, a young London medical student and a keen yachtsman, built in two months a radio-controlled scale model of the Aldeburgh No. 1 life-boat, *Abdy Beauclerk*. He used ex-Government stock materials, at a trifling cost, and the fenders and sails were made by his wife. The main engine was adapted from an old electric train set. A one valve wireless set was fitted in the life-boat's hull and another one on shore controlled the movements of the boat when in the water.

Last summer, while on holiday at Aldeburgh, he sailed his model on the sea, the river and the yacht pond. Here she carried out a "rescue." A child's model yacht capsized, and Mr. Morley sent the "Abdy Beauclerk" out "on service"; she brought back the casualty safely to the bank.

Pass the Mustard Please

IT was midnight on Saturday, July 14th. All was still. Suddenly the Penamaen Coastguard saw red flares out at sea; they were about eight miles away to the east. He telephoned the Fowey life-boat station, and the life-boat was speedily launched. She searched the coast, and eventually found: a picnic party on Great Beach, Lantic Bay. They were burning a bonfire and flashing torches as they enjoyed their midnight feast.

Services of the Life-boats in June, July and August, 1951

116 Lives Rescued

DURING June life-boats went out on service 39 times and rescued 27 lives.

HOPE FOR THE FISH HARVEST

Longhope, Orkneys.—At 1.57 on the morning of the 1st of June, 1951, the Kirkwall coastguard telephoned that the fishing vessel *Harvest Hope*, of Lerwick, had run ashore south-south-west of Copinsay; and at 2.35 the life-boat *Thomas McCunn* was launched. The sea was smooth, with a light easterly breeze blowing. The *Thomas McCunn* found the ship, with a crew of six, two cables east of Nair Copinsay, and stood by her until she refloated an hour later. Then, when she saw the *Harvest Hope* was not damaged, she returned to her station, arriving at 10.35.—Rewards, £17 9s.

JUST ONE "HAPPY RETURNS"

Newhaven, Sussex.—At 8.21 on the morning of the 2nd of June, 1951, the coastguard passed on the news that a Trinity House vessel had, through Newhaven Radio, reported the Eastbourne fishing vessel *Happy Returns* disabled by an engine breakdown. She was four and a half miles south of Newhaven Harbour, in need of help. At 8.39 the life-boat *Cecil and Lilian Philpott* was launched in a light north-easterly wind and a smooth sea and came up with the drifting ship about an hour later. She had been out all night and her exhausted crew of two, were glad of some refreshments. Afterwards, the life-boat took the *Happy Returns* in tow and made for Newhaven, reaching it at 11.0.—Rewards, £9 7s. 6d.

ADRIFT FOR OVER TWELVE HOURS

Port St. Mary, Isle of Man.—At 9.17 on the morning of the 3rd of June, 1951, the Castletown coastguard telephoned that a boat was in difficulties off Langness. Fifteen minutes later the life-boat *K.T.J.S.*, on temporary duty at the station, was launched in calm weather. Two miles east of

Langness Lighthouse she found the motor boat *Angelo*, of Peel, with a crew of two. They said their engine had broken down while they were on passage from Birkenhead to Peel. The life-boat took the motor boat, which had been adrift for over twelve hours, in tow, and brought her into Port St. Mary at midday.—Property Salvage Case.

PADDLING A SAILING DINGHY

Tenby, Pembrokeshire.—About 9.10 on the night of Sunday the 3rd of June, 1951, the coastguard telephoned that a sailing dinghy with a crew of two had apparently been caught in the tide race between Giltar Point and Caldy Island. Her sail was down and her occupants were paddling for St. Margaret's Island. At 11.30 the life-boat *John R. Webb* was launched in a calm sea and finding the dinghy's crew of two on the rocks at St. Margaret's Island, took them into the life-boat. Three life-boatmen then jumped ashore, re-floated the dinghy, and took it in tow. The life-boat arrived back at 10.40 and landed the two people.—Rewards, £9 13s.

DRIFTING YACHT

Dungeness, Kent.—At 9.7 on the morning of the 7th of June, 1951, the Lade coastguard reported the motor yacht *Jaymac*, of London, in need of help six miles south-west of Dungeness. At 9.45 the life-boat *Charles Cooper Henderson* was launched in a fresh easterly breeze with a moderate sea. She found the yacht, which had drifted four miles westward, had broken down. Her master asked for her to be towed to port, so the life-boat took her to Rye, getting there just after 1.0 in the afternoon. Then she returned to her station, reaching it at 4.0.—Rewards, £37 12s.

MOTOR CRUISER IN TOW

Ramsgate., Kent.—At 5.15 on the evening of the 15th of June, 1951, the

coastguard telephoned that a motor cruiser, flying a distress signal, seemed to be drifting. At 5.22 the life-boat *Mary Scott*, on temporary duty at the station, left her moorings in charge of the second coxswain. The sea was slight, with a light south-westerly breeze blowing. She found the motor cruiser *Shamrock Cruiser II*, of London, with a crew of three, two miles south-east of Quern Buoy, broken down and at anchor. A motor boat had put a rope on board, but found she was not powerful enough to tow her. The owner, therefore asked the life-boat, to pass a rope on board. The *Mary Scott* then helped to tow her to harbour, reaching it at 6.15.—Property Salvage Case.—Rewards, 12s. 6d.

IDLER VERY IDLE

Gaister, Norfolk.—At 4.15 on the afternoon of the 17th of June, 1951, the Great Yarmouth coastguard telephoned that a yacht was flying distress signals about a mile south-east of Winterton. At 4.30 the life-boat *Jose Neville* was launched. There was a ground swell, with a strong south-westerly breeze blowing. She found the yacht *Idler*, of Great Yarmouth, with a crew of four, at anchor. Her crew could not manage her, so two life-boatmen boarded her, weighed anchor, and the life-boat then towed her to Great Yarmouth. She reached her station again at 8.0 that evening.—Rewards, £14 8s.

OVERDUE YACHTS

Howth, Co. Dublin.—Two yachts were overdue from a local yacht race on the 17th of June, 1951. A message was received that one of them had been in trouble and was being towed by the other, so the life-boat decided to put out. At 4.30 that afternoon the life-boat *R.P.L.* was launched in a choppy sea, with a very fresh south-westerly breeze blowing. She found the yachts one and a half miles north of the harbour. The yacht *Pauline*, of Howth, with a crew of three, had broken her tiller, so the life-boat took over the tow from the other yacht and towed the *Pauline* to Howth. They reached it at 5.30 in the evening.—Rewards, £4 17s. 6d.

RUM FOR TEN

Lytham St. Annes, Lancashire.—

At 8.50 on the evening of the 17th of June, 1951, the life-boat motor mechanic reported that he had seen a yacht, apparently in distress, on the north side of the River Ribble. At 9.5 he said the yacht was flying a white flag. At 9.30 the life-boat *Sarah Townsend Porritt* was launched on service for the first time, in a very heavy sea with a moderate south-westerly breeze blowing. She found the motor cruiser *Wendy*, of Preston, ashore near the Eleventh Mile Light, and pounding. She had ten people on board who had set out to go cockling, the seas had swamped her engine and she was in a dangerous position. The life-boatmen rescued the ten people, gave them rum and cocoa and towed the *Wendy* to Lytham, arriving at 10.56 that night.—Rewards, £6 7s.

GROUNDING AND REFLOATING

Ramsgate, Kent.—At 5.19 on the evening of the 18th June, 1951, the coxswain reported that a French fishing vessel had gone on the Brake Sands. At 5.24 the life-boat *Mary Scott*, on temporary duty at the station, left her moorings. The sea was moderate, with a moderate south-south-west breeze blowing. The vessel had refloated meanwhile, so the life-boat was recalled. As she altered course to return to harbour, she saw another ship, of a fleet of seventeen French fishing vessels, going aground. The coxswain showed the skipper how to get clear and when the ship refloated, the life-boat signalled the fishing fleet how to reach Ramsgate harbour. She waited until they had gone in and then returned to her station, arriving at 6.27.—Rewards, £5 3s.

BEACHED IN WHITBY HARBOUR

Whitby, Yorkshire.—At 4.22 on the morning of the 23rd of June, 1951, during a thick fog, the coastguard telephoned that a vessel was sounding S O S signals on her siren opposite the coastguard station. At 4.37 the No. 1 life-boat *Mary Ann Hepworth* was launched. There was a swell, with a moderate northerly breeze blowing.

She found the motor vessel *Dagny*, of Groningen, with seven people on board, aground five hundred yards south-east of Whitby East Pier. At the skipper's request his wife was transferred to the life-boat; a life-boatman then boarded the *Dagny* to pilot her. The life-boat put a rope on board, towed her clear and beached her in Whitby harbour, reaching her station again at 6.29. — Property Salvage Case

BUOYANT BORSTAL

Clacton-on-Sea, Essex.—At 12.58 on the afternoon of the 23rd of June, 1951, the coastguard telephoned. The S.S. *Leo* had wirelessed that she had seen a small sailing yacht near No. 6 Barrow Buoy which seemed to need help. So at 1.11 the life-boat *Edward Z. Dresden* was launched. The sea was smooth with a light north-north-west breeze blowing. She found the yacht *Spray*, with five boys in her, in tow of a motor vessel, and took the boys on board, towing the *Spray* to Clacton. She reached her station again at 5.30 that evening. The boys had escaped from a Borstal Institution.—Rewards, £12 12s. 9d.

TAKEN INTO HARBOUR

Scarborough, Yorkshire.—At 9.10 on the morning of the 24th of June, 1951, the coxswain reported that the local fishing coble *Hilda II* was off Red Cliff and making for Scarborough in bad weather. It would have been dangerous for her to enter the harbour alone, so at 9.20 the life-boat *E.C.J.R.* was launched. There was a rough sea with a strong northerly breeze blowing as she came up with the *Hilda II*, two miles to the south-south-east, and escorted her safely to harbour. She reached her station again at 10.10.—Rewards, £10 9s.

A TOW FOR "MOBY DICK"

Shoreham Harbour, Sussex.—At 5.23 on the evening of the 25th of June, 1951, the coastguard sent a message that a Brighton resident had reported a fishing boat broken down east of West Pier, Brighton. Another boat had tried to tow her, unsuccessfully,

so the fishing boat had made distress signals. At 6.30 the life-boat *Rosa Woodd and Phyllis Lunn* was launched. In a rough sea with a strong south-south-west breeze blowing, she found the motor fishing boat *Moby Dick*, of Shoreham, with one person on board, two hundred yards south-east of the pier. Two life-boatmen boarded her and the life-boat towed her to Shoreham, arriving at 9.0.—Property Salvage Case.

A DINGHY SINKS

Troon, Ayrshire.—At 6.0 in the evening, on the 25th of June, 1951, the Kildonan coastguard telephoned that a sailing dinghy was reported in difficulties and drifting two miles south-west of Whiting Bay. At 6.17 the life-boat *Sir David Richmond of Glasgow* was launched with the second coxswain in charge. The sea was rough, with a fresh north-westerly breeze blowing. She found the dinghy with a man and woman in her ten miles south-south-east of Kildonan, and took the woman on board. Her companion stayed in the dinghy to steer it. The dinghy's mainsail had broken and her outboard motor could not be fitted owing to the heavy sea, so the life-boat took her in tow. But before long she became waterlogged, and as the life-boat took the man off the dinghy's mast broke and she sank. The life-boat landed the rescued couple in the harbour, and reached her station again at 1.30 the next morning. The dinghy was recovered later from the beach north of the harbour.—Rewards, £10 16s.

FISHING BOAT IN DISTRESS

Portrush, Co. Antrim.—At 4.46 on the morning of the 26th of June, 1951, the coastguard telephoned that a fishing boat was in distress one mile west of Ramore Head. Within ten minutes the life-boat *Lady Scott, Civil Service No. 4*, was launched in a moderate sea with a moderate north-north-west wind blowing. She found the Portstewart fishing boat *C.E. 61* disabled by an engine breakdown, and towed her, with her crew of four, to safety. She arrived back at her station at 5.20.—Rewards, £6 7s. 6d.

AN INJURED AMERICAN

Hastings, Sussex.—At 3.40 on the afternoon of the 28th of June, 1951, the North Foreland radio station telephoned that the American steamer *Sea Cloud*, seven miles south of the harbour, had reported a man fallen down her hold. She asked for a doctor; so at 4.7 the life-boat *M.T.C.* was launched with a doctor and two ambulance men. The sea was smooth with a light west-south-west breeze. The life-boat took the injured man ashore to a waiting ambulance and arrived back at her station at 5.55 that evening.—Rewards, £21 4s. 6d.

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

Donaghadee, Co. Down.—June 1st.—Rewards, £6 13s.

Ramsgate, Kent.—June 1st.—Rewards, £9 18s.

Plymouth, Devon.—June 2nd.—Rewards, £9 9s.

Torbay, Devon.—June 4th.—Rewards, £3 16s.

St. Peter Port, Guernsey.—June 7th.—Rewards, £10 3s.

Port St. Mary, Isle of Man.—June 7th.—Rewards, £5 15s.

Ballycotton, Co. Cork.—June 8th.—Rewards, £8 4s.

Margate, Kent.—June 13th.—Rewards, £7 17s. 6s.

Salcombe, Devon.—June 15th.—Rewards, £13 6s.

Redcar, Yorkshire.—June 16th.—Rewards, £14 18s.

Teesmouth, Yorkshire.—June 16th.—Rewards, £15 18s.

Hartlepool, Durham.—June 16th.—Rewards, £7 13s. 6d.

Dover, Kent.—June 16th.—Rewards, £5 10s.

Campbeltown, Argyllshire.—June 16th.—Rewards, £16 13s. 6d.

Skegness, Lincolnshire.—June 17th.—Rewards, £20.

Portpatrick, Wigtownshire.—June 17th.—Rewards, £4 6s.

Broughty Ferry, Angus.—June 18th.—Rewards, £6 5s.

Howth, Co. Dublin.—June 20th.—Rewards, £8 10s.

Great Yarmouth and Gorleston, Norfolk.—June 21st.—Rewards, £13 9s. 6d.

Wick, Caithness-shire.—June 22nd.—Rewards, £4 10s.

Torbay, Devon.—June 25th.—Rewards, £3 8s.

Ramsgate, Kent.—June 29th.—Rewards, £18 8s. 6d.

JULY

DURING July, life-boats went out on service 63 times and rescued 20 lives.

FOOD TO THE LIGHTHOUSE

Rosslare Harbour, Co. Wexford.—On the 30th of June, 1951, the Chief Inspector of the Irish Lights Commissioners asked if the life-boat would take provisions to the Tuskar Rock Lighthouse next day. The Commissioners' tenders were not available. Accordingly, at 10.30 on the morning of the 1st of July the life-boat *Mabel Marion Thompson* was launched in calm weather, took the provisions to the lighthouse and arrived back at her station at 2.0 that afternoon.—Partly Paid Permanent Crew.—Rewards, £9 18s.—No expense to the Institution.

A SCRATCH CREW TAKES ON

Wells, Norfolk.—About 10.0 on the morning of the 4th of July, 1951, a gale sprang up from the north-east and the sea became very rough. Nine local fishing boats were at sea, and it was thought advisable for the life-boat to stand by them. The life-boat *Cecil Paine* was therefore launched at 10.30, with a scratch crew in charge of the motor mechanic. She escorted the boats to harbour, giving life-belts to one of them, and using oil to calm the sea. She reached her station again at 11.45.—Rewards, £17 15s.

COLLISION IN THE FOG

Dover, Kent.—At 9.17 on the morning of the 8th of July, 1951, during a dense fog, the Eastern Arm Signal Station reported that the train ferry,

S.S. *Hampton Ferry*, of Dover, had collided with the breakwater. At 9.20 the life-boat *Southern Africa* was launched. The sea was smooth, with a light south-westerly breeze. She escorted the *Hampton Ferry*, which had damaged her bow, to dock, reaching her station again at 10.30.—Rewards, £4 15s.

SIX IN A RUBBER DINGHY

Skegness, Lincolnshire.—At 6.50 on the evening of the 10th of July, 1951, the police reported that a rubber dinghy with six people in it was drifting out to sea off Ingoldmells Point. At 7.10 the life-boat *Anne Allen* was launched, accompanied by the honorary secretary, the Rev. F. J. Wood. The sea was choppy, with a fresh south-south-west breeze blowing. She found the dinghy two and a half miles north-north-east of Skegness pier and rescued two men, three women and a boy (holidaymakers from Ingoldmells Point), then she took the dinghy on board and reached her station again at 8.30. A youth had previously swum out to the dinghy, but saw the life-boat coming, and exhausted returned to the shore. Two of the rescued made a donation to the funds of the Institution.—Rewards, £8 17s.

SAVING THE STORES

Portrush, Co. Antrim.—On the 11th of July, 1951, H.M.S. *St. Kitts* was visiting Portrush. Two ratings went ashore for stores; but sudden bad weather prevented them going aboard again with them. The *St. Kitts'* Commanding Officer therefore asked for the life-boat; and at 6.30 that evening the life-boat *Lady Scott, Civil Service No. 4*, was launched in a rough sea with a strong north-westerly breeze blowing. She put the ratings and stores aboard the destroyer, which was one mile west of Ramore Head, and arrived back at her station at 6.55. The Commanding Officer expressed his thanks.—Rewards, £6.

BECALMED OVERNIGHT

Howth, Co. Dublin.—At 8.50 on the morning of the 16th of July, 1951, the Civic Guards in Clontarf reported that the boat *Grainne* had left Clontarf

on the previous day, but had not been heard of since. They thought that she might be in some difficulty. At 9.15 the life-boat *R.P.L.* left her moorings in a calm sea and a light westerly breeze. Guided by an army aeroplane she found the *Grainne* two miles east of Bray Head. The boat had both sails and an auxiliary engine, but the engine had broken down, becalming her during the night. She was quite seaworthy, but accepted a tow and, with the party of eight on board, was brought up the River Liffey. The life-boat reached her station again at half-past one in the afternoon.—Rewards, £13 6s.

HELP FROM THE AIR AGAIN

Porthdinllaen, Caernarvonshire.—At 12.34 on the afternoon of the 16th of July, 1951, the Holyhead coastguard said that a capsized yacht had been sighted about seven miles west-north-west off Porthdinllaen Point. At one o'clock the life-boat *Charles Henry Ashley* was launched in a calm sea and a light west-north-westerly wind. However on reaching the reported position she could see nothing, so she searched a wide area with the help of submarines, aeroplanes and a motor boat. About 3.25 an aeroplane dropped a smoke bomb three miles north-by-east from Bardsey Island lighthouse, and then guided the life-boat there, where she found the sailing dinghy *Tarka*, of Ballymoney, Co. Wexford. The life-boat towed her to Porthdinllaen, arriving at six o'clock. Later the police received a telegram saying that the yacht had capsized off the Wexford Coast without loss of life. A gift was received in appreciation of the services of the life-boat.—Rewards, £12 6s.

“TOGO” IN TOW

St. Peter Port, Guernsey.—At 10.27 on the night of the 18th of July, 1951, a wireless message was received from the Island of Jethou that the motor boat *Togo* had broken down and was drifting south of Herm. At 11.3 the life-boat *Queen Victoria* was launched. The sea was calm, but there was a thick fog, and she could not fix the *Togo's* exact position among the

numerous reefs off that part of the coast. So, as the motor boat would be in no immediate danger the life-boat anchored until the fog cleared. She found the *Togo* about half-past five in the morning with one man on board, and took her in tow; bringing her into St. Peter Port at 6.12.—Rewards, £13 2s.

WAITING FOR REFLOATING

Ramsgate, Kent.—At 7.34 on the evening of the 20th of July, 1951, the coastguard reported a yacht aground off the East Pier. At 7.42 the life-boat *Prudential* left her moorings. The sea was smooth with a light easterly breeze blowing. She found the French yacht *Josue III*, with a crew of six, and stood by her until she refloated. Then she towed her to Ramsgate arriving at 9.40 that night. The owner made a gift to the funds of the Institution.—Rewards, £6 13s.

ALARM AND EXCURSION

Moelfre, Anglesey.—On the 21st of July, 1951, two visitors who had hired a rowing boat got too far out. Unable to get back they drifted out to sea. When they did not return and could not be seen the owner raised an alarm. A small steamer which came into the bay reported that she had not seen the boat. So at 3.10 in the afternoon the life-boat *G.W.* was launched in a smooth sea with a light easterly wind blowing. She found the boat three miles north of Moelfre Island and brought her and her two occupants back to safety, arriving at 4.30.—Rewards, £6 14s.

YACHT ON MARGATE SANDS

Margate, Kent.—At 7.55 on the evening of the 21st of July, 1951, the coastguard telephoned that a yacht was on Margate Sands. At 8.7 the life-boat *North Foreland, Civil Service No. XI*, was launched. The sea was rough with a moderate easterly breeze blowing. She found the sailing yacht *Ragna*, of London, with a crew of four, bound for Southampton, but could not close her, because of shallow water. So she anchored thirty yards away and passed a tow-line across to prevent

the yacht driving farther on to the sands. Eventually the life-boat pulled her clear, towed her to Ramsgate and arrived back at her station at 7.0 next morning.—Property Salvage Case.

FOUR YOUTHS RESCUED

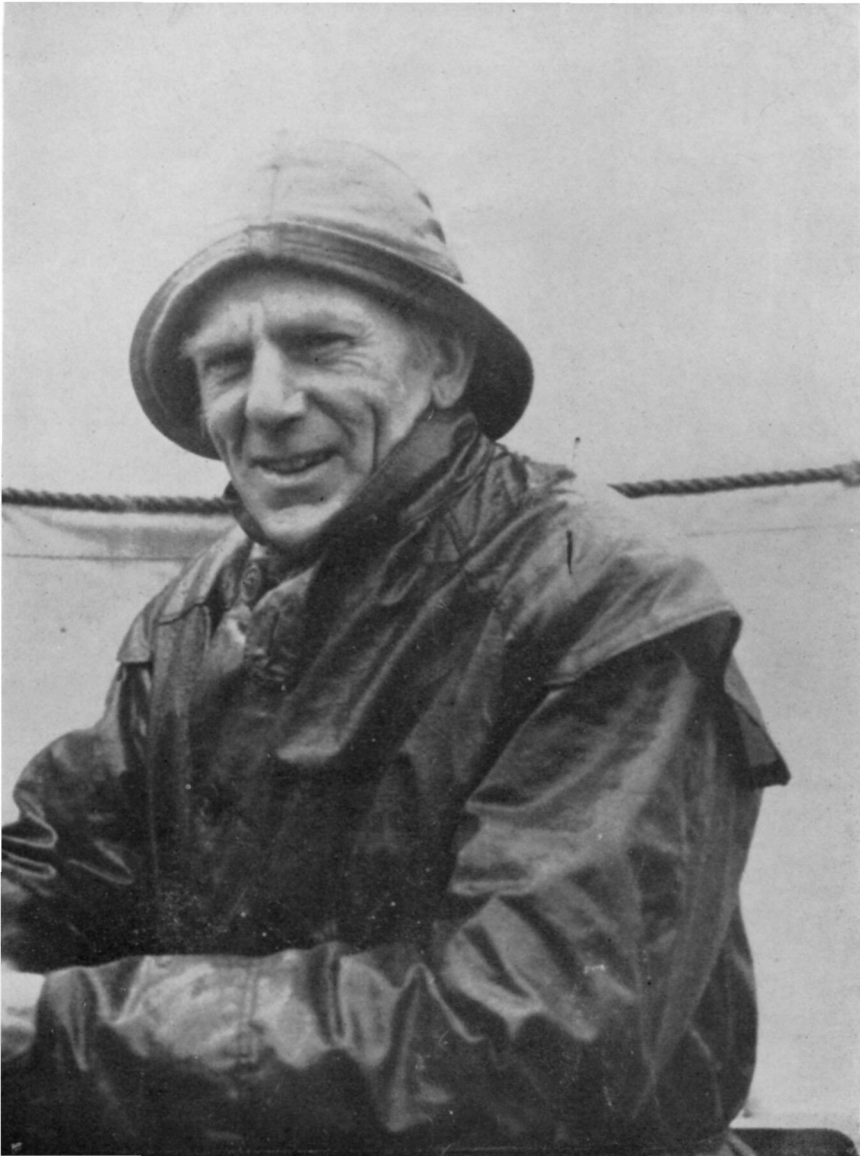
Walton and Frinton, Essex.—About 6.0 in the evening, on the 22nd of July, 1951, the coxswain saw a small yacht making heavy weather on a northerly course and asked the Walton-on-the-Naze coastguard to keep a watch on her. At 6.23 the coastguard telephoned that the yacht had made a distress signal; and at 6.30 the life-boat *E.M.E.D.* was launched. The sea was rough, with a strong north-easterly breeze blowing. She found an ex-airborne life-boat with four youths on board three-quarters of a mile south-east of the coastguard station, and rescued them, towing the boat to Walton Backwaters. She landed the youths at her station at 9.50 that night.—Rewards, £14 12s.

ON TOW TO NEWHAVEN

Eastbourne, Sussex.—At 7.50 on the evening of the 22nd of July, 1951, the coastguard telephoned that a boat was burning flares one mile off the Redoubt. At 8.30 the life-boat *Beryl Tollemache* was launched accompanied by the local joint honorary secretary, Mr. Cecil F. Baker, F.R.I.C.S. The sea was rough, with a fresh south-westerly breeze blowing. The life-boat found the fishing trawler *May Blossom*, of Shoreham, with a crew of two, one and a half miles south of the life-boat station. She was bound from Rye to Shoreham, but her engine had broken down. The crew asked the life-boat to tow them to Newhaven, so the *Beryl Tollemache* took the *May Blossom* in tow, moored her in Newhaven Harbour, and arrived back at her station at 1.45 the next morning.—Rewards, £45 13s.

ONE MAN IS RESCUED

Margate, Kent.—At 3.41 on the afternoon of the 23rd of July, 1951, the coastguard telephoned that a small yacht had capsized half a mile north of Reculver Tower. At 3.47 the life-boat *North Foreland, Civil Service No. XI* was launched with the second



COMMANDER P. E. VAUX, D.S.C., R.N.
(Late Chief Inspector of Life-boats)



By courtesy of]

[Northern Press Limited

MRS. BELLA MATTISON

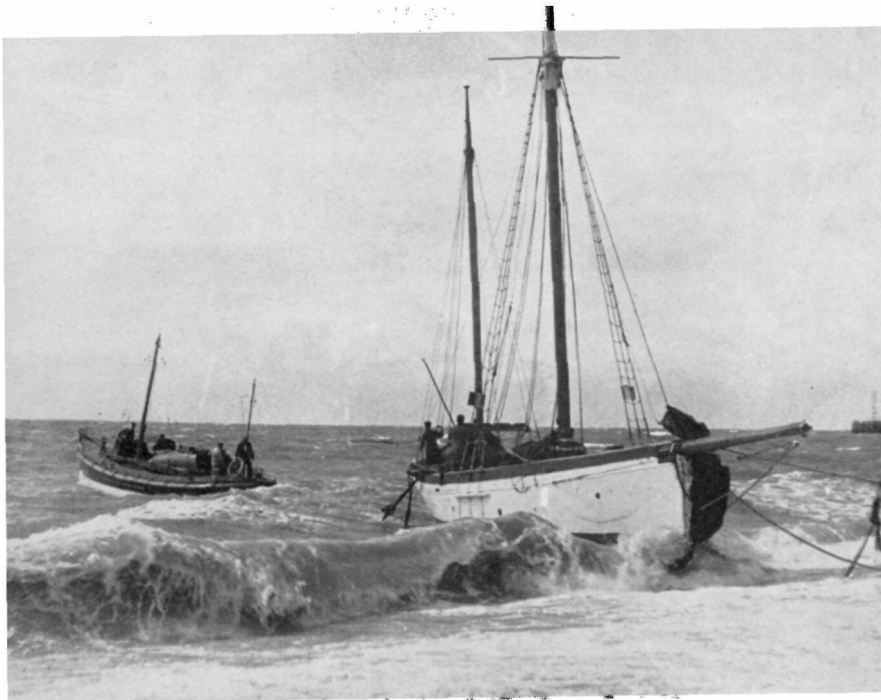
(See page 271)

THE ROYAL NATIONAL LIFE-BOAT INSTITUTION
 PATRON—HER MOST GRACIOUS MAJESTY, THE QUEEN.
 ORME'S HEAD BRANCH.
 MRS G. W. WALLACE
 Begs to announce that he will give his
ANNUAL CONCERT,
 FOR THE BENEFIT OF THE ABOVE INSTITUTION,
 IN THE
BATHS ASSEMBLY ROOM,
(The use of which is gratuitously given for the occasion by the Proprietors.)
 ON MONDAY, SEPTEMBER 8, 1862.
 Mr. WALLACE has pleasure in stating that he will be assisted by
 Ladies and Gentlemen Amateurs.
ARTISTS.—VOCAL.
 RESIDENTS OF LONDON.
INSTRUMENTALISTS.—SOLO PERFORMERS.
 VIOLIN M. H. NORTHHOUSE
 FLUTE Mr. J. WILSON.
 CORNET Mr. T. ROVEN.
 HARP Mr. EDWARDS.
 CONTRA-BASS Mr. W. KEMP.
 LEADER—MR. NORTHHOUSE.
 CONDUCTOR---MR. WALLACE.

A PROGRAMME OF 1862

(See "A Life-boat Diary")

[By courtesy of
Fox Photos Ltd.]



(See page 271)

SHOREHAM LIFE-BOAT AND THE YACHT *RUSTLER*

WALMER LIFE-BOAT BRINGS IN SURVIVORS OF THE *BUCCABOO*



[By courtesy of
The Evening News]

by courtesy of
[Evening World]



[page 263]

WESTON-SUPER-MARE LIFE-BOAT RESCUES SEA CADETS

THE BISHOP OF BLACKBURN PREACHES FROM THE BLACKPOOL LIFE-BOAT

in "A Life-
boat Diary")



by courtesy of
[East Lancashire
Evening Gazette]



By courtesy of]

[Pictorial Services (Kent) Ltd.

THE LIFE-BOAT SERVICE CRICKET TEAM AT ORPINGTON

(See "A Life-boat Diary")



Photograph by]

[R. Kingsley Taylor, Minehead

EXMOOR SHEPHERDS ABOARD THE MINEHEAD LIFE-BOAT

(See "A Life-boat Diary")



[Photograph by]

[J. Ferguson, Oldham

NAMING CEREMONY OF THE CULLERCOATS LIFE-BOAT JUNE 28th 1951

(See *A Holiday Snapshot Winner: "A Life-boat Diary"*)



By courtesy of]

[Edinburgh Evening News

THE GARDENS OF AUCHINDINNY HOUSE

(See "A Life-boat Diary")



THE CROMER NO. 1 LIFE-BOAT

coxswain in charge. The sea was rough with a fresh north-westerly breeze blowing. Before long she heard over the wireless that the one occupant of the yacht had been picked up; and that the Tongue Lightvessel reported a man in a sailing boat waving a flag half a mile south-east of the lightvessel. She came up with this sailing boat, the *Kestrel*, one mile south of the Tongue Sand Tower. The man was exhausted, so the life-boat took him on board, gave him rum and hot soup and a change of clothing; and towed the *Kestrel* to Margate reaching her station again at 6.30 that evening.—Rewards, £10 11s. 6d.

SEARCHING FOR PEOPLE

New Brighton, Cheshire.—At 2.55 in the afternoon, on the 27th of July, 1951, the Wallasey Police telephoned a report that five people had been cut off by the tide on the North Bank. Two beach patrolmen were swimming out and the New Brighton Corporation rescue boat had put out but broke down. At 3.7 the life-boat *Norman B. Corlett* left her moorings with a punt in tow, and made for the North Bank. She came up with the rescue boat, and, leaving her at anchor, took aboard her crew of three, and one of the swimmers. While she was searching she received a radio message that more people were cut off near the Rock Lighthouse; but when she arrived there she found that they had got ashore. She then took up her previous search but had no luck and returned with the rescue boat in tow, arriving at 5.50.—Rewards, £5 10s.

BY SEA AND AIR

Padstow, Cornwall.—At 2.50 on the afternoon of the 30th of July, 1951, the Trevose Head Coastguard telephoned that he could see an object which he thought was a Carley float, with someone on it waving, about four miles west of Lower Sharpnose. At 3.20 the No. 1 life-boat *Princess Mary* left her moorings and two aeroplanes also joined in the search. The sea was calm, with a light east-north-east breeze blowing. One of the aeroplanes reported a cabin cruiser, with two

men on board, flying a white shirt three miles north-west of Lower Sharpnose and dropped a smoke float to mark the position. The life-boat found the boat with little petrol, and towed her to the life-boat station by 11.45 that night. No Carley float was found and the object first reported was the cabin cruiser.—Rewards, £13 2s.

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

Llandudno, Caernarvonshire.—July 1st.—Rewards, £15.

Clogher Head, Co. Louth.—July 1st.—Rewards, £15 10s.

Rosslare Harbour, Co. Wexford.—July 1st.—Rewards, £3 2s.—Partly Paid Permanent Crew.

Lytham St. Annes, Lancashire.—July 1st.—Rewards, £7 17s.

Blackpool, Lancashire.—July 1st.—Rewards, £9 4s.

Dover, Kent.—July 1st.—Rewards, £6 18s.

Boulmer, Northumberland.—July 2nd.—Rewards, £10 12s.

Holyhead, Anglesey.—July 2nd.—Rewards, £7.

Porthdinllaen, Caernarvonshire.—July 2nd.—Rewards, £12 6s.

Humber, Yorkshire.—July 3rd.—Paid Permanent Crew.

Shoreham, Harbour, Sussex.—July 4th.—Rewards, £8.

Tenby, Pembrokeshire.—July 4th.—Rewards, £12 18s.

Selsey, Sussex.—July 5th.—Rewards, £11 17s.

Selsey, Sussex.—July 7th.—Rewards, £19 16s.

Dungeness, Kent.—July 7th.—Rewards, £44 6s.

Weymouth, Dorset.—July 8th.—Rewards, £3 15s.

Dungeness, Kent.—July 8th.—Rewards, £25.

Hastings, Sussex.—July 8th.—Rewards, £20 16s. 6d.

Tenby, Pembrokeshire.—July 8th.—Rewards, £9 15s.

Southend-on-Sea, Essex.—July 9th.—Rewards, £10 19s.

- The Mumbles, Glamorganshire.**—July 9th.—Rewards, £8 10s.
Barra Island, Outer Hebrides.—July 9th.—Rewards, £18.
Torbay, Devon.—July 10th.—Rewards, £5 12s.
Ramsey, Isle of Man.—July 10th.—Rewards, £28 8s.
Walmer, Kent.—July 11th.—Rewards £12.
Poole, Dorset.—July 11th.—Rewards, £11 17s.
Fowey, Cornwall.—July 15th.—Rewards, £4 10s.
Bridlington, Yorkshire.—July 18th.—Rewards, £9 14s. 6d.
Filey, Yorkshire.—July 18th.—Rewards, £12 17s.
Beaumaris, Anglesey.—July 18th.—Rewards, £11 11s.
Dover, Kent.—July 19th.—Rewards £7 3s.
Cromer, Norfolk.—July 20th.—Rewards, £15 1s. 6d.
Fowey, Cornwall.—July 21st.—Rewards, £5 5s.
Shoreham Harbour, Sussex.—July 22nd.—Rewards, £8 19s.
Dover, Kent.—July 22nd.—Rewards, £4.
Southend-on-Sea, Essex.—July 22nd.—Rewards, £6.
Troon, Ayrshire.—July 22nd.—Rewards, £5 16s.
Torbay, Devon.—July 23rd.—Rewards, £6 11s.
Margate, Kent.—July 23rd.—Rewards, £22 5s. 6d.
Ramsgate, Kent.—July 23rd.—Rewards, £6 13s.
Holyhead, Anglesey.—July 24th.—Rewards, £13.
Caister, Norfolk.—July 27th.—Rewards, £14 8s.
Appledore, Devon.—July 29th.—Rewards, £7 8s.
Cloughy, Co. Down.—July 29th.—Rewards, £11 7s.
Falmouth, Cornwall.—July 30th.—Rewards, £5 13s.
Aberystwyth, Cardiganshire.—July 30th.—Rewards, £25 2s. 6d.
New Quay, Cardiganshire.—July 31st.—Rewards, £22 2s.

AUGUST

DURING August life-boats went out on service 93 times and rescued 69 lives.

AWAITING A TUG

Holyhead, Anglesey.—At 5.40 in the morning on the 1st of August, 1951, the coastguard telephoned a report received from Seaforth Radio that a motor vessel was disabled and drifting three miles north of Skerries. She was the *Barrule*, of Castletown, laden with a cargo of stone and bound for Widnes. At 5.50 the life-boat *St. Cybi, Civil Service No. 9*, was launched in smooth sea, with a light westerly wind blowing. She found the motor vessel and reported by wireless at 10.5 that she was then standing by her ten miles north-east-by-east of Skerries, and was staying until a tug came. Just before four in the afternoon a tug took the *Barrule* in tow, and the life-boat then made for her station, getting there at 5.50—Rewards, £23 15s.

ROWING BOATS IN DIFFICULTIES

Tenby, Pembrokeshire.—At 5.53 on the evening of the 2nd of August, 1951, a resident at Waterwynch reported to the coastguard that a rowing boat seemed to be in difficulties in Waterwynch Bay. A later message made it two rowing boats. At 6.15 the life-boat *John R. Webb* was launched. The sea was rough with a fresh southerly breeze blowing. Meanwhile an R.A.F. boat took the two boats in tow and a motor boat took four people on board, so the life-boat was not needed. But she saw an outboard motor boat, the *Seran*, drifting near Monkstone beach, and took her in tow instead, returning to her station by 7.15.—Rewards, £14 15s. 6d.

FOUR PEOPLE RESCUED

Yarmouth, Isle of Wight.—At 3.57 in the morning on the 4th of August, 1951, the Needles coastguard telephoned the life-boat authorities that the S.S. *Ringwood* had reported people from a capsized boat hanging on to Sconce Point Buoy one mile west of Yarmouth. At 4.10 the life-boat *S.G.E.* was launched in a smooth sea with a light south-westerly wind. A few minutes later the *Ringwood* was reported as anchored and launching a boat. The life-boat rescued two men from the

buoy, took aboard two women from the *Ringwood's* boat, which had rescued them from the buoy, and then returned, reaching her station at 5.10.—Rewards, £4 17s. 6d.

A CAPSIZED YACHT

Clacton-on-Sea, Essex.—At 2.18 on the afternoon of the 5th of August, 1951, the coastguard telephoned that a yacht had capsized off Leewick Sands. Two men were clinging to her. At 2.20 the life-boat *Edward Z. Dresden* was launched, in a slight swell with a light south-westerly breeze blowing. She found the yacht *Serento*, of St. Osyth, and helped the two men to reach shore. Then she returned to her station, arriving at 3.40.—Rewards £8 15s.

LISTING HEAVILY

Margate, Kent.—At 7.39 on the evening of the 5th of August, 1951, the coastguard telephoned that a cabin cruiser was ashore about half a mile north of South Margate Buoy. At 7.50 the life-boat *North Foreland, Civil Service No. XI*, was launched. There was a slight swell, with a moderate southerly breeze blowing. She found the motor vessel *Questa*, of London, with a crew of three, on the north side of Hook Sands, listing heavily but not damaged. At the request of the crew the life-boat stood by until their ship refloated and then returned to her station, arriving at 12.10 next morning. —Rewards, £12 15s. 6d.

HOT SOUP ADMINISTERED

Donaghadee, Co. Down.—About 9.15 on the night of Sunday the 5th of August, 1951, they heard that the motor boat *Two Sisters*, with six people on board, had not arrived. She had left the Copeland Islands for Donaghadee at 7.0. At 9.35 the life-boat *Sir Samuel Kelly* left her moorings in a thick fog but calm sea, and went south. She found the missing boat two miles off Millisle, disabled by an engine breakdown, and took some of the people on board, giving them hot soup. With the boat in tow she arrived at Donaghadee at 10.35.—Rewards, £5 5s.

SAVED FROM A WHALER

Weston-super-Mare, Somerset.—At 9.30 on the morning of the 7th of August, 1951, the Walton Bay Signal Station reported that some sea cadets sailing a whaler to Newport, Monmouthshire, from Clevedon, had anchored in a dangerous position off Lady Point. They had signalled that one of the boys had lost the top of a finger. This whaler had previously been seen in difficulties from Clevedon pier; and at 9.55 the life-boat *Fifi and Charles* was launched in a strong westerly breeze with a rough sea. She found the whaler, with six boys and an adult, three-quarters of a mile north of the pier and close to a rocky shore. She rescued them, took the whaler in tow, and landed all seven at Clevedon, arriving back at her station at 1.0 that afternoon.—Rewards, £14 11s.

TWO SERVICES TO A YACHT

Hastings, Sussex.—At 10.36 on the morning of the 7th of August, 1951, the Fairlight coastguard telephoned that a yacht was making distress signals a quarter of a mile off Castle Rocks. At 10.55 the life-boat *M.T.C.* was launched in a fresh west-south-west breeze, with a rough sea. She found the sailing yacht *Calypso*, of Burnham, with the owner and his wife on board, anchored east of Hastings pier, with a broken main mast. The life-boat landed the two people and got back to her station at 11.31. At 5.15 next morning the owner said he could get no one to tow his yacht to safety; she was dragging her anchor and in danger of being wrecked. So at his request the life-boat towed the yacht to Dover, and returned once more to her station by 9.44 that night.—Rewards, 1st service, £26 6s. 6d.; 2nd service, Property Salvage Case.

BROUGHT INTO CALM WATER

New Brighton, Cheshire.—At 1.0 in the afternoon on the 7th of August, 1951, the Formby coastguard reported that a cutter rigged yacht was off Formby Point. Twenty minutes later he said conditions were bad and her sails had been damaged. At 1.47 the life-boat *Norman B. Corlett* left her moorings and reached the yacht then

leaving the Queens Channel under a jib. She was a converted ship's boat named *Permit*, with a crew of three. The life-boat took her in tow as the sea was rough with a moderate west-north-westerly gale blowing, and brought her up against the ebb-tide to Rock Ferry. There she anchored in the calm water near the pier. The life-boat then returned to her moorings at 6.40.—Rewards, £10.

THE WOMEN FIRST

Clacton-on-Sea, Essex.—At 7.17 on the evening of the 7th of August, 1951, the coastguard telephoned that a yacht was aground on the Buxey Sands five and a half miles southwest of Clacton. At 7.25 the life-boat *Edward Z. Dresden* was launched in a slight swell and a light south-westerly breeze. She found the motor yacht *St. Helier*, of Maldon, high and dry with a party of two women and three men on board. The life-boat first took the women off and landed them at Clacton Pier about 9.30. Then, an hour and a half later she left again for the sands, accompanied by Mr. E. C. Shergold, the honorary secretary. She refloated the yacht early in the morning and towed her to Brightlingsea, anchoring her in a safe position. She got back to Clacton at 7.0 that morning.—Property Salvage Case.

A MAN WITH AN INJURED EYE

Humber, Yorkshire.—At 9.10 on the morning of the 8th of August, 1951, the Spurn Point coastguard sent a message that the S.S. *Afterglow*, of London, had asked the life-boat to land a man with an injured eye. The *Afterglow* was due off the Spurn light-vessel about 9.45. At 9.35 the life-boat *City of Bradford II* was launched in a smooth sea, with a light south-westerly breeze blowing, and came up with the steamer one mile east of the lightvessel. Here she wirelessly for an ambulance to meet her at Grimsby, where she landed the man at noon. She returned to her station at 1.0 that afternoon.—Paid Permanent Crew.

DUET FOR FIVE

Walton and Frinton, Essex.—About 7.25 on the night of the 8th of August,

1951, the coastguard telephoned that the Cork Lightvessel had reported a yacht aground on the Cork Sands. At 7.50 the life-boat *E.M.E.D.* was launched in a smooth sea and a light south-westerly breeze. She found the yacht *Duet* of Burnham-on-Crouch, five and a half miles east of the Walton coastguard station, with a crew of five aboard. At the request of the owner, the life-boat stood by until 2.0 the following morning, when the *Duet* refloated. Then she guided her to a safe anchorage, and returned to her station at 3.30.—Rewards, £21 1s.

CABIN CRUISER ON FIRE

Shoreham Harbour, Sussex.—At 7.44 on the night of the 8th of August, 1951, the Shoreham coastguard telephoned that a small ship was on fire one mile south-east of Shoreham Harbour. At 7.59 the life-boat *Rosa Woodd and Phyllis Lunn* launched in a slight sea with a light north-westerly breeze blowing. She went to the position given and found the cabin cruiser *Aphrodite* ablaze. The owner had taken to a small boat which the ship had in tow. He was taken on board the life-boat and treated for shock by a doctor who had gone out with the crew. The life-boat then took his small boat in tow and landed him at Hove. She returned to her station by 9.30.—Rewards, £8 3s.

A BROKEN PROPELLER SHAFT

Newcastle, Co. Down.—At 9.35 on the night of the 8th of August, 1951, a resident reported seeing flares. At 9.50 the life-boat *William and Laura* was launched in a moderate sea with a freshening north-westerly breeze blowing. Two and a half miles south-east of Newcastle Harbour she found the motor fishing boat *Golden Bough*, of Newcastle. She had a broken propeller shaft and was drifting to sea before the wind with a crew of three and six passengers on board. The life-boat took the disabled boat in tow, going slowly back to harbour because of the dangers of the broken shaft slipping out and the boat becoming flooded. She landed the rescued

people at the pier and reached her station again at 11.10.—Rewards, £11 5s.

Porthdinllaen, Caernarvonshire.—8th August, 1951. For a full account of this service, see page 241. Rewards: Silver Medal to Second Coxswain William Dop, Thanks on Vellum to Reserve Mechanic Cyril G. O'Dell. Scale rewards, £21 12s. Additional rewards, of £2 per man. Total rewards, £39 12s.

FESTIVAL EXCITEMENT

Caister, Norfolk.—On the morning of the 9th of August, 1951, the life-boat *Jose Neville* was launched on a publicity trip to the Broads for Festival Life-boat Week. A moderate, but increasing swell was running with a moderate north-north-easterly breeze blowing, when, at 8.15, the motor yacht *Dimcyl*, of Lowestoft, was found aground on Scroby Elbow. Quickly landing the collectors on board, the life-boat went back to the yacht. She had a party of six, a man, two women and three children, on board, and seas were breaking over her. The life-boat anchored, veered down, fired a line over the yacht and then put a man aboard. After trying for two hours she refloated the *Dimcyl* and took her in tow to Yarmouth Harbour. The owner made a gift in appreciation of her services. Two days later the Lowestoft life-boat was called out to escort the *Dimcyl* into Gorleston.—Rewards, £11 19s.

TWO SCHOOLBOYS SAVED

Hastings, Sussex.—At 1.40 in the afternoon on the 11th of August, 1951, the Fairlight coastguard telephoned that a yacht was showing distress signals one mile off South Pett. She was the *Hilary*, a converted life-boat, bound from Boulogne to Newhaven with four people on board. At 1.50 the life-boat *M.T.C.* was launched. The sea was rough with a moderate west-south-westerly breeze blowing. The life-boat reached the *Hilary* at 2.30, took off two schoolboys, and towed the ship into Rye Harbour, getting back to her station at 7.15.—Rewards, £36 8s. 6d.

A BARGE AND A YACHT

Walton and Frinton, Essex.—About 5.0 on the evening of the 11th of August, 1951, a visitor reported to the police that a barge seemed to be in difficulties off Holland Haven. The police informed the coastguard at Clacton, but as the Clacton life-boat was already out on service, the message was passed on to the Walton coastguard who called out the life-boat *E.M.E.D.* She left her moorings at 5.25 in a rough sea with a west-south-westerly wind blowing at gale force. She searched the area indicated, but could find no trace of the barge. She then made for her station, but owing to the very bad weather conditions the coxswain decided to run into the river for shelter overnight. He moored at 8.30 and the crew returned to Walton for the night. Next morning the crew returned to the life-boat to bring her to the pier moorings. The sea was still rough, but the wind had subsided. It was now blowing fresh from the same direction. While they were on passage they noticed a small yacht in difficulties north of the Cork Sands. She was making heavy weather and had no canvas. The life-boat made for the yacht, and reaching her at 10.30, found she was the *Siglinde* with a crew of two on board. Her starboard rigging had carried away. The coxswain was asked to stand by while temporary repairs were carried out, but eventually they asked him to tow the yacht into Harwich harbour. He did so successfully and the life-boat returned to her station at 3.30.—Rewards: 1st service, £15 15s.; 2nd service, £22 1s.

A YACHT DISMASTED

Yarmouth, Isle of Wight.—At 6.25 on the evening of the 11th of August, 1951, a member of the local life-boat committee telephoned that a yacht taking part in the Fastnet Race had been dismasted west of the North East Shingles Buoy. She was in danger of drifting on Shingles Bank. At 6.33 the life-boat *S.G.E.* left her moorings in a rough sea with a moderate south-westerly gale blowing and heavy rain. She found the yacht *Malabar 13*, of New York, a quarter of a mile east of

the Shingles Bank. As she went alongside she was damaged by the broken mast; but she took the disabled yacht in tow and brought her, with her crew of ten, into Yarmouth Harbour. They arrived at 8.15. The life-boat crew received a gift in appreciation of their services.—Rewards, £5 13s.

AGAINST AN EBB TIDE

Lowestoft, Suffolk.—At 6.30 on the evening on the 11th of August, 1951, the coastguard reported that the motor yacht *Dimeyl* was flying a distress signal about two miles north of Lowestoft. She seemed to be trying to make harbour against a strong south-south-west wind and ebb tide. At 7.0 the life-boat *Michael Stephens* was launched in a moderately rough sea, and came up with the yacht, escorting her safely into Yarmouth Harbour. The life-boat then made for her station, arriving at 10.20. The skipper of the *Dimeyl*, which the Caister life-boat had helped on the 9th August, expressed his thanks.—Rewards, £10 2s.

ESCORT FOR COBLES

Scarborough, Yorkshire.—During the morning of the 12th of August, 1951, the local fishing cobles *Hilda II* and *Rachel* were at sea. The weather got worse and they felt anxious for them; so at 9.8 the life-boat *E.C.J.R.* was launched in a moderate swell and a strong north-easterly breeze blowing. She went south-east and coming up with the cobles about three miles east-south-east of Castle Hill escorted them safely into Scarborough Harbour. Then she returned to her station by 10.15.—Rewards, £10 14s. 6d.

ROLLING HEAVILY OFF CLACTON

Clacton-on-Sea, Essex.—At 12.18 on the afternoon of the 12th of August, 1951, the coastguard telephoned that a yacht, five and a half miles south-south-west of Clacton, was rolling heavily. She seemed to need help; so at 12.30 the life-boat *Edward Z. Dresden* was launched. The sea was rough with a moderate south-westerly breeze blowing. The life-boat found the

yacht *Christine*, of Burnham, in a dangerous position near Whitaker Buoy close to Buxey Sound, with a crew of two, and towed her to Burnham. She arrived back at her station at 6.30 that evening.—Rewards, £16 15s.

ESCORTED INTO WHITBY HARBOUR

Whitby, Yorkshire.—At 9.20 on the night of the 13th of August, 1951, a barge was seen off Whitby Rock. The coastguard said she had made no distress signals, but had shipped a large amount of water. At 9.28 the No. 1 life-boat *Mary Ann Hepworth* was launched in a heavy swell with a light west-north-westerly breeze blowing. She found the barge *Cornelia*, of Hull, bound for Blyth. The skipper wanted to be piloted to port, so a life-boatman was put aboard and the life-boat escorted the barge into Whitby Harbour. They got there at 10.30.—Rewards, £7 19s.

A SANDY SETTING

Ramsgate, Kent.—On the evening of the 17th of August, 1951, the coastguard reported a yacht aground on the Brake Sands. As she was listing heavily and darkness was approaching the life-boat *Prudential* left her moorings at 8.57 to help her. There was a smooth sea with a slight south-westerly breeze blowing. She found the yacht was the *Jewel* which, with her crew of four, had been taking part in the Kent Yachting Week races. They passed a line to her and towed her clear of the sands on the rising tide. The *Jewel* then sailed to Dover and the life-boat returned to her station, arriving at 9.54.—Rewards, £6 12s. 6d.

O.K. FOR CA.5

New Quay, Cardiganshire.—At 1.55 on the afternoon of the 18th of August, 1951, the coastguard telephoned that a boat was reported in difficulties between five and six miles north-east of New Quay. There was a shirt flying from her mast-head. At 2.20 the life-boat *St. Albans* was launched in a rough sea with a moderate southerly breeze blowing. She found the auxiliary fishing boat *CA.5*, of Aberayron, broken down, and rescued her crew of

three, towing the boat to New Quay. She got back to her station at 4.0. The Aberystwyth life-boat crew assembled, but were not needed.—Rewards, £10 5s.

THE DINGHY FOLLOWS

Filey, Yorkshire.—At 4.45 in the afternoon of the 18th of August, 1951, the coxswain heard that a small metal dinghy with an outboard motor had not been seen since three o'clock. He informed the coastguard, and at 5.0 the life-boat *The Cuttle* was launched in a slight sea with a light southerly breeze blowing. She found the dinghy in South Filey Bay near Speeton, and took aboard a man and a woman, and then the dinghy itself, which had been unable to make any headway. She reached her station again at 6.30.—Rewards, £12 2s.

A PILOT BOAT TAKES OVER

Margate, Kent.—At 7.3 on the evening of the 18th of August, 1951, the coastguard telephoned that a small yacht was on Red Sands. At 7.15 the life-boat *North Foreland, Civil Service No. XI*, was launched. The sea was rough, with a fresh southerly breeze blowing. She found the sailing yacht *Kirawan*, of Benfleet, high and dry with a crew of four. The tide was rising, so the life-boat anchored near the sandbank and stood by the yacht until she refloated. When she eventually drifted clear, she went alongside the life-boat; but a pilot boat, which had put out from Southend, towed her to Southend. The life-boat returned to her station, arriving at 1.30 the next morning.—Rewards, £19 9s. 6d.

FORESTALLING THE AERO-PLANE

Selsey, Sussex.—At 10.42 on the morning of the 19th of August, 1951, the coastguard telephoned. A vessel had wirelessed that about seventeen and a half miles south of the Owers Lightvessel she had passed a motor cruiser which had broken down and was asking for help. At 11.3 the life-boat *Canadian Pacific* was launched in a rough sea with a south-westerly breeze blowing. An aeroplane also

began to search. The life-boat found the motor-cruiser *Marie*, of Faversham, twenty-one and a half miles south-south-east of the lightvessel, with a crew of two, bound for Hamble from Le Havre. Two life-boatmen boarded her and the life-boat towed her to Littlehampton, reaching her station again at 2.30 next morning.—Rewards, £34 3s. 6d.

IN A SAILING DINGHY

Dungeness, Kent.—At 1.10 on the afternoon of the 19th of August, 1951, the Lade coastguard telephoned that a man was in difficulties in a sailing dinghy off Littlestone. At 1.15 the life-boat *Charles Cooper Henderson* was launched. The sea was choppy, with a strong westerly breeze blowing. She found the dinghy three miles south of Hythe, rescued the man and towed the dinghy to her station. This she reached at 4.20.—Rewards, £28 9s.

TWO MOTOR CRUISERS REFLOAT

New Brighton, Cheshire.—At 7.12 on the evening of the 20th of August, 1951, the Formby coastguard telephoned that a motor cruiser was aground on the Burbo Bank near R.4 Buoy in the Rock Channel. Two men had walked ashore from her leaving three women and children on board. It was decided to launch the life-boat to stand by when the tide rose, so at 10.7 the life-boat *Norman B. Corlett* was launched in a moderate sea, with a moderate south-westerly breeze. She found the motor cruiser *Sea Gull* near R.5 buoy, and stood by until she refloated. Then she found the motor cruiser *Bill* higher up the bank; and after she refloated, the life-boat escorted her into the River Mersey. She returned to her station by 11.50 that night.—Rewards, £6 2s.

HIGH AND DRY

Caister, Norfolk.—About 5.15 on the morning of the 21st of August, 1951, the Great Yarmouth coastguard telephoned that a ship was ashore on the Scroby Sands, but not in immediate danger. At 6.15 the life-boat *Jose Neville* was launched in a calm sea,

with a light southerly breeze. She found the fishing vessel *Cornucopia*, of Lossiemouth, bound for London with a crew of three. She was nearly high and dry; so the life-boat ran out an anchor for her and pulled her clear when the tide rose. Then her engine would not start; so the skipper asked to be towed to Great Yarmouth. The life-boat did so, and returned to her station at 11.0. A gift was made to the funds of the Institution.—Rewards, £16 5s. 6d.

ANCHORED ON A LEE SHORE

St. Peter Port, Guernsey.—At 10.31 on the night of the 21st of August, 1951, the signal station made a report. The yacht *Marguerite T.*, of Lowestoft, had wirelessed that she had broken down and was in a dangerous position in the Little Russell. At 10.55 the life-boat *Queen Victoria* left her moorings. The sea was rough, with a strong south-westerly breeze blowing. She found the yacht, with a crew of three, anchored on a lee shore, and towed her to St. Peter Port. She reached her station again at 12.5 the next morning. The crew made gifts to the life-boatmen and to the funds of the Institution.—Rewards, £5 16s.

SEVERAL YACHTS CAPSIZE

Dunmore East, Co. Waterford.—During a regatta on the 23rd of August, 1951, the weather began to get worse. At 3.15 in the afternoon a yacht capsized. At 3.20 other yachts were seen to capsize one mile north-east of the harbour, and the life-boat *Annie Blanche Smith* was launched, accompanied by Mr. A. Westcott-Pitt, the honorary secretary. The sea was very rough with a strong south-easterly breeze blowing. The life-boat took in tow one of the yachts, whose crew of two were clinging to her. Then she saw another yacht with three people in worse distress so she left the first and rescued the three people. One of them, a woman, had fainted. The life-boat then towed the other yacht clear of rocks and stood by while the crews of two more got ashore. Then she returned to her station, arriving at 4.30.—Rewards, £3.

HALF IN DANGER

Walmer, Kent.—About 6.55 on the evening of the 24th of August, 1951, the Deal coastguard telephoned that he could see what seemed to be a boat between four and five miles east-south-east of the coastguard station, drifting north to the Goodwin Sands. At 7.0 the life-boat *Charles Dibdin, Civil Service No. 2* was launched in a rough sea, with a strong south-westerly breeze blowing. She found the amphibious motor jeep *Half Safe* to the south of the sands, with a crew of three. She was on a world tour. Her engine had broken down, but the owner restarted it and asked to be escorted clear of the sands. The life-boat accompanied the *Half Safe* to the shore and beached her at her station at 9.15 that night.—Rewards, £19 9s. 6d.

GUIDING A STAR

New Brighton, Cheshire.—At 5.10 on the evening of the 25th of August, 1951, the Port Radar Station telephoned that a yacht had broken her topmast and was in difficulties near Brocklebank Dock. At 5.38 the life-boat *Norman B. Corlett* was launched. There was a heavy sea with a moderate southerly gale blowing. She found the yacht *Sirius* with a crew of ten, off Canada Basin with a Mersey Docks and Harbour Board ship standing by. At the owners request, she towed the *Sirius* to Birkenhead, arriving back at her station at 7.25.—Rewards £6 2s.

A LOST ANCHOR

Wicklow.—At 5.50 on the evening of the 25th of August, 1951, the Wicklow Head Lightkeeper reported a yacht sounding her siren and driving towards the rocks. At 6.0 the life-boat *Lady Kylsant* was launched. There was a heavy sea with a strong south-westerly wind blowing. She found the motor yacht *Desina*, of Dun Laoghaire, one mile south-west of Wicklow Head with a crew of three. She had lost her rudder and had anchored, but was dragging fifty yards from the rocks. The life-boat went alongside her, made fast a rope and held her while her crew got the anchors on board. The life-boat then took her in tow, but the

yacht sheered badly, so the three men were taken off and the *Lady Kylsant* towed the *Desina* to Wicklow. They arrived at 7.35. The owner thanked the life-boatmen and made a gift to the funds of the Institution.—Property Salvage Case.

WATER, WATER, EVERYWHERE

Walmer, Kent.—At 5.10 on the morning of the 26th of August, 1951, the Deal Coastguard telephoned he had seen two red flares four miles south-by-east of the coastguard station. At 5.30 the life-boat *Charles Dibdin, Civil Service No. 2*, was launched. The sea was very rough with a fresh southerly gale. She found the auxiliary yacht *Albatross*, of Bordeaux, with a crew of five bound for Honfleur, two miles east of the South Goodwin Sands. She was flying a distress signal. The crew had tried to make for Dover because of the weather but had failed. Two life-boatmen boarded her and the life-boat towed her with difficulty to Ramsgate. She reached her station again at 2.45 that afternoon.—Property Salvage Case.

ROUGH SEA OFF BRIGHTLING-SEA

Clacton-on-Sea, Essex. — About 3.45 on the afternoon of the 26th of August, 1951, the coastguard telephoned that a yacht was flying a distress signal near Holland Point. At 4.15 the life-boat *Edward Z. Dresden* was launched. There was a moderate swell with a south-westerly breeze blowing. She saw a yacht which had lost her mainsail, passing the pier; but the yacht went on her way, using her engine. The life-boat then found the yacht *Ingrid II*, with a crew of two, aground at Holland Point, but could not get close to her. She fired a line across, pulled her clear, and towed her to Brightlingsea, where she stayed until next day because of the weather. But at 1.52 that afternoon the coastguard reported a cabin cruiser apparently aground on East Barrow Sands. She had made no signals, but four of the life-boatmen, who had returned from Brightlingsea were sent back. They manned the

life-boat and left Brightlingsea at 4.10 in a rough sea and south-westerly breeze, finding the motor cruiser *Thelas*, with a crew of eight, two and a half miles north-north-west of the Mid-Barrow lightvessel. The life-boat stood by her until she refloated, escorted her to deep water and then made for Brightlingsea again, arriving at 9.30 that night. She stayed there until 5.30 on the morning of the 28th and reached her station again two hours later.—Rewards: 1st service, £25 4s.; 2nd service, £30 17s. 6d.

HELP IN A REGATTA

Sheringham, Norfolk.—At 3.5 on the afternoon of the 27th of August, 1951, the life-boat *Foresters Centenary* was launched to stand by racing dinghies in a regatta. A few minutes later one of them the *Meringue* capsized half a mile away. The life-boat made for her and rescued her crew of two. The sea was smooth, with a squally south-south-west wind blowing. Then another yacht nearly capsized. The life-boat went to her too, but her crew kept her on an even keel; so the life-boat transferred the *Meringue's* crew to a fishing boat, which took them ashore. Then she remained at sea until the racing was over, when she towed a broken down outboard motor boat to shore. She got back to her station at 5.50 that evening.—Rewards £15 11s.

A TOW TO PORTSMOUTH

Selsey, Sussex.—At 10.0 on the morning of the 28th of August, 1951, a life-boat launcher said he had seen a yacht anchored about three miles off Selsey. She was flying a flag at half mast. There was a steamer near her, but it did not go to her help. Accordingly at 11.10 the life-boat *Canadian Pacific* was launched. The sea was rough, with a moderate south-westerly breeze blowing. She found the motor yacht *Aileena*, of Itchenor, with a crew of five, three and a half miles south-east of Selsey Bill with her engine broken down and towed her to Portsmouth. She arrived back at her moorings at 7.40 that evening.—Property Salvage Case.

A MAN IS RESCUED

Barmouth, Merionethshire.—At 8.30 on the evening of the 28th of August, 1951, the police reported that the Tonfanau artillery camp had announced a small fishing boat in distress. There was one man in her, waving. At 8.45 the life-boat *The Chieftain* was launched. The sea was very rough, with a moderate south-south-west gale blowing. With the help of the camp's searchlights she found the fishing boat *Comet*, of Aberdovey, near the rocks off Llangelynin Point, and rescued the man, leaving the boat at anchor. She returned to her station, by 6.30 next morning.—Rewards, £20 9s.

POLES BOUND FOR FRANCE

Selsey, Sussex.—At 8.0 on the morning of the 29th of August, 1951, a cabin cruiser was reported signalling in difficulties off East Wittering. The coastguard was asked to keep watch; and at 8.15 the life-boat crew assembled. From the life-boat slipway they saw her making erratic progress; and at 9.10 the life-boat *Canadian Pacific* left her moorings in a rough sea with a fresh south-westerly breeze blowing. She came up with the auxiliary yacht *Solent Sprite*, of Southampton, one mile south-east of Selsey Bill. There were seven Poles bound for France on board, who asked to be escorted to the nearest harbour; so the life-boat accompanied the yacht to Littlehampton. She arrived back at her station at 3.30 that afternoon.—Rewards, £19 14s. 6d.

ONE MAN DEAD

New Quay, Cardiganshire.—At 4.0 on the afternoon of the 31st of August, 1951, the police telephoned that a man had fallen down a cliff between Llangranog and Penbryn Beach. The sea was too rough for a shore boat to put out, so the Coastguard Life-saving Company went to the scene. But at 5.40 they asked for the life-boat; and at 6.10 the life-boat *St. Albans* was launched, in a very rough sea with a moderate westerly breeze blowing, she made for the foot of the cliff and found the man dead. Two other men were

with him. The life-boat passed a breeches buoy across, took the body and the two men on board and landed them at her station at 9.55 that night.—Rewards, £13 17s.

ENGINE SWAMPED

Minehead, Somerset.—At 10.35 on the night of the 31st of August, 1951, the Watchet Coastguard Live-saving Company reported that dim flares could be seen off Watchet. Five people were known to have left Barry for Watchet in the motor boat *Lilian May* and not returned. At 11.0 the life-boat *Kate Creatorex* was launched in a slight sea, with a light south-westerly breeze blowing. The coxswain saw a burning rag, and then heard whistles being blown; so he altered course in the direction of the sound and found the *Lilian May* between three and four miles north-west of Watchet Harbour. Seas had swamped her engine. The life-boat towed her to Minehead and arrived back at her station at 1.20 the next morning.—Rewards, £17 19s. 3d.

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

Padstow, Cornwall.—August 1st.—Rewards, £6 7s.

Rhyl, Flintshire.—August 2nd.—Rewards £17 7s.

Ramsgate, Kent.—August 3rd.—Rewards, £6 12s. 6d.

Fowey, Cornwall.—August 3rd.—Rewards, £6 13s.

Galway Bay.—August 3rd.—Rewards, £7 1s. 6d.

Coverack, Cornwall.—August 5th.—Rewards, £10 1s.

Redcar, Yorkshire.—August 6th.—Rewards, £7 16s.

St. Ives, Cornwall.—August 10th.—Rewards, £14 2s.

Selsey, Sussex.—August 11th.—Rewards, £16 13s.

Clacton-on-Sea, Essex.—August 11th.—Rewards, £29 5s. 6d.

Newhaven, Sussex.—August 12th.—Rewards, £12 10s. 6d.

Selsey, Sussex.—August 12th.—Rewards, £13.

The Lizard, Cornwall.—August 13th.—Rewards, £12 10s.

Newhaven, Sussex.—August 13th.—Rewards, £7 16s.

Shoreham Harbour, Sussex.—August 14th.—Rewards, £10 14s.

Blyth, Northumberland.—August 14th.—Rewards, £8 7s.

Seaham, Durham.—August 15th.—Rewards, £5 14s.

Seaham, Durham.—August 16th.—Rewards, £6 11s.

Southend-on-Sea, Essex.—August 17th.—Rewards, £16 2s.

Clacton-on-Sea, Essex.—August 17th.—Rewards, £11 19s. 6d.

Flamborough, Yorkshire.—August 17th.—Rewards, £13 16s. 6d.

Lytham St. Annes, Lancashire.—August 18th.—Rewards, £6 7s.

Yarmouth, Isle of Wight.—August 18th.—Rewards, £5 5s.

Exmouth, Devon.—August 18th.—Rewards, £26 2s.

St. Peter Port, Guernsey.—August 18th.—Rewards, £5 16s.

Dover, Kent.—August 19th.—Rewards, £7 3s.

Aldeburgh, Suffolk.—August 19th.—Rewards, £33 5s. 6d.

Margate, Kent.—August 19th.—Rewards, £7 2s. 6d.

Falmouth, Cornwall.—August 20th.—Rewards, £5 5s.

Valentia, Co. Kerry.—August 21st.—Rewards, £19 5s. 6d.

Fenit, Co. Kerry.—August 21st.—Rewards, £16 7s.

Minehead, Somerset.—August 21st.—Rewards, £16 14s. 6d.

Blyth, Northumberland.—August 22nd.—Rewards, £13 16s. 6d.

Bembridge, Isle-of-Wight.—August 22nd.—Rewards, £13 2s.

Humber, Yorkshire.—August 22nd.—Paid Permanent Crew.

Cadgwith, Cornwall.—August 22nd.—Rewards, £14 5s.

Port Erin, Isle of Man.—August 22nd.—Rewards, £10 11s. 6d.

Sunderland, Durham.—August 24th.—Rewards, £5 14s.

Shoreham Harbour, Sussex.—August 24th.—Rewards, £10 14s.

Porthdinllaen, Caernarvonshire.—August 24th.—Rewards, £5 19s.

Plymouth, Devon.—August 25th.—Rewards, £6.

Eastbourne, Sussex.—August 25th.—Rewards, £25 11s.

Southend-on-Sea, Essex.—August 26th.—Rewards, £6 15s.

Southend-on-Sea, Essex.—August 27th.—Rewards, £8 5s.

St. Peter Port, Guernsey.—August 29th.—Rewards, £8 14s.

Shoreham Harbour, Sussex.—August 30th.—Rewards, £11 13s.

Mrs. Bella Mattison of Cullercoats

The Last of a Memorable Band

MRS. BELLA MATTISON whose portrait is on page 254 is the last of the fisherwives of Cullercoats to collect for the Life-boat Service.

The collections started in 1922 when twenty-six of the fisherwives, among them Mrs. Mattison, took out collecting boxes when the life-boat—a pulling and sailing boat in those days—held her quarterly summer exercise. They did the thing in style; arranged for a neighbouring band to come over and play; entertained the band to tea; paid for band and tea out of their own pockets, and collected £58. The collections, so

generously begun, went on with increasing success. The twenty-six original fisherwives increased to over sixty. Some collected not only at the summer exercise, but right through the summer. By the tenth year the £58 had risen to £199, and the total for the ten years was £1,253. Eight years later when the war came in 1939, the total was £2,572.

During the war the collections were still made, and increased, but as the war went on they were more and more in the hands of the three fisherwives who had almost always been at the top

of the list, Mrs. Polly Donkin, Mrs. Tom Lisle, and Mrs. Bella Mattison. Mrs. Donkin had from the beginning headed the list each year. She collected more than a quarter of the total of £1,253 in the first ten years, and in 1930, she was awarded the gold brooch for distinguished honorary service. She was then seventy-three. The Prince of Wales, as President of the Institution, presented the brooch to her at the annual meeting. In 1939 Mrs. Tom Lisle was awarded the brooch. She had been collecting for fourteen years, and had collected about £300. The brooch was presented to her by the Duke of Kent, who was then the Institution's President. Mrs. Mattison was awarded the brooch in 1942. In that, the third year of the war, the fisherwives collected

the record sum of £449. Mrs. Mattison's share of it was £150, made up of about 20,000 coins, which weighed four hundredweight, or three times her own weight.

Of the three only Mrs. Mattison remains. Mrs. Tom Lisle died some years ago, and Mrs. Polly Donkin in March of this year, at the age of 93. The collection still goes on, but is now entirely in Mrs. Mattison's hands. Her record is remarkable. In each of the eight years from 1943 to 1951 (in 1946 no collection was allowed) she has collected over £200. Her total is now £2,060. It is more than a third of the whole of the fisherwives' collection which, since 1922, has amounted to £5,449. Mrs. Mattison has been a branch of the Institution in herself.

BOOK REVIEW

A Book of Flags

By Vice-Admiral Gordon Campbell, V.C., D.S.O. and I. O. Evans, F.R.G.S.

(Oxford University Press, 15s.)

ADMIRAL CAMPBELL and Mr. I. O. Evans, who has done much valuable and voluntary journalistic work on behalf of the Life-boat Service, have compiled an exhaustive and fascinating book about flags. Flags of all nations, all services, all kinds of bodies, movements and public offices; jacks, house flags, shields, pennants, and standards. There are the well known ones like those of the British Empire and the nations of Europe and Asia; the lesser known ones, such as the flags of the Central and South American Republics; and those which one reviewer at any rate hardly knew at all: shields of the Canadian provinces, badges of the Commonwealth, code and signal flags and the like.

As would be expected in a book whose part author is an Admiral, the sea is well represented. There is a section about the Royal Navy and another on the flags and funnels of the Merchant Navy, this with two full page illustrations of examples in colour. In a section titled "Official

and Civil Flags" the house flag of the Royal National Life-boat Institution is recorded.

Of this, the authors say: *The flag of the R.N.L.I. bears a similar device (to that of the Lloyds Burgee for Boats), a red St. George's cross edged with blue on a white field. In each of its quarters appear the letters R.N.L.I. and at its centre is a crown above an anchor. It is flown on life-boats, and life-boat houses and also on the Institution's London Office (Plate VII, Figure 8). It is also flown, of course, at the Institution's depot at Boreham Wood; this apart, one may consider this an authentic description of the life-boat service flag.*

The book is extremely well produced and is illustrated with many fine colour plates, including one containing the R.N.L.I. flag itself. Although perhaps somewhat expensive for those for whom it has principally been prepared (aged 11 and up), this book is a splendid reference work on an absorbing subject.

A Life-boat Diary

"Ship" Ha'pennies for Life-boats

A LARGE tin containing a thousand ha'pennies, all with the "ship" design on one side, has been given by Mr. Henry Broom and his daughter Betty, of Bedford, as a contribution to the Mumbles life-boat fund. Mr. Broom and his daughter are regular holiday visitors to Mumbles where Mr. Broom once served during the war; and their gift was completed and handed over during their holiday there in July this year.

Fishing For It

THREE Elie (Glasgow boys) Michael Scott, John Winter, and Ronnie Henderson, have given the sum of 29s. to the Institution's Funds by (1) catching and selling crabs for 17s., and (2) building an aquarium and collecting 12s. in "gate" money.

A Holiday Snapshot Winner

MR. J. FERGUSON of Oldham won half a crown in a holiday snapshot competition organised by the Oldham *Evening Chronicle and Standard*. He took a photograph of the launching of the new Cullercoats life-boat, *Isaac and Mary Bolton*, on June 28th. The *Oldham Evening Chronicle and Standard*, publishing this picture on the 2nd of August last, reports Mr. Ferguson's wish that the half-crown he won should be sent to the Cullercoats Branch of the Institution. (See page 259).

A Programme of 1862

ON the promenade close to the pier at Llandudno there stands a house once known as Haverlock House. Something like two years ago it was bought by a builder called Idwal Jones who set about repairing and reconstructing it. Early in 1950 one of his labourers, Dick Foulkes, was removing an old fireplace; and in the space behind he discovered an old concert programme.

Its sojourn in this hiding-place had not improved it. The edges were charred and discoloured by the smoke

and flames of countless fires. Most of its lettering was almost indistinguishable; but the title page, fortunately, had survived the experience best.

Dick Foulkes gave the programme to Mr. John Williams, a brother of Robin Williams, the last retired coxswain of the Llandudno life-boat and a resident in Llandudno since 1884. Mr. Williams gave it to Mr. Thomas Taylor, the Honorary Secretary of the Llandudno branch of the Institution, who sent it here. The title page was clear enough to be photographed and we have reproduced it on page 255 of this number of the Journal.

As it states, the programme is of a concert given by Mr. G. W. Wallace and some fellow artists on the 7th of September, 1862, in aid of the funds of the Orme's Head (Llandudno) branch of the Institution; and it must have been one of the earliest special efforts which this branch arranged as a station branch, for the first life-boat came to Llandudno the year before in 1861. The page opposite the title page, as far as can be made out, contains a list of the items to be performed by those artists, vocal and instrumental, who were involved.

The Bath's Assembly Hotel was pulled down some fifty years ago and the present Grand Hotel now stands on its site.

Excelsior

A ST. BERNARD dog called Ben, owned by Mr. Frank Simpson, an hotel keeper at Skegness, has collected the sum of £36 4s. for the Life-boat Service during three months of this Summer.

Badges for Permanent Collecting Boxes

LIFE-BOAT workers who have permanent collecting boxes may like to know there are now badges which can be issued with the receipts to stick on the boxes. The wording on them is "Past year total over . ." The badges are in three colours, one with £2 printed on it, one with £5, and one with £10.

Shining Star

EARLY last August, a film company was making sequences of a film at Portpatrick, in Wigtown, Scotland. The star was Mr. Dirk Bogarde. During his stay, Mr. Bogarde gave an autographed bottle of whisky to be auctioned at a dance, and six autographed photographs of himself for auction at another dance.

The proceeds of both gifts were in aid of the Life-boat Service funds; and the bottle of whisky fetched £8 12s. 6d., the photographs £5 9s. 6d.: altogether £14 2s. 0d.

A Life-boat Pulpit

ON August Bank Holiday, the Bishop of Blackburn, (Dr. W. M. Askwith) preached his Sands Mission sermon to holiday makers at Blackpool. The Blackpool life-boat, *Sarah Ann Austin* was brought out from her boathouse on to the promenade, and the Bishop used it as a pulpit. A large crowd of visitors gathered round to hear him.

Exmoor Shepherds

As reported in the winter 1950 *Life-boat*, the owner of an hotel on Exmoor and a number of shepherds, in September of last year, held the first sheep-dog trials on Exmoor, and gave the net proceeds, £120, to the Minehead branch of the Institution. From many parts of Exmoor one can see the sea, but none of these shepherds had ever seen a life-boat, and it was arranged at once that they should have a trip in the Minehead boat when she was out on exercise. The trip took place last August, and the photograph on page 258 leaves no doubt that the shepherds enjoyed the adventure.

Cricket for the Life-boat Service

ON Sunday, 17th June, an interesting cricket match was played at Orpington, on the ground of the Cricket Club there, between teams representing the Gentlemen of Orpington and the Gentlemen of the Life-boat Service. The teams were dressed in the costume of 100 years ago—tall hats, shirts with long sleeves and buttoned at the neck, sidewhiskers, black shoes—and the

match was played for a barrel of ale.

The rules and conditions of play also belonged to an earlier epoch. The overs were of four balls each (underhand bowling) and the wicket was unprepared, with no creases marked. All runs were run out and no declaration was allowed. The stumps measured 27 inches by 8 inches, and there were no pads, batting or wicket-keeping gloves.

It is a pity that it has to be recorded that the Gentlemen of the Life-boat Service lost; but the proceeds from this very successful match, organised by the Orpington branch of the Royal National Life-boat Institution, amounting to about £42, were given to the Life-boat Service. Over 1,000 people saw the play. (See page 258).

On the 6th of June a comic cricket match was held at Tintwistle in Lancashire, and the proceeds from this were also given to the funds of the Institution.

A Well Kept Ledger

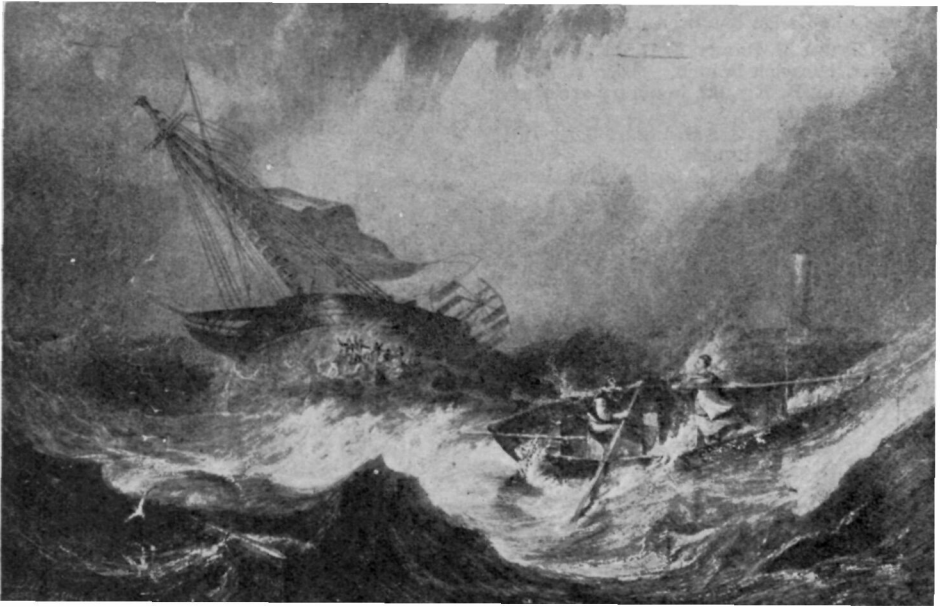
A SHORT while ago a cheque for £518 5s. 4d. was received from the estate of the late Mr. John Thomas Roper, who died in 1865, willing to the Institution any monies left after the death of the last survivor of the Ledger family. Thousands of legacy cases are kept in the Institution's strong room; yet the correspondence from 1865—over 86 years ago—was produced in less than five minutes.

Gardens of Auchindinny House

THESE beautiful gardens near Edinburgh, a picture of which is on page 259, were thrown open by their owners on July 22nd, for a garden party in aid of the Life-boat Service. It raised the sum of £55 2s. 6d.

Portrait on the Cover

THE portrait on the cover is of Coxswain Christopher O'Connor of Howth, County Wicklow, Ireland. He was bowman of the Howth life-boat from October 1947 to December 1948, second coxswain from 1st of January 1949 to the end of September 1950, and has been coxswain since that date.



Life-boat Christmas Card and Calendar

THE Institution will again have a Christmas card and a pocket calendar.

The card will have a reproduction on it in colours of the picture above. It is an old painting, recently presented to the Institution, of Grace Darling's famous rescue from the *Forfarshire*.

The card will be of four pages, with the picture on the cover, and the Institution's crest and greetings inside.

The price of the card, with the envelope, will be one shilling. Name and address can be printed in, if not fewer than a dozen cards are ordered, at an added cost of 15s. 9d. for the first dozen

and one shilling for each additional dozen or part of a dozen.

The pocket calendar will have on the front a black and white picture of a life-boat firing her line-throwing gun to a wrecked steamer. It can be supplied only in dozens, and the price is 2s. for the first dozen, and 1s. 6d. for each additional dozen.

There will also be a hanging calendar with a picture in colours of the Dover life-boat, *Southern Africa*, and the white cliffs behind her. Owing to the high purchase tax which would have to be paid on all calendars printed, if any were sold, there will be none for sale.

Awards to Honorary Workers

Thanks of the Institution on Vellum

The Thanks of the Institution Inscribed on Vellum has been awarded to the following honorary secretaries of life-boat stations on their retirement.

REV. W. CARROLL, of Arklow.

CAPTAIN R. C. WATSON, R.N.R., of Bembridge.

Binocular Glass

The Binocular Glass, with an inscription,

has been awarded to the following honorary secretaries of life-boat stations in recognition of valuable services:

MR. WALTER HEAP, Lytham St. Annes.

CAPTAIN J. HOUGHTON, Ramsgate.

MR. PHILIP H. JAMES, Youghal.

MR. H. G. JOHNSON, A.C.A., Sheringham.

REV. JOHN J. MCCARTHY, C.C., Baltimore.

MR. ALEXANDER NISBET, St. Abbs.

MR. JAMES R. WISEMAN, Filey.

Gold Badge

The Gold Badge has been awarded to:

MISS ETHEL M. BERRY, M.R.S.T., honorary treasurer, Horwich branch.

MISS JANE B. ELLIOT, honorary secretary, Colne Valley branch.

MISS MURIEL A. R. HIBBERT, J.P., C.C., president, Chorley branch.

MRS. J. HOLOHAN, formerly honorary secretary, New Moston, Manchester.

LT.-COL. E. V. HUGO, C.M.G., I.M.S. (Retd.), formerly honorary treasurer, Richmond branch.

MISS KATHLEEN H. NUTTALL, formerly honorary secretary, Lancaster branch.

Statuette of a Life-boatman

The Statuette of a Life-boatman has been awarded to the following honorary officials and workers:

MRS. E. BEGGS, North Petherton.

MISS K. BERRY, Bridgwater.

MISS J. BROWN, Shoreham.

MISS M. BURTON, Beaumaris.

MISS S. DAVIES, Pontypridd.

MISS A. S. DICKSON, Selkirk.

MISS S. EVANS, Pontypridd.

MRS. E. C. M. GARLAND, Reading.

MISS R. E. L. JACKSON, Shrewsbury.

MRS. S. E. J. M. JENSEN, Bexley Heath.

MRS. H. E. KAY, Widnes.

MR. WILLIAM KERR, Coatbridge.

MRS. H. LESTER, Banbury.

MRS. HONOR MARTIN, St. Ives, Cornwall.

MR. IAN W. MCINNES, Cupar.

MISS M. R. MURRAY, Gourrock.

MRS. C. G. NICHOLL, Dartmouth.

MISS M. OGLETHORPE, Lancaster.

MRS. SIDNEY PAGE, Southend-on-Sea.

MRS. M. T. R. PEARCE, St. Ives, Cornwall.

MR. L. H. ALLEN PRATT, LL.B., Cardiff.

MRS. RAVEN, Cullompton.

MAJOR PHILIP G. REYNOLDS, M.B.E., Boulmer.

MR. ROBERT STANTON, M.C., S.S.C., Helensburgh.

MRS. K. TATTERSALL, Lytham.

MRS. LOUIE TWEEDY, J.P., Tynemouth.

Record of Thanks

The Record of Thanks has been awarded to the following honorary officials and workers:

MR. H. W. BLOOR, Macclesfield.

MRS. R. BREAKELL, Royton.

MRS. H. BROWN, Little Hulton.

MRS. M. S. BRUNSKILL, Barrow-in-Furness.

MRS. K. CONDER, Hazel Grove, Stockport.

MRS. H. E. CUBLEY, Central Liverpool.

MRS. D. M. DAWBER, St. Helens.

MRS. M. L. DRON, Mossley Hill, Liverpool.

MR. COLIN FERGUSSON, Ayr.

MRS. M. GILL, Harrogate.

MRS. P. HAMLEY ROWAN, East Sheen.

MISS K. HANDLEY, Aigburth, Liverpool.

MRS. M. E. HIGGS, Hatfield.

MISS M. I. JAMIESON, Waterloo, Liverpool.

MRS. C. A. JENKINS, Neath.

MRS. H. M. KERNOHAN, Radcliffe.

MRS. M. W. LATHAM, St. Helens.

MRS. L. MATHER, Radcliffe.

MRS. C. M. MCCOY, Macclesfield.

MISS C. M. McLAUHLAN, M.B.E., Burnt-island.

MRS. J. C. MILES MELLIS, Inverness.

MRS. M. R. MILLER, Inverness.

MRS. W. KINGDOM OWEN, Neath.

MISS M. POWER, Cobham.

MRS. M. M. QUAYLE, Ramsey, Isle of Man.

MR. E. P. RAND, Cobham.

MRS. M. ROCKE, Newport, Monmouthshire.

MRS. S. C. SHIMMIN, Port St. Mary.

MRS. A. E. SPEDDING, Whitehaven.

MR. W. SUTHERLAND, Falkirk.

MR. GEORGE M. SWEET, J.P., Cowdenbeath.

MRS. G. TEARE, Ramsey, Isle of Man.

MRS. H. C. VALE, Barrow-in-Furness.

MRS. G. M. WARBURTON, Haslingden.

MRS. J. D. WILSON, Consett and Derwent Valley.

MR. C. W. YATES, F.A.C.C.A., Ramsbottom.

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The Loss of the *Pandora*

DURING the evening of the 21st of October, 1951, a very sudden gale blew up from the north on the Yorkshire coast, and just after 6.30 next morning the coastguard at Staithes rang up the Runswick life-boat station. A ship could be seen firing red rockets five miles north-north-east of the coastguard station. At 7.10 the Whitby coastguard informed the Whitby life-boat station, which lies five miles south-east of Runswick. By this time a very heavy sea was running on the bar across Runswick Bay and into the narrow harbour mouth at Whitby.

The ship was the *Pandora*, of Beaumaris, a steamer of 203 tons, with a crew of six men. Her rockets, which had been seen by the coastguard, had been seen also by the steamer *Gripfast*, of Newcastle-on-Tyne, three miles away. The *Gripfast* made at once for the *Pandora*. She found her lying very low in the water, rolling sluggishly, with seas breaking over her. Her steam whistle was blowing continuously. The master of the *Gripfast* saw a small boat floating, capsized, two cables from the *Pandora*. The steamer's port davits were swung out and empty. Six men were trying to launch the boat on the starboard side. He took the *Gripfast* right alongside the *Pandora*. His crew stood ready with ropes and ladders, lining the ship's side; ropes were thrown and seized; the *Pandora*'s men could be seen waiting to jump. But the *Pandora* slid slowly aft along the *Gripfast*'s side, round her quarter and astern of her, and no one jumped. The *Gripfast* backed towards her, but while she was still 150 yards away, the *Pandora* sank. Men could be seen floating in the wreckage. The master attempted to turn the *Gripfast* to go to their help, but she would not answer her rudder and drifted before the gale towards the shore. Her master let go both anchors and sent out a wireless call for a tug.

Impossible to Launch

At Runswick and Whitby the life-boat crews had assembled, but at each station the coxswain had decided that, with the sea what it was, the life-boat could not get out.

At 7.20 the coastguard had informed the Teesmouth station, seventeen miles to the north-east of Runswick, that the Runswick life-boat was being launched. An hour later Teesmouth learnt that neither she nor the Whitby boat had been able to go, and at 9.13 the Teesmouth life-boat *John and Lucy Cordingley* was launched. She reached the scene of the sinking just after eleven o'clock. There she found the *Gripfast* at anchor, but in no immediate danger. She searched for men of the *Pandora*, but found nothing. Then, as a tug had arrived to help the *Gripfast*, she returned to Teesmouth, where she arrived at 3.30 that afternoon.

At 3.30 the *Gripfast* signalled for help on her siren. The tug had not succeeded in passing a line to her, and one of her cables had parted. By that time the sea had moderated. At ten minutes to four the Whitby No. 1 life-boat *Mary Ann Hepworth* was launched, and at four o'clock the Runswick life-boat *Robert Patton—The Always Ready*. The Runswick life-boat reached the *Gripfast* at 4.20, the Whitby life-boat at 5.10, and the Whitby boat stood by until tugs had taken the steamer in tow. Runswick arrived back at her station at 5.30 that evening and Whitby at 6.26. The Institution made rewards to the crews and helpers at the three stations: Teesmouth, £29 18s.; Whitby, £17 18s.; Runswick, £32 11s. 6d.

Strong Division of Opinion

A ship had been sunk, with all on board, within sight of land, and two life-boats had been unable to go to her help. The following day the Institution sent the district inspector of life-boats, Commander H. L. Wheeler, R.N.,

to Runswick and Whitby to hold an inquiry. He found that there was a serious division among the crew of the Runswick life-boat. The coxswain, second coxswain and motor mechanic—all men of Runswick—held that it would have been useless to launch the life-boat because she could not have crossed the bar at the mouth of the bay. The other five members of the crew, men from the neighbouring village of Staithes, held that the attempt should have been made. In view of this division of opinion the Institution temporarily closed the station.

At Whitby the life-boatmen were much concerned by local comment and criticism; they were concerned also that it had been thought necessary to close the Runswick station; and the coxswain and second coxswain of the No. 1 life-boat—the larger of the two Whitby life-boats—resigned. The Institution then sent down its deputy chief inspector of life-boats, Commander S. W. F. Bennetts, D.S.O., D.S.C., R.N., on the 1st of November. Meetings were held, but the coxswain and second coxswain remained of the same mind and the crew supported them. They had no complaint against the Institution, but they would, they said, "resign." It would be from the 30th of November in order to give the Institution time to find another crew. Even after the 30th of November, they would still man the boat, if a call for it came.

On the 8th of November the Committee of Management of the Institution considered the whole matter and made a public statement. They considered the coxswain at Whitby had acted rightly in not attempting to put to sea. They affirmed their complete confidence in him and his crew. The gale was from the north. Very heavy seas were sweeping straight into the harbour mouth, which is only 200 feet wide. No boat could have gone out through that narrow exit in those seas.

Of the Runswick coxswain the Committee said that he was the man in command on the spot. They could not dispute his judgment that the bar could not be crossed. At the same time they felt that he should not have decided from the shore, but should

have launched into the bay, examined the seas on the bar from close to, and waited in the hope of an opportunity to go through them. They felt too that it would be very difficult satisfactorily to man the life-boat in the immediate future, because of the division of opinion among the crew, and they decided to keep the station closed.

Criticism by Press and Public

Before this statement was issued strong criticisms had begun to appear in the press and to come from the public. The criticisms were not that a ship had been lost, with all her crew, and no attempt been made to rescue them, but that any doubt should have been expressed of the correctness of the decision of the Runswick coxswain. The criticisms continued. Embarrassing though they were, the Institution did appreciate them as a signal proof of the public confidence in its crews.

At Whitby the feeling among the fishermen was in support of the Runswick coxswain. When the Institution's statement was published the men said that he should have been "exonerated" in the same terms as their own coxswain. The feeling was so strong that on the 22nd of November the chief inspector of life-boats, Commander T. G. Michelmore, R.D., R.N.R., went to Whitby. He attended a meeting of the fishermen, discussed the whole matter with them, and proposed a resolution which was unanimously accepted. It was that the Institution would re-open the Runswick station, should this be feasible, and re-appoint the coxswain, should he be elected by the crew, and the Whitby No. 1 crew, on their part, would carry on until the 31st of January, 1952.

Runswick Station Re-opened

When the Runswick station was closed the life-boat was taken away for a routine overhaul at a shipyard. She returned on the 31st of January, 1952. Meanwhile the future manning of the boat had been discussed. The chief inspector attended a meeting at Runswick in December at which all the members of the old crew were present, three from Runswick and six

from Staithes. The old coxswain did not at first wish to stand for election, but then agreed that his name should be proposed. The nine men voted, and the votes were given to two Staithes men. Their election as coxswain and second coxswain was confirmed by the Institution. The old coxswain, second coxswain and motor-mechanic, all Runswick men, did not wish to serve any longer in the boat, as they were all working away from Runswick. They would, however, help in launching. The driver of the launching tractor, a Runswick man, continued to serve. One of the Institution's reserve mechanics acted temporarily as the boat's motor mechanic and later his place was taken by another Runswick man. On these terms the station was re-opened, on the 31st of January, 1952, with a coxswain and second coxswain chosen, according to the invariable practice of the Institution, by the crew themselves.

The life-boatmen of Whitby were very disappointed that the Runswick coxswain had not been re-elected, but the crew of the No. 1 life-boat again said that they would "be prepared to man the boat if an emergency arises." They have done so. In fact the Whitby station was busier during 1952 than any other station in Great Britain and Ireland. Its two life-boats went out on service 26 times.

A Formal Inquiry

On the 30th of September, 1952, and the three following days, the formal investigation into the loss of the *Pandora* was held at the County Court, Newcastle-upon-Tyne, by Mr. Richard F. Hayward, Q.C., M.C., as wreck commissioner, with two assessors.

The honorary secretary of the Runswick life-boat station said in his evidence that the feeling of the men generally was that the life-boat should have been launched. The coxswain and the second coxswain said in their evidence that though she could have been launched into the bay it would have been utterly impossible to take her out of the bay to sea. Both the coxswain and second coxswain were asked by the commissioner if they had any complaint about the way in which the affairs of the life-boat were handled

in Runswick. The coxswain answered: "No, nothing to say, sir"; the second coxswain: "No, none whatever, sir."

The commissioner himself said about the division of opinion: "It is fairly common knowledge that there has been local feeling about that, and it appears to be highly desirable that any misunderstandings should be cleared up, because it would be just unbearable to the shipping community and those who have this grand country at heart that anything should be done to militate against the happy relationships, the co-operation and the splendid work of our National Life-boat Institution, of which there is no finer in the world, I am satisfied."

The finding of the commissioner about the life-boats was: "The court is satisfied that the crews of the nearby life-boats were ready and willing, as always, to do what was in their power to save life in accordance with the very high standards which have made the Royal National Life-boat Institution so widely and much admired."

He also said: "Weather conditions were such that the Whitby life-boat could not be launched. Although the Runswick boat could have been launched into the bay, conditions were such as to preclude her from going to sea over the bar."

Pensions for the Retired Men

When a life-boat station is closed the officers of the life-boat are given annuities, according to the length of their service, as if they had reached the retiring age of 60. On the closing of the Runswick station annuities were given to Coxswain Thomas Patton (aged 42) who had served as assistant motor mechanic for 13 years and then as coxswain for 5½ years; to Second-coxswain Robert Taylor (aged 46) who had served for 3 years as bowman and 18 years as second coxswain; and to Thomas Taylor (aged 42) who had served for 15 years as part-time motor mechanic and a year as full-time motor mechanic. When the station was re-opened, as the three men did not wish to serve again in the life-boat, the annuities were continued, and will continue for the rest of the men's lives.