

# THE LIFE-BOAT

The Journal of the Royal National Life-boat Institution

VOL. XXXIII

APRIL, 1952

No. 360

## 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 April 30th, 1952 - - - - 77,697

## The Great Exhibition of 1851: The Festival of Britain 1951

IN 1851 a prize of a hundred guineas for the model of a life-boat was offered by Rear Admiral the Duke of Northumberland, who that year had become President of the Institution. The life-boat must be capable of being rowed in all weathers. That was the chief quality demanded. She must also be able to do—what no life-boat since the Institution was founded twenty-five years before had been able to do—to right herself if she were capsized. No fewer than 280 models were sent in, and the prize was won by James Beeching of Great Yarmouth.

The boat which was built from his model was the first self-righting life-boat, and she determined the design of the Institution's fleet for the next forty years. She was an open rowing boat, with 12 oars, and had two masts, carrying jib, fore, lug, and mizzen sails. She was 36-feet long, with a beam of 9½-feet, and weighed, with her gear, just under three and a half tons. She cost £250.

Beeching's model and two others entered for the competition—one made by William Teasdel, of Great Yarmouth, and the other by James and Edward Plenty, of Newbury, Berkshire—were shown in the Great Exhibition of the Industry of All Nations in the Crystal Palace in Hyde Park in 1851.

At the Festival of Britain, of 1951,

on the South Bank of the Thames, the Life-boat Service was represented by its latest life-boat, completed shortly before the Festival opened. She was a Watson cabin life-boat, 46-feet 9-inches by 12-feet 6-inches, weighing 22½ tons and driven by two 40 h.p. diesel engines. She cost £24,000.

When this boat was chosen for the Festival it was at the same time decided that she should be named after Sir Godfrey Baring, Bt., who has been a member of the Committee of Management since 1911, the vice-chairman from 1915 to 1923 and its chairman since 1923.\*

### A Commanding Position

The life-boat was in the Seaside Section, and stood in the open close to the Thames, near Waterloo Bridge, facing the pontoon at which visitors landed from the steamers. It was a commanding position, and she could be clearly seen from the bridge, and from the river. She was mounted on concrete pillars with her bows raised, pointing towards the river. Close against her port side was a platform with a double flight of stairs to it. It was flush with the boat's deck and ran the full length of it, so that visitors could get a clear

\* Before the Festival it was intended that when it closed she would go to the station on The Humber, but it was later decided to station her at Clacton-on-Sea, Essex.

view of the whole deck. They could look directly at the engine-room controls under their canopy, and through two mirrors, fixed at the open end of the canopy, they could see the inside of the wireless chamber, and the inside of the deck cabin.

#### Floodlit by Night

The top of the engine-room casing had been removed and replaced by a covering of perspex, through which visitors could look down into the engine-room. Through another perspex hatch they could look into one of the fuel compartments and see the tank for the diesel oil, and through another see the air cases under the deck. The engine-room, the fuel compartment and the air cases were lighted by day and night. By night the whole boat was lit up by a floodlight mounted nearby on her starboard side, by flood lights built into the edge of the platform on her port side, and by the boat's own masthead floodlight. Her navigation lights were lit at night, and by day in bad weather. From the ground there was a clear view of the starboard side of the boat, and of her propellers in their tunnels, and the bows were high enough above the ground for people to walk under them.

Coxswains and life-boatmen from stations all round the coast took it in turn to be on board to explain the boat and answer questions. By the rules of the Festival no collecting boxes were permitted though many people asked where they were, nor could souvenirs be sold. Nor was the distribution of literature permitted,

but during the second half of the Festival a special leaflet describing the boat was given away.

In only very exceptional cases were visitors allowed on board. Of those exceptions the most memorable was a party of four women and two men, nearly, or totally, blind. The boat was carefully explained to them, and the two men (who were totally blind) went over everything with their hands and said that they could see it all.

#### 4,000,000 Visitors

Of over 8,000,000 visitors to the Festival it was reckoned that about half climbed the platform to see the life-boat. It was reckoned also that about one visitor in twenty asked questions and that each asked on an average five questions, so that about a million questions were asked and answered.

Here is a letter from one visitor:

"I am writing to you for three reasons:

Firstly to congratulate you on your exhibit of one of your life-boats exactly as equipped for rescue work. I have been twice to the South Bank Exhibition and each time I have felt that this boat is the best part of it. If visitors to England want to see something 'British made' then let them admire your life-boat.

Secondly to thank the anonymous engineer who showed such enthusiasm and patience in answering our innumerable questions. I am sure he has been a very good ambassador in your cause.

Thirdly to send the enclosed cheque."

## The Travelling Festival

BESIDES the exhibition on the South Bank of the Thames there were two travelling exhibitions. One by sea and the other by land. The exhibition by sea was mounted in the aircraft carrier *H.M.S. Campania*, which sailed from Southampton early in May, visited Dundee, Newcastle, Hull, Plymouth, Bristol, Cardiff, Belfast, Birkenhead, spending from ten days to four weeks at each port, and ended its journey at Glasgow in September.

The Life-boat Service was repre-

sented in this exhibition, on the *Campania's* flight-deck, by a life-boat of the light Liverpool type, just completed for Minehead, Somerset, a boat 35-feet 6-inches, by 10-feet 8-inches, weighing 8½ tons, and driven by two 18 h.p. petrol engines.

While the *Campania* was at Tyne-mouth an industrial exhibition was held in the town at which life-boat models and equipment were shown and the life-boat films "Boats that Save Life" and "Shipshape".

## His Majesty King George VI

By the death on the 6th of February, of His Majesty King George VI, the Life-boat Service lost not only a beloved Sovereign but its own Patron. He had carried on the tradition of over a century and a quarter that the reigning sovereign should be the head of the Life-boat Service, and was the seventh sovereign to give it his patronage. He first knew the Life-boat Service in 1911, when, as Prince Albert, he was a cadet at Dartmouth, visited the Newquay station, with his brother, the Prince of Wales, and saw a launch of the life-boat. In 1926, as Duke of York, he took part in the ceremony at the Montrose station when the new life-boat was named by the Duchess of York, and in 1929, when the illness of King George V prevented him, and Queen Mary, from attending the life-boat matinée at the Lyceum Theatre, at which Mr. Louis N. Parker's life-boat play *Their Business in Great Waters*, was first performed, with a very distinguished cast, the Duke of York came in their place. In 1939 the new life-boat at The Lizard, presented to the Institution by King George's Fund for Sailors, was named after him, *Duke of York*. In 1936 he became President of the Institution, on the accession to the throne of King Edward VIII, and on his own accession to the throne, before the end of the year, he became Patron.

On the death of the King a telegram of sympathy was sent to the Queen, signed by the chairman, Sir Godfrey Baring, Bt., from the Institution "its committee, officers, staff, crews, and honorary workers," to which Her Majesty replied:

"I am sincerely grateful for your message. Please assure all those for whom you speak that I deeply value their kindness and sympathy. Elizabeth R."

At the first meeting of the Committee of Management after His Majesty's death it was proposed by the deputy chairman, Commodore the Earl Howe, seconded by Admiral of the Fleet Sir Henry Oliver, and unanimously carried, that the following humble and loyal messages be presented to Her Majesty the Queen and Her Majesty the Queen Mother:

"The Committee of Management and the officers and staff of the Royal National Life-boat Institution, the honorary officials of its branches and of the Ladies' Life-boat Guild throughout the British Isles, and the coxswains and crews of its life-boats round their coasts, desire to express to Your Majesty their profound grief at the death of His Most Gracious Majesty King George VI, the Institution's Patron, to offer to Your Majesty their loyal and deep sympathy and to assure you of the devotion of the Service to your Person and Crown."

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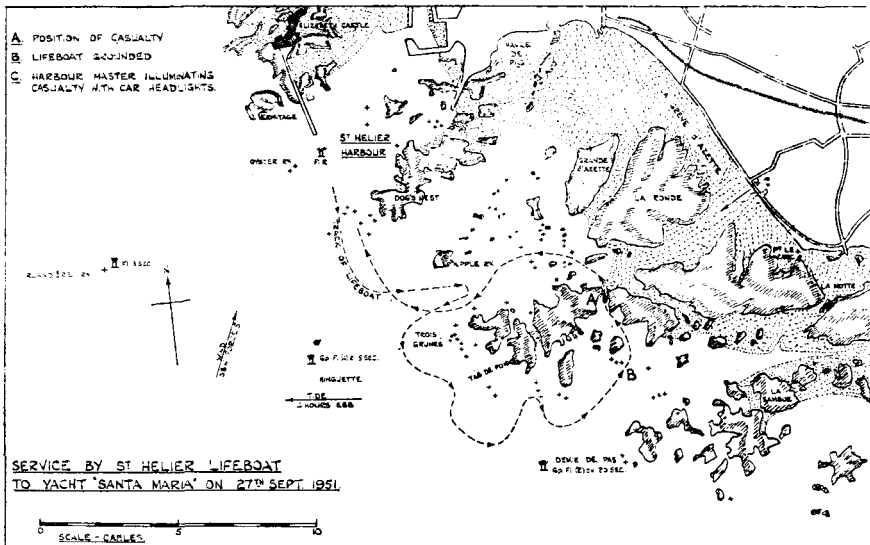
The Institution sent to the funeral a wreath in the colours of the Life-boat Service, red tulips and carnations, blue iris, and white carnations. On the wreath were the words: "In loyal and grateful memory from the Life-boat Service to its Patron."

## A French Yacht Rescued on the Coast of Jersey

THE night of the 27th of September, 1951, was very dark and overcast at St. Helier, in Jersey. A fresh wind was blowing from the south-south-west; there was a swell rising from six to eight feet; and heavy storms of rain made visibility very poor. At ten minutes to nine a light was seen to the eastward of the harbour flashing SOS, and at 9.17 the life-boat *Elizabeth Rippon* put out. The light

quarters of a mile from where the ship lay—shone his headlights.

The coxswain cast round the rocks in the darkness looking for the ship's lights, and at midnight found the French yacht *Santa Maria*, of Cartaret, with three men on board. She was in a small sheltered gutter between two high ridges of rock, at anchor and with two ropes round a pinnacle of rock. She was close to where the



### The Service to the Yacht *Santa Maria*

The life-boat's course among the rocks is shown by the dotted line

appeared to be among the rocks eastward of the Demie de Pas beacon, a little over a mile from the harbour, where just two years before Coxswain Thomas King won the Institution's gold medal for outstanding gallantry, and all his crew bronze medals, for rescuing the St. Helier yacht *Maurice Georges* and the four men on board.

Coxswain Edward Larbalestier first searched to the south-west of the island called La Ronde. He found nothing and realised that the ship in distress must be on the other side of the high ridge of rocks east of Tas de Pois. Meanwhile the harbour-master, Mr. W. G. Furzer, had gone round in his car, and from the shore—three

*Maurice Georges* had been found two years before.

### The Search Described by Radio

Some idea of the problems and dangers of that search on a dark night, in squalls of rain, with a six-foot swell, and a strong tide running across the swell, is given by the chart of that archipelago of rocks. Some idea of them also is given by the wireless messages passing between the life-boat and the radio station on shore. Here is an hour and three-quarters of the search as the radio telephone recorded it, from 9.20 until 11.6.

21.20. Radio Station to Life-boat.—  
*Point searchlight into air so that we can plot your position.*

- 21.21. Life-boat to Radio Station.—  
*Can you see our searchlight?*  
Answer. *No. Alter to vertical position.*
- 21.25. Radio Station to Life-boat.—  
*Yes. See searchlight now. Judge you are one mile to west of gutter.*
- 21.26. Life-boat to Radio Station.—  
*Coxswain requests light to be shown from Green Island for better bearing.*
- 21.28. Radio Station to Life-boat.—  
*Harbour master at Green Island to give you a bearing light.*
- 21.46. Radio Station to Life-boat.—  
*You appear to be still one mile west of gutter.*
- 21.58. Radio Station to Life-boat.—  
*You are now east of casualty and harbour master at Le Mare Slip using headlights.*
- 22.08.—Radio Station to Life-boat.—  
*Casualty lights north of your position inside Humets.*
- 22.26. Radio Station to Life-boat.—  
*Car switching lights on and off ten second intervals.*
- 22.29. Life-boat to Radio Station.—  
*Can see lights now bearing north-east by north.*
- 22.42. Life-boat to Radio Station.—  
*Are we nearing the light?*
- 22.42. Radio Station to Life-boat.—  
*You appear to be getting much nearer.*
- 22.48. Radio Station to Life-boat.—  
*You are approaching casualty.*
- 22.48. Life-boat to Radio Station.—  
*Can see casualty, but other side of rocks. Will try to get through.*
- 23.00. Life-boat to Radio Station.—  
*We are now fifty yards off casualty. Closing in.*
- 23.06. Life-boat to Radio Station.—  
*Going alongside. Appears three men on deck.*

The dangers, however, are most clearly described by the district inspector who was taken at low water on a fine day, to the place where the yacht was found:

“There was first the great rise and fall of the swell. There were rocks fifteen feet high, reefs of rocks awash,

pinnacles sticking out of the water, and submerged rocks everywhere. While making every allowance for the local knowledge of the coxswain, and all his crew, who, as he searched, warned him of the breaking water which showed the rocks, I do not know how he dared to take the life-boat where he did on such a night and in such weather, with that swell, and the lateral tide. It required great resolution to go into that narrow gutter where the yacht lay between the two high ridges of rock.”

#### The Life-boat Strikes a Rock

As it was, at one place, the life-boat came down in the trough of the swell right on a rock, striking it hard with her keel, but fortunately without damage. It was low water when the coxswain found the yacht, and he decided to wait an hour for the water to flow before he went into the gutter. There he took the yacht in tow. Had the life-boat not come, or had she come later when the tide had risen, there is no doubt that the yacht would have been destroyed. As the tide rose she would have lost the shelter of the rocks and been broken on them.

With the yacht in tow the life-boat moved out of the other end of the gutter, and at once she had again to contend with the full force of the wind and the heavy swell. Again the coxswain felt his perilous way in the darkness among the rocks, and brought the yacht into St. Helier Harbour at ten minutes to two in the morning. The life-boat had then been out for four and a half hours.

The rescue was carried out with great skill, determination and courage, and the Institution made the following awards:

To COXSWAIN EDWARD C. LARBAL-ESTIER, the silver medal for gallantry, with a copy of the vote on vellum;

To each of the eight members of the crew, the thanks of the Institution on vellum;

To the coxswain and each member of the crew a special reward of £4 in addition to the reward on the ordinary scale of 27s. Ordinary rewards to the crew and shore attendant, £11 5s. 6d.; additional rewards, £36; total rewards, £47 5s. 6d.

## Four Yachtsmen Rescued at Margate

SHORTLY after midnight on the 2nd of September, 1951, the coastguard at Margate called up the life-boat station to say that he could see distress signals being flashed by a torch from a small yacht just outside the harbour. Quarter of an hour later the life-boat *North Foreland, Civil Service No. XI* was launched. The night was very dark; a strong north-west wind was blowing against the flood tide; there was a backwash from the harbour wall; and wind, tide and backwash made a very rough, confused sea.

About a hundred yards north of the harbour-wall the life-boat found the *Girlanda*, of Chichester. She had two anchors down, and was rolling and pitching violently. Two men were on board, but they seemed unable to move out of the cockpit, either to jump into the life-boat or to seize a line from her. The coxswain brought the life-boat alongside and told one of his crew, Alfred Wilson, to go aboard the yacht. It was not easy, but he did it. The life-boat then anchored to windward and dropped down again on her cable to the yacht.

### A Very Perilous Task

Wilson was lying on the small fore-castle in the darkness, with the seas continually breaking over him. He had one hand to hold on with, as the yacht rolled and pitched, and the other for his work. After several attempts the life-boat threw a line to him. He hauled it on board and then a 4½-inch cable attached to it. This he made fast round the mast and forestay. Then he attacked the much more difficult task of freeing the yacht from her two anchors. The chain and rope of their cables were in a tangle round the yacht's bollards. Still lying on the fore-castle, Wilson worked at the tangle with one hand, while he held

on with the other. Twice he was almost rolled overboard, but hauled himself back again. At last the tangle was unravelled; he cast off the cables; and the life-boat towed the yacht into the harbour. It was then quarter past two.

### Out Again at Once

Meanwhile the coastguard had seen signals flashing near the Nayland Rocks about quarter of a mile west of the harbour, and at 2.25 the life-boat put out again. She found the sailing yacht *Sir Gobbo*, of Rochester, at anchor. There were two men on board, and as the life-boat came within hailing distance, they asked to be taken off. The life-boat went between the yacht and the rocks and the men jumped on board. They were given rum, and wrapped in blankets, and when the life-boat arrived in harbour again at 3.30 were taken to hospital in an ambulance. Next morning, when the weather had cleared and the sea was calm, the life-boat took them back to their yacht, and they made for Ramsgate.

To ALFRED R. WILSON, in recognition of his great skill and bravery, the Institution awarded its bronze medal, a copy of the vote inscribed on vellum, and £3 in addition to the award of 15s. on the ordinary scale.

He was also awarded the "Miss Smith's reward for courage, in memory of John, Seventh Earl of Hardwicke" for the bravest act of life-saving by a life-boatman in 1950.

To the coxswain and other members of the crew 15s. each; scale rewards to crew and launchers, £8 1s.; additional reward, £3; total rewards, £11 1s.

These were the rewards for the service to the *Girlanda*. For the service to the *Sir Gobbo* the rewards were £12 7s.

## Portrait on the Cover

THE portrait on the cover is of Coxswain Matthew Lethbridge, of St. Mary's, in the Scilly Isles. He has been an officer of the life-boat for 32 years. He served as second coxswain

from 1920 to 1925, and since 1925 he has been the coxswain. In October, 1927, he won the Institution's silver medal for gallantry for rescuing four lives from the Italian steamer *Isabo*.

## Dutch Yacht Saved at Dover

At twenty minutes past eleven on the night of the 27th of September, 1951—a very dark night with heavy rain squalls—the coxswain of the Dover life-boat, when on his way along the Eastern Harbour Arm, on private business to the signal station at the end of it, saw a small yacht, the *Akeco*, of Amsterdam, anchored just outside the harbour arm. A strong southerly wind was blowing dead on shore; the yacht was anchored less than half a mile from the shore; and her anchor was dragging. The coxswain called out to the yacht “Hang on,” and the answer came, several times repeated, “Yes, please.” As he hurried back along the arm to call out the life-boat he could see that the yacht had already been carried half the short distance to the shore.

At quarter to twelve the life-boat *Southern Africa* put out without waiting for the last two men of her crew. The wind was blowing against the ebbing tide, and wind and tide, and the rebound of the water from the cliffs and the harbour arm, had raised a very confused, violent and dangerous sea. The life-boat kept close to the harbour arm to avoid the worst of it. When she reached the yacht, a minute after midnight, she found her little more than a hundred yards from the cliffs and nearly among the large

boulders at their foot. Her cable had parted. She was broadside on to wind and sea. In a very little time she would be broken to pieces among the boulders.

By the light of his searchlight the coxswain turned the life-boat alongside her. There was only one man on board. He showed no inclination to jump, but signalled that he expected a line. This the bowman laid across him by a neat throw. With the life-boat stopped, and the two boats rolling ever closer to the shore, a tow rope was secured to the line and the man hauled it aboard and made it fast round the mast. The life-boat went ahead, gradually towed the yacht round, and then slowly drew her away from the shore. At half-past twelve they entered the harbour.

COXSWAIN JOHN WALKER had acted with great promptness from the moment when he saw the yacht and her danger, and had carried out the rescue with great speed and skill. The Institution awarded him its bronze medal for gallantry, with a copy of the vote inscribed on vellum.

It also gave him and each of the six members of his crew a reward of 25s. in addition to the reward on the ordinary scale of 15s. Scale rewards, £4; additional rewards, £7 10s.; total rewards, £11 10s.

## Three False Alarms

### A Whale, a Bather, and a Meteorological Balloon

ON the evening of the 2nd of September, the coastguard at St. Anthony telephoned that he could see a small sailing yacht which appeared to have capsized and have a man clinging to it. There was a heavy sea running. It was dark when the Falmouth life-boat reached the position given, but by the light of her searchlight she found the “capsized yacht and the clinging man.” They were a dead whale. Rewards of £10 17s. were given to the crew.

In the afternoon of the 17th of

September the coastguard at Clacton-on-Sea reported a man in difficulties in a canoe, a mile off the pier. The sea was calm. The life-boat went out and found the canoe and the man, but the man was bathing. Rewards of £8 10s. 9d. were given to the crew.

On the 26th of November the Great Yarmouth and Gorleston life-boat went out in answer to a message that a parachute had been seen coming down. But it turned out to be a meteorological balloon. Rewards of £10 were given to the crew.

## Spanish Steamer Wrecked at Coverack

On the night of the 3rd of November, 1951, a south-west gale was blowing on the south coast of Cornwall, with heavy rain. The night was very dark. A small Spanish steamer the *Mina Cantiquin*, of Gijon, with a crew of seventeen, was steaming before the gale up the coast to shelter in Falmouth Roads. Just after two o'clock next morning she struck on Black Rock Head. She pounded on the reef for some minutes. Then she was washed off and blown north-eastwards, burning flares and sounding her siren. She had been badly holed forward and was starting to fill. It was low water, but the tide was still running to the south-west, against the wind, and making a very rough sea. The coast-guard on Black Rock saw and heard her signals. He rang up the coast-guard at Porthoustock, and at ten minutes past two he in turn rang up the Coverack life-boat station.

### Full Speed to the Rescue

Nine and a half minutes later the life-boat *Three Sisters* was launched, and her coxswain made full speed against the gale. There was every need of speed, for a mile south of Coverack was Chynhals Point. That point was only three quarters of a mile north of Black Rock, where the *Mina Cantiquin* had struck. The gale was driving her northwards to Chynhals Point, and the coxswain knew that she would almost certainly strike on it. As the life-boat rounded the point, twenty minutes after she was launched, the coxswain saw the steamer. Her bow was pointing towards the shore and she was only fifty yards off the rocks where the seas were breaking heavily. The coxswain was certain that in a few minutes, she would be on them. He must act at once. He took the life-boat as close inshore as he dared go to the breaking seas, and turning came out again towards the *Mina Cantiquin* to run along her lee side. The waves were breaking right over her. Her forecastle was awash. She was almost hidden in the seas. The coxswain called on the crew to jump. They hesitated for a minute or two. Then one jumped, and in a few seconds

the other sixteen had followed him. The life-boat made at once for Coverack and landed the rescued men there at 3.20.

### Attempt to Save the Steamer

Meanwhile the *Mina Cantiquin* had not struck on Chynhals Point. An eddy in the ebb tide had caught her and she had missed the rocks by a few feet. She continued to drift northwards across Coverack Cove towards Lowland Point. When she was half-way across the life-boat came out again, and attempted to take her in tow. But in that sea it was impossible to put a man aboard her; a grapnel was thrown, but the line parted at once. The life-boat had to leave her to her fate, and she went ashore.

The life-boat herself, and her crew, passed a most uncomfortable night. They were in the inner harbour at Coverack where the sea was so rough that several mooring ropes parted. In the end the life-boat was taken for shelter to Falmouth Roads, 10 miles away, and it was two days before she could return to Coverack and be put in her house.

In recognition of the smartness of the launch and the skill and promptness of the rescue, the Institution awarded its thanks on vellum to COXSWAIN WILLIAM A. ROWE.

To him and each of the six men of his crew it awarded £2 in addition to the reward on the ordinary scale of £4 14s. a man for the rescue, the passage to Falmouth and the rehousing of the life-boat. Scale rewards, to crew and helpers, £42 2s.; extra rewards, £14; total rewards, £56 2s.

### The Gratitude of the Spaniards

The Spanish Ambassador in London wrote to the Duchess of Kent, President of the Institution, to thank her on behalf of the crew of the *Mina Cantiquin*. He also sent her from them a gift of flowers. To the secretary of the Institution he wrote sending his "heartfelt" gratitude and a gift of fifty guineas. The Spanish Life-boat Society awarded its silver prize medal to Coxswain Rowe, and diplomas to him and each of the six members of crew.



## An All-Night Service at Selsey

ON the afternoon of the 17th of November, 1951, a south-westerly gale was blowing at Selsey and the seas were very rough, particularly in the shallow water near the Owers Banks. At five minutes past four the Selsey coast-guard reported to the Selsey life-boat station that a ship, twelve miles south-east-by-south from the life-boat house, was having trouble with her engine and had asked for a tug. She was the M.V. *Swift*, of Costa Rica, of 163 tons, bound with a cargo of onions from Brittany to Boston in Lincolnshire. She had a crew of six. At 5.48 the coastguard reported that the Swedish ship *Aspen* had taken her in tow, and that a naval tug had been sent from Portsmouth at 4.23. At 6.20 the *Aspen* sent a message that the tow had parted. They were then five miles south-west-by-south of the life-boat house. At 6.59 the *Aspen* sent another message. The *Swift* was drifting towards the rocks and there was no sign of the tug. The honorary secretary replied that the life-boat would go, and at seven minutes past seven the *Canadian Pacific* was launched.

### A Minesweeper's Attempt Fails

She found the *Swift*, about 8.45, anchored to seaward of the Pullar Bank. At the same time H.M. Minesweeper *Marvel* arrived. The minesweeper attempted to fire a line to the *Swift* by Coston gun, but failed. She then lay off to windward. At 9.15 the tug *Alligator* arrived. She was successful in passing a line to the *Swift* which was still at anchor, and then a towing hawser, but she went too close to the *Swift*, fouled her cable and wrapped it round her own propeller. The cable parted and the tug slipped the tow, drifted across the Middle Bank Grounds, and anchored. There she stayed helpless, until, some days later, she was towed away with the cable still round her propeller. The cable having parted, the *Swift* was no longer at anchor, but she still had her end of the towing hawser, which the tug had slipped, and this hawser, lying on the seabed, acted as an anchor.

### Standing by All Night

The minesweeper was still hove to, but at 2.30 next morning she left on the ebb tide. The life-boat remained all night. In that November gale it was an arduous watch; and in the heavy seas, in shoal water, it needed very good seamanship from the coxswain to keep her position near the *Swift*. Twice during the night, when seas filled the cockpit, the coxswain was carried off his feet, and but for his firm hold on the wheel he would have been washed overboard. When day broke it could be seen that the *Swift* had dragged a mile northwards and was now on top of the Pullar Banks. The seas were very bad indeed, and in the first light the captain signalled that he wished to abandon ship. The life-boat at once went alongside, the coxswain shouting for two men to jump. Both boats were pitching violently, but the two men landed safely in the life-boat. Again the life-boat went alongside and two more men jumped. For the third time she went alongside and the remaining two jumped. None was injured; the life-boat was undamaged.

### The Coxswain Almost Blind

At ten minutes past eight in the morning of the 18th the life-boat arrived back at her station. It was then thirteen hours since she had gone out. She had stood by through seven and a half hours of that night in the gale and heavy shoal seas. The crew returned exhausted and for two days the coxswain was nearly blind from the spray.

TO COXSWAIN LESLIE C. PENNYCORD the Institution awarded its bronze medal for gallantry; with a copy of the vote inscribed on vellum.

To him, and each of the seven members of his crew, it gave a reward of £5, in addition to the reward on the ordinary scale of £4 each; scale rewards to crew and launchers, £39 6s.; additional rewards, £40; total rewards £79 6s.

## Killed on Service

### Death of the Scarborough Bowman

At 11.14 on the morning of the 9th of December, 1951, the news came to the Scarborough life-boat station that a ship was sinking twenty-six and a half miles east by north of Scarborough. She was a Dutch motor vessel of 499 tons, the *Westkust*, bound from Bo'ness to Hamburg, with a cargo of coal-dust. Her cargo had shifted and she was listing 35 degrees. She was making water, and her bilge pumps were choked with coal-dust. One of her two life-boats had been lost. The other was damaged. She had anchored.

Such was her plight when at 11.30 the Scarborough life-boat *E.C.J.R.* was launched. A gale was then blowing from the west, but later it veered to the north-west. The sea was rough; the tide setting south-west; the weather was very cold, with squalls of snow.

#### A New Position Given

Just after half past two in the afternoon, the *Westkust* sent out a wireless message, giving her position. It was twenty-one miles east by south of Flamborough, which was twenty miles south of the position as first given. No ships, the message said, were in sight. The new position was sent by radiotelephone to the Scarborough life-boat. It was received also at Flamborough, and the life-boat was launched at 2.30. It was received at Bridlington, and a number of keelboats set out. At four o'clock the Bridlington life-boat followed for fear that they would get into trouble in that heavy sea.

Just after five o'clock the British steamer *Ayton* reached the *Westkust*, and an hour later the Grimsby trawler *Ottlie*. Guided by rockets sent up by the *Ayton*, the Scarborough life-boat arrived about seven o'clock, and at the request of the *Westkust's* captain, she put two men on board her. They were the bowman, Frank Dalton, aged 57, and the assistant motor mechanic, Thomas J. Mainprize. With their help, and with the life-boat escorting him, the captain hoped to bring his ship into harbour, but soon after they came on board he decided to abandon

ship. The coxswain thereupon took the life-boat alongside—no easy task in that gale, with the heavy sea running—and the ten men of the *Westkust* jumped into her. The Flamborough life-boat, which had arrived just before, stood by. The Scarborough life-boat came round again to take off her own two men. Mainprize jumped and landed safely, but at that moment a sea separated the two vessels, and Dalton was left hanging full length from the *Westkust's* rail. With the weight of his oilskins and his sea-boots he could not haul himself up. He remained hanging while the coxswain brought the life-boat round for the third time, but at the critical moment a sea flung her against the *Westkust* and Dalton was crushed between the two. He fell on to the life-boat, with his pelvis fractured. The life-boat made at once for Bridlington, but before she arrived, at 1.30 next morning, Dalton was dead.

The life-boat had been out for fourteen hours and her crew and the rescued crew were suffering from their long exposure.

#### Three Medals Awarded

Frank Dalton and Thomas Mainprize had shown great courage in boarding the *Westkust* and the coxswain had handled his life-boat very skilfully in rescuing the *Westkust's* crew in that bitterly cold gale and rough sea. The Institution made the following awards:

To FRANK DALTON, the bowman, posthumously, the bronze medal for gallantry, and a certificate recording his gallantry to his widow;

To COXSWAIN JOHN N. SHEADER, the bronze medal for gallantry and a copy of the vote inscribed on vellum;

To THOMAS J. MAINPRIZE, the assistant motor mechanic, the bronze medal for gallantry, and a copy of the vote inscribed on vellum;

To HOLDEN SHEADER, the motor mechanic, the thanks of the Institution inscribed on vellum.

To each of these four men and to each of the other three members of the crew, a reward of £5 in addition to the

reward on the ordinary scale of £4 10s., making a reward of £9 10s. to each man.

Scale rewards, £53 0s. 6d.; additional rewards, £35; total rewards, £88 0s. 6d.

The Flamborough life-boat made for Bridlington after the Scarborough life-boat had completed the rescue, arriving

there at two o'clock next morning.—Rewards: £57 5s.

The Bridlington life-boat was recalled and arrived at her station at 1.30 next morning. There she helped to moor the Scarborough life-boat, and towed in the Flamborough life-boat, which ran short of fuel a mile off shore.—Rewards, £30 5s.

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## The Navy Entertains Life-boatmen

WHEN the Yarmouth, Isle of Wight life-boat went to the help of the schooner *Lamorna*, on the 4th of November, 1951, and rescued her crew of fourteen (as described on page 308), H.M.S. *Redpole*, which had had the *Lamorna* in tow, was standing by. Two months later the following paragraph appeared in the *Isle of Wight Press* in its Yarmouth news:

"The gallant rescue of the crew of 14 from the ill-fated treasure ship *Lamorna* off the Needles on November 4th, was recalled on Tuesday, when the crew of the life-boat were entertained

at dinner on board the Portsmouth Flotilla's navigation instructional ship H.M.S. *Redpole*, which anchored in the Roads. Although co-operating closely in the rescue work the crews of the two vessels had previously seen one another only in the glare of searchlights, and their only communication had been by radio-telephone. The party included the coxswain (Mr. Stanley Smith), who was unable to take part in the rescue owing to an injured arm, and the second coxswain (Mr. Harold Hayles), who was in charge of the life-boat on November 4th."

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## River Spectacle

As part of the Festival of Britain the *Daily Mirror* arranged a river spectacle on the Chelsea Reach of the Thames, alongside the Fun Fair in Battersea Park on the afternoon of the 18th of August, 1951. It included races for motor boats, and a parade of all the boats.

The Southend - on - Sea life - boat

*Greater London* took part in the parade, and also cruised round all afternoon, ready to go to the rescue in case of any accident.

The *Daily Mirror* sent a donation to the Institution and wrote: "The superbly smart life-boat with its distinguished crew was the admiration of every spectator."

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## In the New Year's Honours List

IN the new year's honours list appeared three lifeboat names. Commander Philip Vaux, D.S.C., R.N., the late chief inspector of life-boats, was made an Officer of the Order of the British Empire. Mr. John S. Duncan, the honorary secretary of the Wick life-boat station, was made a Member of the Order in recognition of his

work for the Life-boat Service for 30 years.

Commander J. M. Upton, R.D., R.N.R., the superintendent of the depot, was made a Member of the Order, not for services to the Institution but for his honorary work as chairman of the Barnett and District Disablement Advisory Committee.

## Twelve Hours at Night on the Goodwins

By L. H. Shelvey, Honorary Secretary of the Walmer Station

ON the night of the 24th of November, 1951, a gale from the west-south-west was blowing across the Goodwin Sands. The seas were very heavy, and the night very dark, with both mist and rain squalls. At 6.48 the coast-guard rang up the Walmer life-boat station. A ship near the South Goodwin Lightvessel was reported as manœuvring strangely. Eight minutes later another message came, this time from the North Foreland Radio. The ship was calling for a tug from Dover. She was the steamer *Captain Andrew*, of 1,300 tons, on her way from Hamburg to Swansea with a cargo of scrap iron.

The coxswain of the life-boat knew that the steamer must be in considerable danger and at seven o'clock the maroons were fired. Most of the crew were already standing by. The tide was high, a very heavy sea was breaking, and the launchers, thigh deep in the water, had to struggle to lay the launching skids in position. With the tide high the life-boat had all too short a run into the water. She was in danger of being knocked round by the seas and thrown off the skids on to the beach, but as she hesitated the coxswain gave a quick order to the mechanic; the engines were started up; and with the screws scattering shingle and spume, the life-boat was afloat. It was then ten minutes past seven.

### "Not Under Control"

At full speed the life-boat headed for the South Goodwins Lightvessel four and a half miles away. On her wireless she heard the North Foreland Radio sending out a general warning to shipping and repeating the call of the *Captain Andrew* for a tug. She herself called up the lightvessel for the steamer's position. The answer came "Some distance astern of us with 'not under control' lights up." There the life-boat found her, on the edge of the sands. She had two

anchors down, with 150 fathoms of chain, and to ease the strain on them she was steaming hard ahead. She had, however, some defect in her boiler and could not raise a full head of steam. She had, too, something wrong with her steering gear. The seas were breaking over her bows, and sweeping her decks. Even at her best available speed she could only just keep her position. Had her engine failed the anchor cables would have snapped and she would have been swept at once on to the sands and disaster.

### Difficulties of Communication

The Dover harbour tug arrived at the same time as the life-boat, but in those seas it was impossible for her to go alongside. It was impossible even for her to communicate with the steamer. She could not get near enough to communicate by loud hailer above the noise of the gale, and neither steamer nor tug, continually buried in the seas, could see the other long enough to signal by lamp. The steamer was fitted with wireless by which she could signal in morse. The tug and life-boat had radio telephones. They could speak to one another, but all communication with the steamer had to be through the North Foreland Radio Station.

The tug tried hard to get a line on board the steamer, but failed. At times those on the life-boat could see no more than the tip of the tug's mast. Repeatedly she rolled and pitched so violently that they could see her bottom plates. Once she completely disappeared and they thought that she had gone.

### Attempt to Tow Fails

As her own efforts had failed, the tug sent a message to the steamer through North Foreland Radio, asking her to try to pass a rope to the life-boat, so that she in turn could pass it to the tug. With the rest of the crew holding on to his legs, for fear he should

be flung overboard, the motor mechanic stood up with the Schermuly pistol and fired a rocket to the steamer. The rocket and its line travelled true. The steamer fastened a heavy rope to the line, and the life-boat hauled it aboard. She then signalled by lamp to the tug, which came as close as she dared. Another rocket was fired from the life-boat and fell between the tug's masts, but the line broke. The tug next made a circuit and came in for a second attempt. This time the line fell across her upper deck and her crew seized it, but it slipped through their fingers. The life-boat men hauled it in, made it fast to the remains of the first line, and, as the tug made another circle and again came within range, a third rocket was fired. Again it travelled true, the line was seized, and the steamer's rope was hauled from the life-boat to the tug. On the tug the rope was made fast to a wire, but their first attempt to get the wire over to the steamer failed. The tug then steamed by, close to the steamer's stern, and managed to get a heaving line aboard her but, because of the still heavy seas and wind, she had to keep so much way on that she continued to steam ahead, and the steamer lost the line before her crew could secure it. The tug steamed on, disappeared, and did not return.

#### Two Life-boatmen Go On Board

It was now one in the morning, and the steamer's captain asked if the life-boat would put a man on board. He would not abandon ship. He was carrying out repairs. He still hoped to be able to bring the steamer into the shelter of the Downs even without his steering gear working; but he was doubtful what room he had in which to manœuvre. He wanted advice; and a man from the life-boat would reassure his crew. The coxswain agreed. If he had continued to stand by until the cables parted—as one did later—and the ship were carried on to the sands, he had little hope of saving any of her crew; and the steamer was taking such heavy punishment that he feared that, even if her cables held, she might founder at any moment. He kept the life-boat moving round, as he waited for his oppor-

tunity. It came at two o'clock when the wind veered to the north-west, and gave him "a bit of a lee to get the men aboard." With the life-boat festooned with fenders he brought her alongside on top of a sea which lifted her high above the steamer's deck, and as she stood on the crest of the sea the second-coxswain and the bowman jumped. The life-boat moved out again, undamaged, but with her fenders torn away.

#### Nearly a Collision

Then came another time of waiting, while the life-boat lay off. At 3.40 the steamer at last got under way. At once things began to go wrong. She would not answer her helm, and her captain went full speed astern. Then shouts were heard from the light-vessel. Her master had all his crew lined up on deck, and was burning flares as he watched the steamer, with little power, with no control of her rudder, and in no place where she could drop anchor, being carried by the tide closer and closer to the light-vessel. As she was swept by, the life-boat going ahead of her, she was only half her own length from the light-vessel.

Once past this danger, though still scarcely under control, the steamer reached the comparative safety of the Downs. The tug was lying there and the life-boat called her to come and take her in tow. This she did. Wind and sea were going down; and at 5.52 the North Foreland Radio cancelled its warning to all shipping. At the same time the tug brought the steamer to a safe anchorage.

At 6.45 the life-boat was back at her station, and it was found that she had a line wrapped round the shaft of one of her screws. She had been out for nearly twelve hours, and her coxswain said that it was one of the most unpleasant and formidable nights that he had had on the Goodwins.

As the owners of the *Captain Andrew* paid salvage to the life-boat's crew, the Institution gave no rewards, but sent a letter of appreciation to the coxswain and crew.

## Services of the Life-boats in September, October and November, 1951

### 65 Lives Rescued

DURING September life-boats went out on service 68 times and rescued 25 lives.

#### TWICE AGROUND

Aldeburgh, Suffolk.—At 5.50 in the evening of the 1st of September, 1951, the coastguard reported that the yacht *Alethea II*, of Harwich, was aground at the mouth of the River Alde. Her crew of three were able to walk ashore. Later she refloated, but at 7.35 the following morning the coastguard telephoned that she had grounded again and was high and dry on the main beach. The owner then asked for the life-boat, and at ten o'clock the No. 1 life-boat, *Abdy Beauclerk*, was launched with the second coxswain in command. There was a moderate swell, with a light west-north-west breeze blowing. The life-boat pulled the yacht clear, towed her to Waldringfield and arrived back at her station at 4.0 that afternoon.—Property Salvage Case.

#### AN EXHAUSTED COUPLE

Southend-on-Sea, Essex.—About 10.25 on the night of the 1st of September, 1951, the coastguard reported that flares and a rocket had been seen off Shell Ness Point, and at 10.46 the life-boat *Greater London*, *Civil Service No. 3*, was launched. The sea was very rough, with a north-westerly gale blowing. The life-boat found the motor yacht *Joles II*, of London, on fire, damaged and making water. The sea swamped the blaze and the life-boat went alongside and hauled aboard the owner and his wife. They were both exhausted. The life-boat landed them at 3.15 next morning. They were taken to the coxswain's house and given food and dry clothes. The owner expressed his thanks.—Rewards, £13 13s.

#### MEDAL SERVICE AT MARGATE

On the 2nd of September, 1951, the Margate life-boat towed in a yacht

and her crew of two and rescued two more from another yacht. For a full account of these services, and the rewards, see page 282.

#### A YACHT ON FIRE

Walmer, Kent.—At 7.34 in the morning of the 4th of September, 1951, the East Goodwin Lightvessel wireless that the crew of three of the motor yacht *Buccaboo*, one of them injured, had made fast to the lightvessel in the yacht's dinghy and had asked for the life-boat. There was a very rough sea, with a moderate south-west gale blowing. At 7.45 the life-boat *Charles Dibdin*, *Civil Service No. 2* was launched with a doctor on board. Meanwhile, the lightvessel had taken the three men on board. The injured man remained there, but the other two returned to their yacht in the dinghy. They started the engine, but the yacht caught fire and they jumped overboard, got into the dinghy and returned to the lightvessel. A little later the life-boat arrived, and when the doctor had attended to the injured man, she took him and the three men ashore, reaching her station again at 1.15 that afternoon. The yacht sank.—Rewards, £28 9s.

#### FISHING BOAT BROKEN DOWN

Hoylake, Cheshire.—At 5.30 in the evening of the 4th of September, 1951, the life-boat bowman reported that a ship had been seen in a dangerous position about one mile north-west of the Rock Channel's outer buoys. A strong south-westerly breeze was blowing, and the sea was rough. Watch was kept on her. She was seen to be anchored and rolling heavily, and then was identified as the local motor fishing boat *Lanie*. At 7.35 the life-boat *Oldham* was launched and found the *Lanie* three quarters of a mile north-west of R.1 Buoy with her engine broken down and one man on board. She towed her to Hoylake

and reached her station again at midnight.—Rewards, £17 11s.

#### ON THE ROCKS

Douglas, and Port St. Mary, Isle of Man.—At eight o'clock in the morning of the 5th of September, 1951, the Douglas police reported to the Douglas life-boat station that the local fishing coble *Silver Night* was on the rocks at Port Grenough. One man had got ashore, but another man was still on board. There was a heavy swell and dense fog. At 8.20 the Douglas life-boat *Millie Walton* was launched. At 8.1 the Castletown coastguard had reported the stranding to the Port St. Mary station and the life-boat *K.T.J.S.*, on temporary duty at the station, was launched at 8.30. The Douglas life-boat put a life-boatman on board the coble to help the one man there, and escorted her to Douglas, arriving back at her station at ten in the morning. The Port St. Mary life-boat was recalled and reached her station at 9.5.—Rewards, Douglas, £8; Port St. Mary, £5 17s. 6d.

#### CABIN CRUISER IN DISTRESS

Douglas, Isle of Man.—At 5.40 in the evening of the 7th of September, 1951, the S.S. *Lady of Man* reported to the Ramsey coastguard that she had seen a cabin cruiser in distress about thirteen miles south-east of Douglas and that the cruiser had asked for help. At 6.10 the life-boat *Millie Walton* was launched in a smooth sea, found the cabin cruiser, the *Carron*, of Port St. Mary, with a crew of three, eleven miles east-south-east of Douglas Head, with her engine broken down, and towed her to Douglas, arriving back at her station again at 9.40 that night.—Rewards, £11 6s.

#### JAMMED ANCHOR CABLE

Fowey, Cornwall.—At 10.55 on the night of the 8th of September, 1951, the Polruan coastguard reported red flares one and a half miles south of Fowey Harbour, and at 11.15 the life-boat *C.D.E.C.* was launched. A moderate sea was running with a south-east breeze blowing. The life-boat found the yacht *Englyn I*, of Southampton. She had anchored near

Cannis Rock and was in danger of dragging ashore on Gibben Head. The life-boat tried to tow her, but failed, for the yacht's anchor cable had jammed and it was impossible either to get the anchor up or slip it. So the life-boat took off the crew of four and landed them at Fowey at 12.46 the next morning. The rescued men sent letters and contributions in gratitude for their rescue.—Rewards, £5 5s.

#### IN DISTRESS OFF BRIGHTON PIER

Newhaven, Sussex.—At 11.0 on the night of the 8th of September, 1951, the coastguard telephoned that the sailing dinghy *Kittiwake* had put out on a fishing trip that afternoon, but had not returned. At 11.15 the life-boat *Jane Holland*, on temporary duty at the station, was launched. There was a heavy swell, with a strong north-easterly breeze blowing. A yacht reported that she had seen white flares between two and three miles west of the harbour and guided the life-boat until, with her searchlight, she found the *Kittiwake* between two and three miles south-east of Brighton Palace Pier. Her sails were damaged and her crew of two were burning pieces of oilskin and boxes to attract attention. The life-boat rescued them and towed the dinghy to Newhaven, reaching her station again at 2.50.—Rewards, £10 19s.

#### SAILS TORN: ENGINE FAILED

Falmouth, Cornwall.—At 9.15 on the night of the 9th of September, 1951, the St. Anthony coastguard telephoned that a yacht three miles south-east-by-south of St. Anthony Point was flying a flag and using only one of her sails. At 9.30 the life-boat *Crawford and Constance Conybeare* was launched. The sea was heavy with an easterly wind blowing. The life-boat found the yawl *Sorata*, with a crew of three, bound for Shoreham, her sails torn and her engine broken down. She towed her to Falmouth harbour and reached her station again at 11.30.—Rewards, £5 5s.

#### AGROUND IN THE SCILLIES

St. Mary's, Isles of Scilly.—On the 10th of September, 1951, the S.S. *Scillonian* was bound from Penzance

for St. Mary's with eighty-three people. The sea was smooth, but there was a very thick fog and the life-boat's motor mechanic kept in contact with her by wireless. About 1.0 in the afternoon she informed him that she was near St. Agnes, having missed the entrance to St. Mary's Sound, and at 2.0 she reported she had gone aground on Wingletang Ledge. At 2.16 the life-boat *Cunard* was launched, with the honorary secretary, Mr. Trevellick Moyle, on board. She found the launch *Kittern*, belonging to the owner of the steamer, off Dropnose Point. The *Kittern* had taken on board seventy passengers from the steamer and asked the life-boat to take over half of them. The *Cunard* took thirty and, with the *Kittern*, made for St. Mary's, but on the way the *Kittern* bumped on some rocks and lost her rudder. The life-boat towed her clear and took her to the pier. There the boats landed the seventy passengers and the life-boat made for the *Scillonian* again. She found her lying with her bows between two rocks, and stood by her until 11.10 that night. She then took a rope from her stern and started towing, and the *Scillonian* working her engines at the same time refloated. Guided by the life-boat's searchlight, she reached St. Mary's and berthed at the pier at one o'clock next morning. The owners thanked the Institution and made gifts to the life-boatmen.—Rewards, £26 1s.

#### TWENTY PEOPLE IN DISTRESS

Margate, Kent. — At 3.24 in the afternoon of the 10th of September, 1951, the coastguard telephoned that a ship had anchored three hundred yards off Reculver near the Black Rock, but that she had not made any distress signals. A motor boat was then seen to leave her and make for the shore, but it turned back. It was thought that she needed help, and at 4.10 the life-boat *North Foreland, Civil Service No. XI*, was launched, with the honorary secretary, Mr. A. C. Robinson, on board. The sea was smooth, with a light breeze and fog. The life-boat found the motor launch *Cleevely*, of London. She had had twenty people on board, but the owner said that two of them had made for

the shore at Herne Bay in the motor boat, and had been missing for over an hour. The life-boat searched for the boat, found her a mile away and escorted her back to the *Cleevely*. Then she gave the *Cleevely* bearings and a course for London, and returned to her station, arriving at 6.45.—Rewards, £11 4s.

#### ENGINE FAILED IN A GALE

Falmouth, Cornwall.—At 8.15 in the morning of the 13th of September, 1951, the St. Anthony coastguard telephoned that a ship seemed to be in difficulties off Swanpool beach in Falmouth Bay, and at 9.0 the life-boat *Crawford and Constance Conybeare* was launched. The sea was rough, with a southerly gale blowing. The life-boat found the motor vessel *Carpo*, of Rotterdam, anchored, with her engines broken down, but the anchors were dragging. She repaired her engines. The life-boat's second coxswain then boarded her and piloted her to Falmouth harbour. The life-boat reached her station again at 11.0.—Rewards, £5 14s.

#### YACHT TOWED IN

Walton and Frinton, Essex. — At 7.44 in the evening of the 13th of September, 1951, the Walton-on-the-Naze coastguard telephoned a wireless message from the S.S. *Gaslight* that she had taken in tow the yacht *Lassiette*, of Burnham-on-Crouch, which had been in difficulties, and would like the life-boat to meet her at the Cork Lightvessel. At 8.12 the life-boat *E.M.E.D.* was launched in a moderate sea, with a moderate south-westerly breeze blowing, and met the two ships quarter of a mile south of the lightvessel. There she took over the yacht and towed her to Harwich Harbour, arriving at 11.0 that night. She stayed there until next morning, and then returned to her station, arriving at 6.30. The owner made a gift to the life-boatmen.—Rewards, £30 13s.

#### ANOTHER ENGINE FAILED

Blyth, Northumberland.—At 5.36 in the evening of the 15th of September, 1951, the coastguard telephoned that a small boat seemed to be in trouble in Cambois Bay, and at 5.50 the life-boat





*By courtesy of]*

*[Graphic Photo Union*

**SERVICE ON LAND**

The Aberdeen life-boat going into action at a flooded camp  
(See page 312)

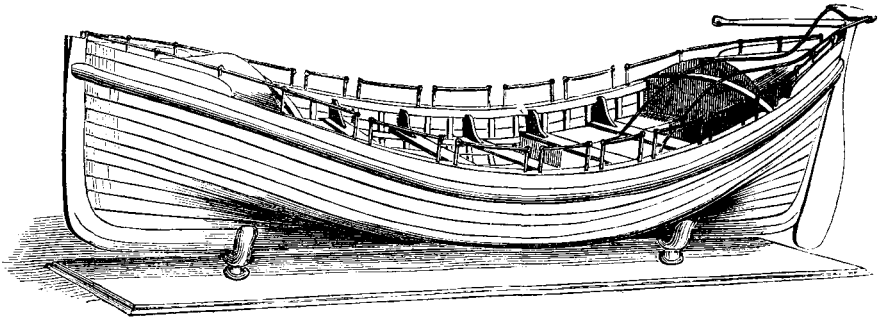


*By courtesy of]*

*[Fox Photos*

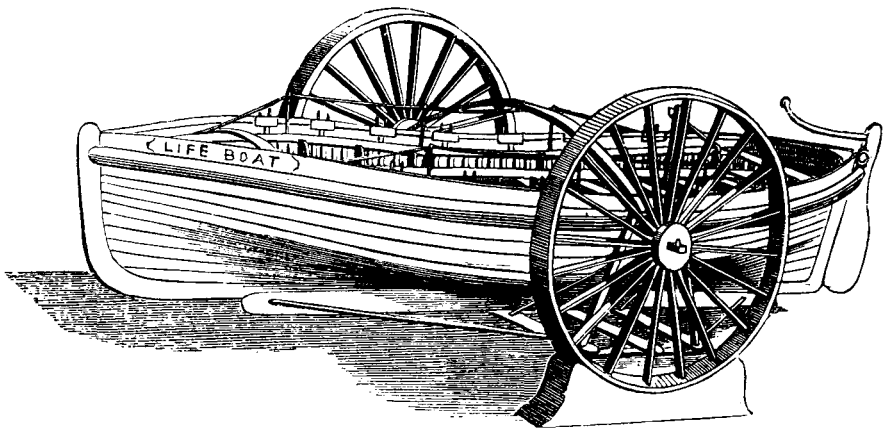
**LANDING THE RESCUED**

Seventy passengers from the *Scillonian* which went aground in a fog  
(See page 291)



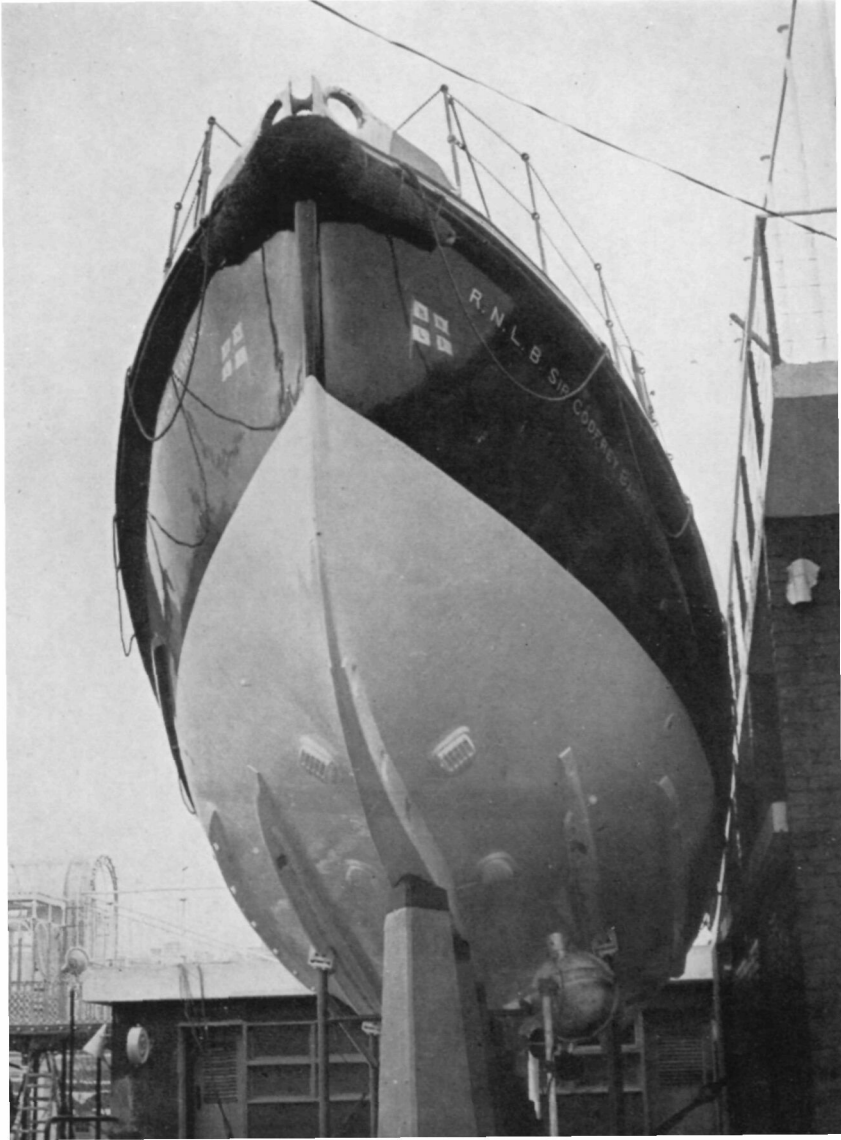
AT THE GREAT EXHIBITION OF 1851

Beeching's model of the first self-righting life-boat



AT THE GREAT EXHIBITION OF 1851

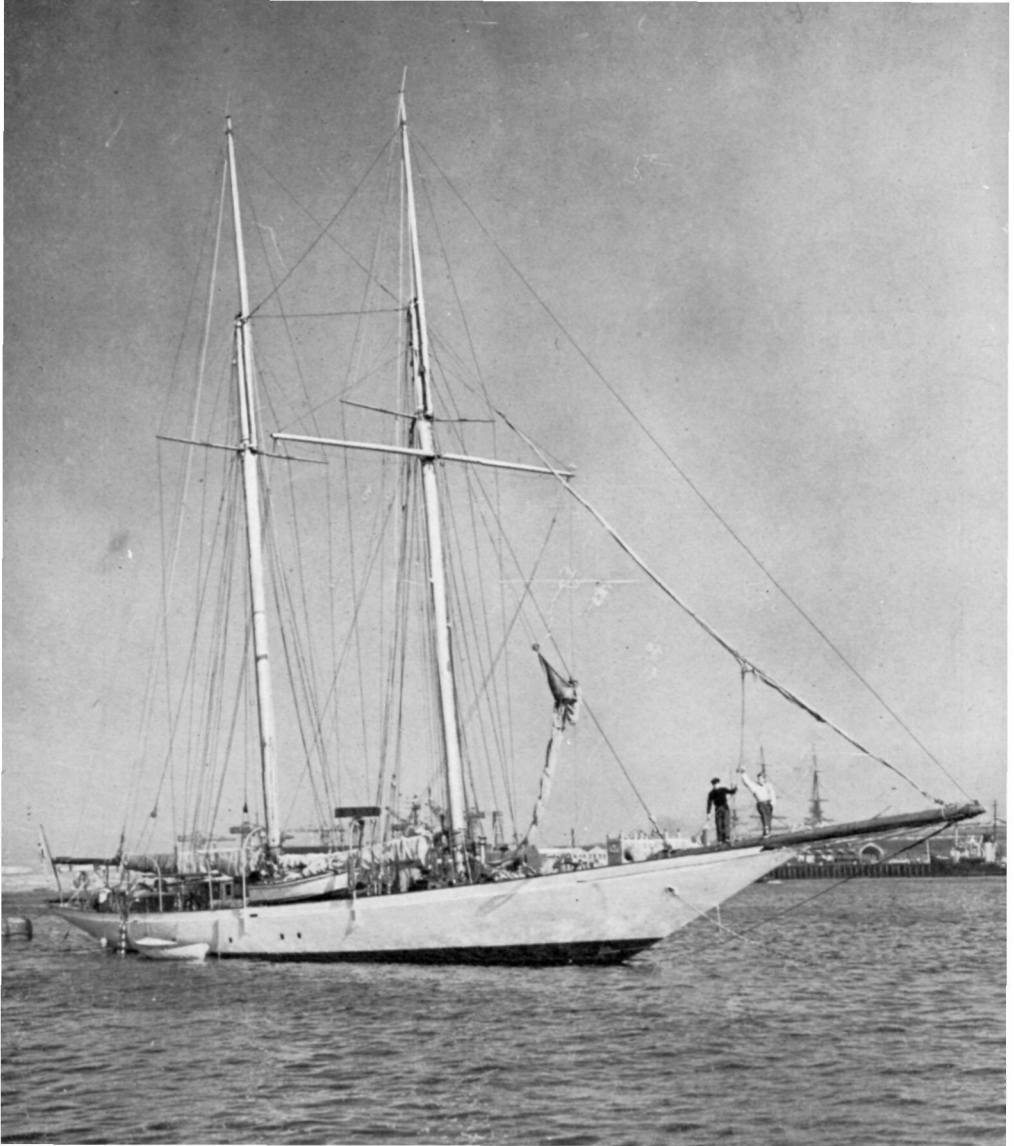
Teasdel's model on its launching carriage



**AT THE FESTIVAL OF BRITAIN: 1951**

The *Sir Godfrey Baring*, a 46-feet 9-inches Watson motor life-boat with two 40 h.p. engines and a deck cabin

(See page 277)



By courtesy of]

[P.A.—]

### A TREASURE SHIP IN ALL HER PRIDE

The schooner *Lamorna* ready to sail for the South China Seas in search of Captain Kidd's treasure



courtesy of]

[P.A.—Reuter

### AFTER THE GALE

The *Lamorna* ashore at Christchurch. Her crew of fourteen had been rescued near The Needles by the Yarmouth, Isle of Wight life-boat

(See page 308)



*By courtesy of ]*

*[Fox Photos*

**SCARBOROUGH NAMING CEREMONY**

(See page 314)



*By courtesy of ]*

*[Newcastle Chronicle and Journal Limited*

**NEWBIGGIN NAMING CEREMONY**

(See page 315)



By courtesy of ]

[Photo Services, Holyhead

**HOLYHEAD NAMING CEREMONY**

(See page 314)

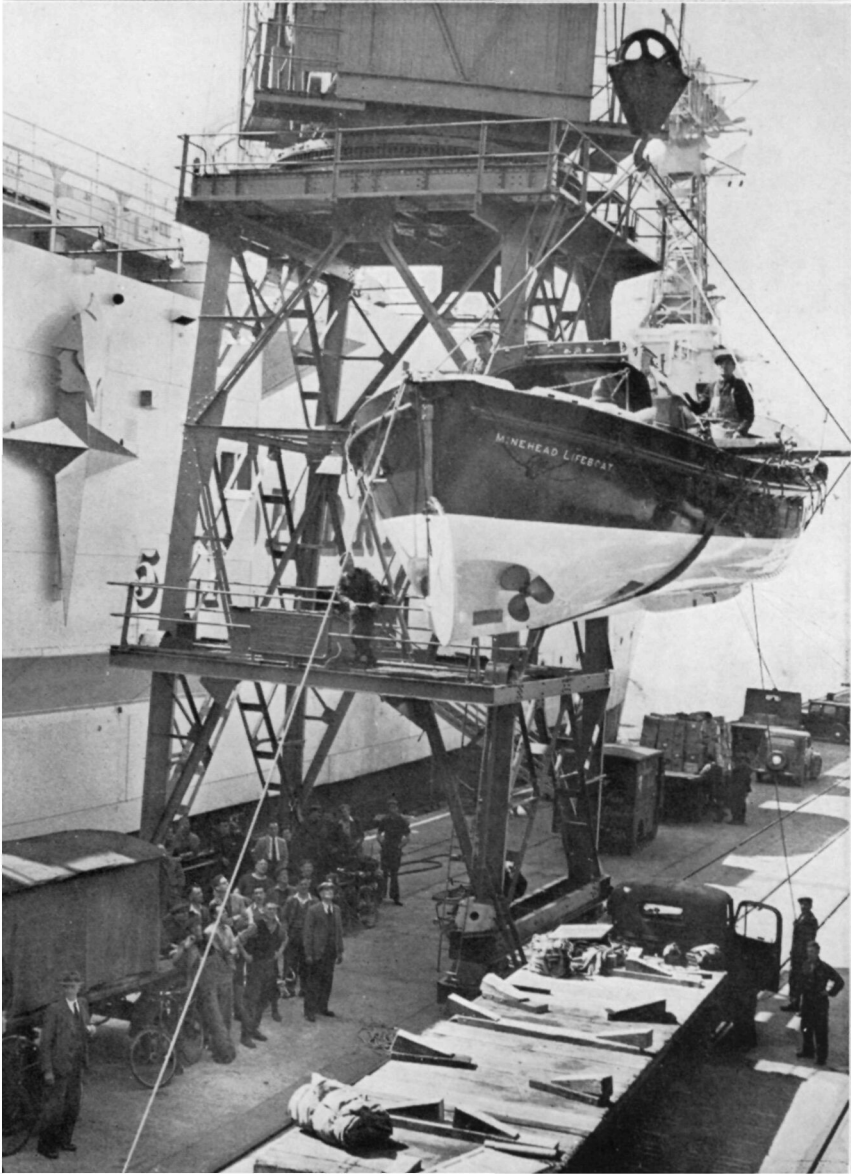


By courtesy of ]

[Evening Dispatch, Edinburgh

**ANSTRUTHER NAMING CEREMONY**

(See page 316)



*By courtesy of*

*[Festival of Britain*

### GOING ON BOARD THE FESTIVAL SHIP

The 8½-ton Minehead life-boat being lifted into the *Campania*

(See page 278)



*Winston Churchill, Civil Service No. 8* was launched. The sea was moderate with a strong westerly breeze blowing. The life-boat found the motor boat *Mona Lisa*, of Cambois, with a crew of four. Her engine had broken down and she was drifting seawards. The life-boat took off the four men and towed the boat to Blyth harbour, arriving back at her station again at 7.10.—Rewards, £6 17s.

#### ANOTHER YACHT IN DISTRESS

**Dungeness, Kent.**—At 5.30 in the evening of the 16th of September, 1951, a yacht was seen flying distress signals one mile east of the life-boat station, and the life-boat coxswain and three other men put out at once in a fishing boat. A strong south-westerly breeze was blowing, but the sea was smooth. They found the yacht *Memory*, of Newhaven, with a crew of four, broken down. The skipper asked for a tow to Dover. The fishing boat was not powerful enough for this, but she took the yacht to smooth water and anchored her there. She then returned to Dungeness, and at 9.30 the life-boat *Charles Cooper Henderson* was launched. She took the yacht in tow and made for Dover, but two and a half miles south-west of Folkestone she came up with the Dover life-boat, on passage to Dover. The Dover life-boat took over the tow and the Dungeness life-boat returned to her station, arriving at 1.15 the next morning.—Rewards, £25 11s.

#### FISHING BOAT TOWED IN

**Redcar, Yorkshire.**—At 4.20 in the afternoon of the 17th of September, 1951, the Saltburn coastguard telephoned that a fishing boat had anchored in a dangerous position in Pennyhole, and at 4.47 the life-boat *City of Leeds* was launched. The sea was moderate with a north-westerly breeze blowing. The life-boat found the fishing boat *Iolanthe*, of Saltburn, with a crew of two, and towed her to Redcar. She got back to her station again at 6.0 that evening.—Rewards, £10.

#### A MOTOR TORPEDO BOAT IN DISTRESS

**Selsey, Sussex.**—At 9.12 in the morning of the 19th of September,

1951, returning fishermen reported that a converted motor torpedo boat was moored to the Ledge Buoy three miles south of Bracklesham, with her engines broken down, and had burnt a distress flare. At 9.27 the life-boat *Canadian Pacific* was launched. The sea was moderate with a light west-north-west breeze blowing. The life-boat found the *M.T.B. No 102* with a crew of two and towed her to Ports-mouth; but because of shallow water at the harbour mouth she took her on to Birdham Pool. Then she returned to her station, arriving at 3.0 that afternoon.—Rewards, £18 2s.

#### CAUGHT ON THE CLIFFS

**Wick, Caithness-shire.**—At 8.30 in the evening of the 22nd of September, 1951, a man telephoned from Helmsdale that he had taken three men out in a coble to shoot sea birds and landed them on a cliff west of Berriedale Head. A fresh southerly breeze was blowing, the sea was rough, and he had been unable to take them off. One of the marooned men succeeded in climbing to the top of the cliff and the coastguard's shore life-saving company went to rescue the other two. They were unable to do it, and at 11.15 the life-boat, *City of Edinburgh* was launched. A shore boat also put out from Helmsdale. There was a thick fog, and in that, and the darkness, the two boats could not find the men. They waited until daylight and then the shore boat rescued one and the life-boat the other. She landed him at Helmsdale and arrived back at her station at 12.30 in the afternoon of the 23rd.—Rewards, £27 3s.

#### A SWAMPED ENGINE

**Dover, Kent.**—About 10.15 in the morning of the 24th of September, 1951, Lloyds signal station on the Eastern Harbour Arm reported that a yacht was driving towards the Arm, and at 10.25 the life-boat *Southern Africa* was launched. A moderate south-south-west gale was blowing with a rough sea. The life-boat found the yacht *Elsa*, with one man in her. Seas breaking right over her had swamped her engine. The life-boat towed her to the harbour and reached her station again at noon.—Rewards, £5 10s.

**BURNT MEN LANDED**

Clovelly, Devon. — At 9.20 in the morning of the 25th of September, 1951, the S.S. *Rocquaine*, of Guernsey; bound from Newport for Guernsey, signalled that three of her crew had been badly burnt by an explosion in her hold, and asked for the life-boat. At 9.50 the life-boat *William Cantrell Ashley* was launched, in a rough sea with a strong west-south-west breeze blowing. She met the *Rocquaine* approaching Clovelly Bay and guided her to Clovelly Roads. There she took off the injured men and landed them at Clovelly where a doctor and ambulance were waiting. She reached her station again at 12.35 that afternoon.—Rewards, £13 15s. 6d.

**YACHT TRAPPED ON THE SANDS**

Clacton-on-Sea, Essex.—At 11.6 in the morning of the 25th of September, 1951, the coastguard telephoned that a yacht was reported ashore on the Barrow Sands, flying a distress signal, and at 11.30 the life-boat *Edward Z. Dresden* was launched with the honorary secretary, Mr. E. C. Shergold, on board. There was a moderate swell with a moderate south-westerly breeze blowing. The life-boat found the yacht *Ayesha*, of Brightlingsea, between No. 9 and No. 11 Barrow Buoys. She had anchored on the sands and when she refloated on the rising tide her anchor chain had parted. Then a heavy sea drove her aground again. With difficulty the life-boat passed a rope to her, but the rope parted. After two more attempts she made a rope fast to her and towed her to Brightlingsea. The life-boat stayed there for the night and returned to her station next morning, arriving at 9.0. The owner thanked the life-boatmen.—Rewards, £30 18s. 6d.

**A BARGE ON MARGATE SANDS**

Margate, Kent. — At 2.35 in the afternoon of the 26th of September, 1951, the coastguard telephoned that a barge was ashore on the outer edge of the Margate Sands and at three o'clock the life-boat *North Foreland, Civil Service No. XI* was launched. A fresh south-westerly breeze was blowing, with a heavy swell. The life-boat found the motor barge

*Thallata*, of Harwich, fast ashore. She was laden with wheat, bound from London to Ramsgate, and carried a crew of three. In her efforts to get off, the barge had disabled her engine and her master asked for help. The life-boat stood by until the tide flowed. She then got a tow rope aboard, pulled the barge clear of the sands at 6.45, towed her to Ramsgate and moored her in the harbour. She reached her station again before midnight.—Property Salvage Case.

**MEDAL SERVICE AT ST. HELIER**

On the 27th of September, 1951, the St. Helier life-boat towed in a French yacht and her crew of three. For a full account of this service, and the rewards, see page 280.

**SICK STEWARD LANDED**

Wick, Caithness-shire.—At 8.55 on the night of the 27th of September, 1951, a wireless message was received through the harbour master, from the captain of the Norwegian motor vessel *Skagerak* that he needed a doctor for a very sick man. As no other suitable boat was available the life-boat *City of Edinburgh* put out at 9.15, accompanied by the medical officer. The sea was moderate with a light south-westerly breeze blowing. Twenty minutes later the life-boat reached the vessel, off Wick. The doctor decided to land the man, a steward, and the life-boat brought him ashore at 10.35. An ambulance took him to hospital.—Rewards, £3 15s.

**MEDAL SERVICE AT DOVER**

On the 27th of September, 1951, the Dover life-boat rescued one man from a Dutch yacht. For a full account of this service, and the rewards, see page 283.

**A CONCERT PARTY IN A LEAKING LAUNCH**

Ramsgate, Kent. — At 5.50 in the morning of the 28th of September, 1951, the coastguard telephoned that a ship between North Foreland and Broadstairs, making for Ramsgate, had signalled by lamp that water was entering her engine room and that she needed help. At 6.4 the life-boat

*Prudential* left her moorings in a slight sea, with a light south-westerly breeze blowing. She found the motor launch *Karagola*, of Plymouth, leaking badly. The owner, a crew of three, and seven members of a concert party were on board, bound for Bognor. Two life-boatmen boarded her and the life-boat then escorted her to Ramsgate, berthed her and got back to her station at 7.15.—Property Salvage Case; Rewards, 13s.

#### FOUNDERED AFTER COLLISION

Whitby, Yorkshire. — About 8.45 on the night of the 28th of September, 1951, news was picked up by wireless that two fishing boats had been in collision eight miles off Whitby to the east. They needed help; and at nine o'clock the No. 1 life-boat *Mary Ann Hepworth* was launched in a calm sea with a light southerly breeze blowing. When she got to the spot she found that the motor fishing vessel *Elizabeth Taylor*, of Hull, had foundered after being in collision with the motor fishing vessel *Incentive*, of Fraserburgh, and that the *Incentive* had rescued her crew. The life-boatmen gave one of them first aid, and all of them rum, and transferred them to another ship, the *Dainty Lady*, which took them to Scarborough. A life-boatman was then put aboard the *Incentive*, and the life-boat escorted her to Whitby, arriving at 12.34 next morning.—Rewards, £10 8s.

#### ASHORE IN THE THAMES

Southend-on-Sea, Essex. — At 8.35 on the night of the 30th of September, 1951, the coastguard reported that a forty-foot yacht was ashore about a mile off Scrapsgate, Isle of Sheppey, and at 8.45 the life-boat, *Greater London, Civil Service No. 3*, was launched. A rough sea was running with a strong easterly wind. The life-boat found the motor yacht *Snafelle*, of London, with a crew of two. They had no food aboard so were given biscuits from the life-boat's stores. The *Snafelle* had refloated unaided, but her owner asked to be escorted to Sheerness Harbour. This the life-boat did and, after leaving the yacht at a safe anchorage, returned to Southend, arriving at 11.35.—Rewards £8 14s.

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

Torbay, Devon.—September 1st.—Rewards, £7 14s.

Whitby, Yorkshire.—September 1st.—Rewards, £10 13s.

Falmouth, Cornwall.—September 2nd.—Rewards, £10 17s.

#### FIVE BOYS DROWNED

Barmouth, Merionethshire.—Shortly after two o'clock in the afternoon of the 3rd of September, 1951, the sailing boat *Dorothy* was seen to capsize one and a half miles off Criccieth. She belonged to the Morfa Bychan Public Schools Camp, and was manned by an officer and eight boys. The Pwllheli life-boat station was the nearest, but owing to the low tide the life-boat was unable to launch, and the Barmouth life-boat, *The Chieftain*, was called out. She left at 3.40 in a rough sea with a strong south-south-westerly breeze blowing, and reached the scene of the capsizing at 5.25. She searched for hours, but found no one and returned to her station again at 10.30 that night. Four of the boys had been rescued by other boats, but the officer and the other four boys were drowned.—Rewards, £14 2s. 6d.

Donaghadee, Co. Down.—September 5th.—Rewards, £6 13s.

Portrush, Co. Antrim.—September 6th.—Rewards, £6 9s.

Salcombe, Devon.—September 6th.—Rewards, £5 12s.

Weymouth, Dorset.—September 8th.—Rewards, £5 5s.

Fowey, Cornwall.—September 9th.—Rewards, £11 8s.

Cromer, Norfolk.—September 9th.—Rewards, £19 3s.

Redcar, Yorkshire.—September 9th.—Rewards, £11 5s.

#### SEARCH FOR AN AMERICAN AEROPLANE

Ramsgate, Walmer, and Dover, Kent.—At 10.8 in the morning of the 13th of September, 1951, the Ramsgate coastguard telephoned to the Ramsgate life-boat station that an aeroplane, an American Thunderjet fighter, had

crashed on the Goodwin Sands. Later a report came that the pilot had been seen in the sea between ten and twelve miles south of Manston. At 10.12 the Ramsgate life-boat *Prudential* put out. The Ramsgate coastguard, meanwhile, had passed the news to the coastguard at Deal and Sandgate, and at 10.20 the Walmer life-boat, *Charles Dibdin*, *Civil Service No. 2* was launched followed by the Dover life-boat, *Southern Africa* at 10.40. The sea was very rough, with a fresh south-west breeze blowing, and the three life-boats searched all day. The Ramsgate life-boat picked up a piece of the aeroplane, but there was no trace of the pilot, and in the evening the life-boats returned to their stations, Walmer arriving at 5.45, Ramsgate at 6.15 and Dover at 6.30. On her way back the Ramsgate life-boat warned a French steamer that it was heading for the Sands.—Rewards, Ramsgate, £20 11s. 6d.; Walmer, £31 6s.; Dover, £14 7s.

Ramsgate, Kent.—September, 13th.—Rewards, £20 11s. 6d.

Walmer, Kent.—September, 13th.—Rewards, £31 6s.

Dover, Kent.—September 13th.—Rewards, £14 7s.

Yarmouth, Isle of Wight.—September 13th.—Rewards, £7 1s. 6d.

Selsey, Sussex.—September 13th.—Rewards, £16 9s. 6d.

Newcastle, Co. Down.—September 13th.—Rewards, £13 18s.

Port Erin, Isle of Man.—September 13th.—Rewards, £17 3s.

St. Helier, Jersey.—September 14th.—Rewards, £7 1s. 6d.

Humber, Yorkshire.—September 14th.—Paid permanent crew.

Clacton-on-Sea, Essex.—September, 17th.—Rewards, £8 10s. 9d.

Hartlepool, Durham.—September 17th.—Rewards, £5 11s.

Shoreham Harbour, Sussex.—September 18th.—Rewards, £8 10s. 6d.

Torbay, Devon.—September 20th.—Rewards, £4 13s.

Caister, Norfolk.—September 20th.—Rewards, £12 17s. 6d.

Great Yarmouth and Gorleston, Norfolk.—September 20th.—Rewards £8 12s. 6d.

Dover, Kent.—September 21st.—Rewards, £6.

Dungeness, Kent.—September 21st.—Rewards, £20 4s.

St. David's Pembrokehire.—September 21st.—Rewards, £21 4s.

Fowey, Cornwall.—September 21st.—Rewards, £6 13s.

Stromness, Orkneys.—September 22nd.—Rewards, £6 18s.

Tynemouth Northumberland.—September 24th.—Rewards, £18 8s.

The Mumbles, Glamorganshire.—September 25th.—Rewards, £10 10s.

Sunderland, Durham.—September 26th.—Rewards, £6 19s. 6d.

Wells, Norfolk.—September 27th.—Rewards, £14 6s.

#### A NINETEEN HOURS' SEARCH IN A GALE

Valentia, Co. Kerry.—At 8.5 in the morning of the 29th of September, 1951, Valentia Radio reported that a man was adrift in a ship's boat off the Bull Rock Lighthouse, and the life-boat *A.E.D.* was launched at 8.20. A south-easterly gale was blowing with a very rough sea. The life-boat reached the position given at eleven o'clock and searched until dusk, but all that she found was some wreckage. She arrived back at her station at 8.38 that night. Next morning at seven o'clock she put out again, but again found nothing and returned to her station at 2.30 in the afternoon. It was learnt that the Spanish trawler *Maria Natividad*, of Pasajes, had struck a submerged rock and had sunk. Six of her crew of thirteen were lost but the other seven had been rescued by another trawler. The Spanish government sent its special thanks to the Institution.—Rewards, £36 18s. 6d.

#### OCTOBER

DURING October, life-boats went out on service 29 times, but no lives were rescued.

#### ASHORE IN THE MOUTH OF THE THAMES

Southend-on-Sea, Essex.—At 8.15 in the morning of the 3rd of October, 1951, the Southend coastguard telephoned that a ship was ashore close to the Shoeburyness Boom, but had not replied to signals made to her. At

9.45 the life-boat *Greater London, Civil Service No. 3*, was launched, in a slight sea with a light easterly breeze blowing. She found the S.S. *Yewcroft*, of Glasgow, in ballast, in a dangerous position. Her captain thought he would be all right, but the life-boat stood by until the steamer refloated just before high water. Then she made for her station, getting there at 2.40 in the afternoon.—Rewards, £17 10s.

#### LIGHTHOUSE KEEPER ILL

Newcastle, Co. Down.—At 11.40 on the night of the 3rd of October, 1951, the head keeper of Haulbowline Lighthouse telephoned that one of the keepers was very ill. No other suitable boat was available, and at midnight the life-boat *William and Laura* was launched, in calm weather. She reached the lighthouse at 2.40 and took the sick man aboard. In the meantime arrangements had been made for a doctor and an ambulance to be waiting. The life-boat landed the man on Greencastle pier at 3.10 and reached her station again at 6.30.—Rewards, £22 5s. 6d. No expense to the Institution.

#### TWO AEROPLANES CRASH ON THE CLIFFS

Flamborough, Yorkshire.—About 1.0 in the afternoon of the 5th of October, 1951, the Flamborough Head coastguard telephoned that two Meteor jet aeroplanes had crashed into the cliffs at Bempton in a mist. Later, he said it was between the North Landing and Flamborough Head. At 1.10 the life-boat *Howard D.* was launched, in a smooth sea with a light northerly breeze blowing. An air sea rescue launch also put out. They saw a mark where an aeroplane had struck on the cliff three miles from the Landing and about three hundred yards north of this point the life-boat picked up a body. She transferred it to the rescue launch and went back to her station for news. She was asked to look for the other aeroplane so she put out again and after a wide search found where the second crash had taken place, three hundred yards south of the first. She saw pieces of metal sticking in the cliff face and found oil

at the foot of the cliff. The rescue launch came up and transferred several R.A.F. officers to the life-boat, which took them close inshore to show them the position and then returned with them to her station, arriving at 6.0 that evening.—Rewards, £29 15s.

#### ACROSS THE GOODWINS

Ramsgate, Kent.—At 4.57 in the afternoon of the 9th of October, 1951, the coastguard telephoned that the North Goodwin Lightvessel had warned off a steamer which was in a dangerous place, and at 5.17 he telephoned again that she had grounded two and a half miles south-west-by-south of the lightvessel. At 5.28 the life-boat *Prudential* left her moorings in a moderate sea with a light east-south-east breeze blowing, and found the S.S. *Kardesler*, of Istanbul, bound for Cannes from Amsterdam. The steamer refloated on the rising tide and made her way over the Sands accompanied by the life-boat. She touched bottom several times, but she reached deep water. The master then asked for two life-boatmen to go on board to guide her to a navigable channel. The life-boat led her to the Downs, where the two life-boatmen rejoined her, and the steamer went on her way. The life-boat returned to her station at 9.0 that night.—Rewards, £12 14s.

#### SICK MAN LANDED

Great Yarmouth and Gorleston, Norfolk.—At 4.55 in the afternoon of the 9th of October, 1951, Lloyd's agent reported that the S.S. *Matching*, of London, due off Gorleston at 6.0 that evening, had a sick man on board and had asked for a doctor. At 6.4 the life-boat *Louise Stephens* was launched with a doctor, in a moderate swell with a moderate south-south-east breeze. She met the steamer quarter of a mile off the harbour, took the patient on board and landed him at her station, where an ambulance was waiting, at 6.59.—Rewards, £11 5s. 6d.

#### A YACHT AGROUND

Ramsgate, Kent.—At one o'clock in the afternoon of the 10th of October, 1951, the life-boat shore attendant on the East Pier reported a yacht aground

in Pegwell Bay. He said that some of her crew were in the water trying to move her. Quarter of an hour later he said that the yacht was still aground, so at 1.20 the life-boat *Prudential* left her moorings with her boarding boat in tow. The sea was moderate, with a light south-easterly breeze blowing. She found the motor cruiser *Yamilly*, of Brightlingsea, with a crew of four, on Sandwich Flats. She was listing badly. Using the boarding boat, the life-boatmen attached a long rope to her and when the tide had risen enough the life-boat pulled her clear. The *Yamilly* then went on her way and the life-boat got back to her station again at 5.37 that evening.—Property Salvage Case.—Rewards, 14s. 6d.

#### NORWEGIAN STEAMER ON THE GOODWINS

Ramsgate, Kent.—At 5.50 in the evening of the 12th of October, 1951, the North Goodwin Lightvessel wirelessed that she had warned off a vessel in a dangerous position one and a half miles south by west of the Goodwin Lightvessel, and at 6.16 the life-boat *Prudential* left her moorings. The sea was very rough, with a fresh south-easterly breeze blowing. The life-boat found the S.S. *Mathilda*, of Bergen, aground about two miles south by west of the lightvessel. She went alongside, passed a rope to her and put two life-boatmen on board. They made preparations for laying a kedge anchor and wires, but the steamer refloated. The life-boat guided her through the sandbanks to deeper water took the two life-boatmen on board again, gave the *Mathilda* a course to steer, and returned to her station, arriving at 10.45 that night.—Property Salvage Case.—Rewards, 14s. 6d.

#### A WOMAN'S BODY BROUGHT ASHORE

Shoreham Harbour, Sussex.—At 11.23 in the morning of the 14th of October, 1951, pilots reported that a yacht with a body in tow was off Shoreham, and needed help. At 11.28 the life-boat *Rosa Woodd and Phyllis Lunn* was launched in calm weather. She found the yacht *Eve*, which had picked up the body of a woman about

three miles south-south-east of Shoreham Harbour, took the body on board and signalled for an ambulance to meet her at the lock gates. There she landed the body and got back to her station at 11.52.—Rewards, £6 15s.

#### UNABLE TO MAKE HARBOUR

Portrush, Co. Antrim.—At 7.17 on the night of the 17th of October, 1951, the coastguard telephoned that a Ballycastle fishing boat, with a crew of four, could not enter Ballycastle Harbour because of a heavy swell and was making for a port to the westward. At 8.13 he reported that the boat was sheltering off Kenbane Head and needed help, and at 8.26 the life-boat *Lady Scott, Civil Service No. 4*, was launched in a light south-south-west breeze. She found the fishing boat off the Head, towed her to Portrush, and reached her station again at 2.55 the next morning.—Rewards, £19 11s. 6d.

#### FISHING NET FOULS PROPELLER

Longhope, Orkneys.—At 8.26 in the morning of the 19th of October, 1951, the Kirkwall coastguard telephoned that a motor fishing vessel had anchored half a mile off shore in Rackwick Bay and was blowing her siren. At 8.50 the life-boat *Thomas McCunn* was launched. The sea was heavy, with a light west-south-west breeze blowing. The life-boat found the *Blenheim*, of Wick, quarter of a mile off shore with a crew of four. Her net had fouled her propeller. The life-boat towed her to Stromness and returned to her station, arriving at 4.45 that evening.—Property Salvage Case.

#### STOLEN DINGHY IN DISTRESS

Ramsgate, Kent.—At 5.37 in the morning of the 20th of October, 1951, the North Goodwin Lightvessel wirelessed that she had launched a boat to pick up a boy in a dinghy which had drifted past the lightvessel, but that both boats were now out of sight. The life-boat *Prudential* left her moorings at 5.50 in a moderate sea, with a moderate westerly breeze blowing, and found the boat with the dinghy in tow one and a half miles east-north-east of the lightvessel. She towed both boats

to the lightvessel, took the dinghy on board and brought the boy ashore at 7.38. There he was met by the police. He had run away from an institution and had stolen the dinghy from Margate.—Rewards, £8 13s.

#### CABIN CRUISER'S BROKEN RUDDER

Clacton-on-Sea, Essex.—At 5.27 in the evening of the 20th of October, 1951, the Mid-Barrow Lightvessel reported that the cabin cruiser *Widgeon*, of Ramsgate, which had broken her rudder, was tied up astern of the lightvessel and in need of help. At 5.50 the life-boat *Edward Z. Dresden* with the second coxswain in charge was launched. The sea was rough, with a south-westerly breeze blowing. The life-boat found two men aboard the *Widgeon*. They were bound from West Mersea to Ramsgate and asked the life-boat to give them a tow. This she did, making for Brightlingsea, where she arrived at half past two in the morning. At daylight she left for her station arriving at 7.30—Rewards, £31 4s. 6d.

#### SIX LIVES LOST

Tessmouth, Whitby, and Runswick, Yorkshire.—In the morning of the 22nd of October, 1951, the S.S. *Pandora*, of Beaumaris, foundered in a gale and a very heavy sea one and a half miles off Runswick, with the loss of her crew of six. The Runswick and Whitby life-boats were unable to get out, and the Teesmouth life-boat arrived to find the steamer sunk and her crew drowned. The s.s. *Gripfast*, of Newcastle, attempted to help the *Pandora*, but herself got into difficulties. A tug went out to her, but in the afternoon she signalled for help. The weather had then moderated. The Whitby No. 1 life-boat *Mary Ann Hepworth* and the Runswick life-boat *Robert Patton*—*The Always Ready* went out, and the Whitby life-boat stood by until tugs had towed her into deep water.—Rewards.—Teesmouth, £29 18s.; Whitby, £17 18s.; Runswick, £32 11s. 6d.

A full account of this service, of the inquiry which was held after it, and the events which followed the inquiry, will appear in a later issue of *The Life-boat*.

#### MOTOR YACHT IN A GALE IN THE MERSEY

New Brighton, Cheshire.—At 7.40 in the morning of the 22nd of October, 1951, the Formby coastguard telephoned that a motor yacht was in a dangerous place inside the revetment on the south side of the Queen's Channel near the Formby Boat Beacon. At 8.15 a second message said that she had not moved, and at 8.40 the life-boat *K.T.J.S.*, on temporary duty at the station, left her moorings. The sea was rough, with a moderate north-north-east gale blowing. The life-boat found the motor launch *Vanadia*, of Ayr, off the Bar Lightvessel, with a crew of four. She was steering badly so the life-boat escorted her up the river channel to Egg Buoy, and reached her station again at 2.0 that afternoon.—Rewards, £14 10s.

#### PATIENT DIES IN THE LIFE-BOAT

Lerwick, Shetlands.—At 1.22 in the afternoon of the 30th of October, 1951, the Zetland medical officer for health asked if the life-boat would take a doctor to Fair Isle to treat a sick man, as the regular mail boat was undergoing repairs. At 1.58 the life-boat *Lady Jane and Martha Ryland* left her moorings, embarked a doctor at Broonies Taing and made for Fair Isle in a heavy swell with a light northerly breeze blowing. She arrived just before eight o'clock that night and the doctor went ashore in a small boat. About half an hour later the patient and doctor were taken on board the life-boat which set out for Lerwick. She wirelessed for an ambulance to be ready, but the man died before she reached Lerwick. The life-boat landed his body at her station at 2.30.—Rewards, £28 5s. No expense to the Institution.

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

Penlee, Cornwall.—October 4th.—Rewards, £18 5s.

Runswick, Yorkshire.—October 5th.—Rewards, £22 16s.

Stromness, Orkneys.—October 8th.—Rewards, £10 7s.

Clovelly, Devon. — October 12th. — Rewards, £27 7s.

Padstow, Cornwall. — October 12th. — Rewards, £8. Partly Paid Permanent Crew.

Great Yarmouth and Gorleston, Norfolk. — October 17th. — Rewards, £11.

Great Yarmouth and Gorleston, Norfolk. — October 18th. — Property Salvage Case.

New Brighton, Cheshire. — October 20th. — Rewards, £9 4s.

#### SAVED BY THE LIFE-BOAT'S MAROONS

Dover, Kent. — At 4.30 in the morning of the 21st of October, 1951, the Eastern Arm Signal Station telephoned that a yacht was dragging her anchor in the harbour and driving ashore, and at 4.45 the life-boat *Southern Africa* left her moorings. A moderate south-westerly gale was blowing with a rough sea. Fortunately the maroons fired to call out the life-boat's crew waked the two men who were asleep in the yacht—the auxiliary yacht *Ceta*—and they were able to move her to a safe anchorage. The life-boat arrived to find that she was not needed, and returned to her station at 5.30. — Rewards, £7 5s.

Ramsgate, Kent. — October 27th. — Rewards, £8 13s.

Ramsgate, Kent. — October, 28th. — Rewards, £8 13s.

Yarmouth, Isle of Wight. — October 29th. — Rewards, £9 3s. 6d.

#### NOVEMBER

DURING November, life-boats went out on service 48 times, and rescued 40 lives.

#### TWO COBLES CAUGHT BY BAD WEATHER

Flamborough, Yorkshire. — On the afternoon of the 2nd of November, 1951, two local fishing cobles were at sea in bad weather and the life-boat coxswain felt anxious for their safety. The weather got worse, and one of the cobles reached the shore, making very heavy weather. The coxswain then decided to launch to the help of the other, and at 3.30 the life-boat *Howard*

*D.* put out. The sea was rough with a fresh northerly breeze blowing. The life-boat found the coble, the *Imperialist*, with a crew of three, one mile north-east of the life-boat station. She had cut away from her fishing gear. The life-boat escorted her to the shore, reaching her station again at 4.10. — Rewards, £14 7s. 6d.

#### VELLUM SERVICE AT COVERACK

On the 4th of November, 1951, the Coverack life-boat rescued the crew of seventeen of a Spanish steamer. For a full account of this service, and the rewards, see page 284.

#### WRECKED ON A TREASURE HUNT

Swanage, Dorset, and Yarmouth, Isle of Wight. — At 11.25 in the morning of the 4th of November, 1951, the Niton Radio Station reported a wireless message from a steamer that a schooner was in distress sixteen and a half miles south-south-east of Durlston Head, and at 11.40 the Swanage life-boat *R.L.P.* was launched. A southerly gale was blowing, with a heavy sea. At 2.45 in the afternoon the life-boat found H.M.S. *Redpole* towing the schooner *Lamorna*, of Southampton. The schooner had a crew of fourteen, and was bound for the South China Sea to search for Captain Kidd's treasure. The warship asked the life-boat to stand by, which she did, but at 4.20 the *Redpole* said the life-boat was no longer needed and she made for Poole, as in that weather she could not have been put into her house at Swanage. When she was about half a mile east of Poole harbour she received a wireless request from the *Redpole*, now four and a half miles south of the Needles, asking her to return and stand by again, but she replied that the Yarmouth life-boat could reach the position more quickly. Accordingly at 6.10 a message was sent to the Yarmouth life-boat station through the Niton Radio Station and the Ventnor coastguard, and at 6.24 the life-boat *S.G.E.* left her moorings, with the second coxswain in command. She found that the *Lamorna* had broken away from the *Redpole*, had lost her masts and had damaged her rudder. The life-boat spread oil on the water to help calm the heavy,



breaking seas, and with great difficulty, owing to floating spars and ropes went alongside. She was slightly damaged, but she rescued the fourteen men and returned to her station, arriving at 8.50. The Swanage life-boat meanwhile had reached Poole at seven o'clock. The *Lamorna* eventually drifted ashore five miles east of Bournemouth. The owners and captain of the *Lamorna* gave 75 guineas to the Institution and 25 guineas to the Yarmouth crew in gratitude for the rescue. — Rewards, Swanage, £33 3s. 6d.; Yarmouth, Isle of Wight, £9 3s. 6d.

#### TO THE HELP OF A DUTCH SHIP

Whitby, Yorkshire.—At 12.50 in the afternoon of the 4th of November, 1951, the coastguard reported that the motor ship *Geziena*, of Rotterdam, was lying off Whitby in need of a pilot. As the weather was too bad for a shore-boat to put out, the No. 1 life-boat *Mary Ann Hepworth* embarked a pilot and was launched at 1.15. A strong east-south-east gale was blowing, with a rough sea. As the life-boat was launching a message came from the coastguard that a motor fishing boat was in distress five miles north-east of Robin Hood's Bay. The life-boat put the pilot aboard the *Geziena* then made for the fishing boat, and found the *Courage*, of Scarborough, with a crew of five, making very heavy weather. She gave first aid to one of the men, who had been injured, handed out biscuits and rum to them all, and escorted the *Courage* to Whitby. She then returned to the *Geziena*, escorted her into harbour and reached her station again at 4.45.—Rewards, £12 17s.

#### A YACHT WITH AN EXHAUSTED CREW

Bembridge, Isle of Wight.—At two in the afternoon of the 4th of November, 1951, the Foreland coastguard telephoned that a small sailing boat making for Bembridge was in distress off Seaview and at 2.15 the life-boat *Jesse Lumb* was launched. A south-south-east gale was blowing, with a very rough sea. The life-boat found the yacht *Quickstep*, of Hayling Island,

to the east of Seaview Pier. Her crew of two were exhausted. The life-boatmen gave them rum and towed the *Quickstep* to Bembridge Harbour, arriving about three o'clock. The weather was too bad for the life-boat to be rehoused, so she went to Cowes and was finally taken back to her station on the 7th.—Rewards, £27 17s.

#### AN ITALIAN STEAMER CALLS FOR HELP

Sunderland, Durham.—At 5.47 on the night of the 4th of November, 1951, the coastguard telephoned that a ship was close to the rocks to the eastward and signalling for tugs. A fresh south-easterly gale was blowing, with a rough sea. At 6.20 the life-boat *Edward and Isabella Irwin* was launched and found the S.S. *Arcobaleno*, of Italy, laden with iron ore. She got clear of the rocks and the life-boat stood by her until she reached the harbour. The life-boat then returned to her station, arriving at 7.30.—Rewards, £8 4s.

#### FORTY IN PERIL

Falmouth, Cornwall.—About 9.45 on the night of the 4th of November, 1951, the St. Anthony coastguard telephoned that the motor ship *Trewidden*, of London, with about forty on board, had wirelessed that she had broken down and had anchored in Falmouth Bay, but that she was dragging towards Black Rock. A south-westerly gale was blowing and the sea was very rough. At ten o'clock the life-boat *Crawford and Constance Conybeare* was launched and found the tug *Turmoil* trying to take the steamer in tow. The tow-rope parted several times, and at the request of the master the life-boat stood by. She remained until the tow-rope was made fast to the vessel and the tug had got under way. She then returned to her station arriving at 3.30 the next morning.—Rewards, £14 15s.

#### THE DUTCH SHIP IN PERIL AGAIN

Whitby, Yorkshire.—About 8.30 on the night of the 5th of November, 1951, the coastguard telephoned that the motor ship *Geziena*, of Rotterdam, which the life-boat had escorted to the harbour the previous afternoon, had

parted her moorings in the harbour and was in danger of being swept seawards. An easterly gale was blowing and the sea was rough. At 8.44 the No. 1 life-boat *Mary Ann Hepworth* was launched, and went alongside her. She passed several hawsers ashore, helped the vessel to remoor, and reached her station again at 10.19. At 6.45 the next morning she put out and stood by the *Geziena* while she was being secured with new ropes, arriving back at her station at nine o'clock.—Rewards, £19 9s. 6d.

#### ANOTHER SICK MAN BROUGHT ASHORE

Donaghadee, Co. Down.—At 2.10 in the morning of the 6th of November, 1951, the agents for the S.S. *Caslon*, of London, telephoned that the steamer had wirelessed that she had a sick man on board and asked for help. Her master would take her into Belfast Lough. At 2.30 the life-boat *Sir Samuel Kelly* was launched. The sea was choppy, with a strong north-easterly breeze blowing. The life-boat came up with the *Caslon* off Kilroot. The steamer was under way, but as soon as she had anchored the life-boat went alongside and took the sick man aboard. She landed him at Bangor, where an ambulance was waiting, and returned to her station, arriving at 6.0.—Rewards, £10 10s.

#### FISHING BOATS TOWED IN

Helvick Head, Co. Waterford. About eight o'clock in the morning of the 7th of November, 1951, with a rough sea running and a south-easterly breeze blowing, the life-boat motor mechanic was on the lookout on Helvick Head and saw the motor fishing boat *Lydia Ann*, of Waterford, trying to sail to Helvick. She reached the mouth of Dungarvan Harbour, but anchored there as she found that she could not get in under sail. She was in a dangerous place near the Gaynor Rocks, and the life-boat *H. F. Bailey* was launched at 8.30. She found that the engine of the *Lydia Ann*, which had a crew of five, had broken down. She towed her to Helvick Pier arriving at her station again at 9.30.—Rewards, £6 19s.

Lowestoft, Suffolk. — On the night of the 11th of November, 1951, the coast-guard reported that a man had seen red flares from a boat about a mile south of the harbour and three hundred yards from the shore, and at 8.30 the life-boat *Michael Stephens* left her moorings. The sea was moderate, with a moderate south-easterly breeze blowing. The life-boat found the local motor fishing boat *Wavell*, with a crew of two, broken down and drifting towards the shore. She towed her into the harbour and reached her station again at 9.30.—Rewards, £7 15s.

#### PILOTING A STEAMER WITH A LIST

Cromarty. — In the afternoon of the 11th of November, 1951, the S.S. *Trinity*, of Panama, wirelessed that she had been damaged and needed a pilot. She would be off Cromarty that night, and asked for a boat to meet her at eight o'clock next morning. A fresh south-easterly gale was blowing, with a very heavy swell. At 6.30 in the morning of the 12th the life-boat *James Macfee* was launched and met the *Trinity*, which was listing heavily, six miles east by north of Whistle Buoy. The coxswain boarded her and piloted her to a safe anchorage. The life-boat returned to her station at 10.30.—Rewards, £10 10s.

#### ANOTHER SICK MAN BROUGHT ASHORE

Barrow, Lancashire. — At three o'clock in the afternoon of the 15th of November, 1951, the agents of the tanker *Merrimac*, of New York, reported that she had wirelessed that she had a sick man on board in need of a doctor. She would be off Barrow about nine o'clock that night. At 7.30 the life-boat *Herbert Leigh* embarked a doctor and was launched on service for the first time. The honorary secretary, Mr. T. Downing, was on board. The sea was moderate, with a moderate south - south - west breeze blowing. The life-boat met the *Merrimac* three miles west of Lightning Knoll Buoy, and put the doctor on board. She then embarked the sick man and landed him in the harbour, where an ambulance was waiting, at 11.10.—Rewards, £12 10s.

**MEDAL SERVICE AT SELSEY**

On the 17th-18th of November, 1951, the Selsey life-boat rescued the crew of six of a motor vessel of Costa Rica. For a full account of this service and the rewards, see page 285.

**ANOTHER PROPELLER FOULED**

Arklow, Co. Wicklow. — At 6.50 on the night of the 19th of November, 1951, the motor mechanic reported flares north of the harbour and at seven o'clock the life-boat *Inbhear Mor* was launched with the second coxswain in charge. The sea was moderate with a fresh south-westerly breeze blowing. The life-boat found the local fishing boat *Edith*, with a crew of four, one and a half miles north of Arklow Pier. She was anchored, with her propeller fouled. The life-boat towed her to the harbour and reached her station again at 7.35.—Rewards, £9 2s. 6d.

**ANOTHER FISHING BOAT BROKEN DOWN**

Whitehills, Banffshire. — At 9.30 in the morning of the 21st of November, 1951, a fishing boat wirelessed that another fishing boat, the *Speedwell*, of Macduff, was in difficulties twenty miles north-north-west of Whitehills and at 10.5 the life-boat *Thomas Markby* was launched. The trawler *Buchans II*, of Aberdeen, also put out. The sea was rough, with a strong north-westerly breeze blowing. The life-boat found the *Speedwell*, with a crew of six, broken down, and stood by her until the trawler arrived. The life-boat then helped the trawler to take her in tow and escorted them to Fraserburgh, arriving at seven o'clock that night. The life-boat made for her station a little later, but as the weather was too bad for her to enter Whitehills Harbour she went to MacDuff which she reached at 1.30 the next morning. She was taken back to her station that afternoon. — Rewards, £46 6s.

**OVER THE GIRVAN BAR IN A GALE**

Girvan, Ayrshire. About one o'clock in the afternoon of the 21st of November, 1951, when a gale was blowing, a message was heard on a fishing boat's

wireless set in the harbour at Girvan that several fishing boats had left Whiting Bay for Girvan. They were asking what the weather conditions were. The coxswain wirelessed that there was a heavy sea running on the harbour bar and that the life-boat would stand by outside. At 2.15 the life-boat *Lily Glen*—Glasgow was launched, and half an hour later the local fishing boat *Girl Anne* came into sight. The life-boat escorted her to the harbour and stood by the bar again. At four o'clock the local fishing boat *Maureen* approached the bar, and she too was escorted to her moorings by the life-boat which then returned to her station arriving at 5.0.—Rewards, £7 18s. 6d.

**COBLE'S PROPELLER LOST**

Teesmouth, Yorkshire. At 5.30 in the evening of the 23rd of November, 1951, the keeper of the South Gare Lighthouse reported a signal from a fishing coble that she had lost her propeller, and needed help, and at 6.6 that night the life-boat *John and Lucy Cordingley* was launched. There was a slight sea with a light south-westerly breeze blowing. The life-boat found the *Mildred* with one man aboard two and a half miles north of the lighthouse and towed her to Paddy's Hole. She arrived back at her station at 7.55.—Rewards, £9 3s.

**SIX WHITBY FISHING BOATS ESCORTED INTO HARBOUR**

Whitby, Yorkshire.—On the morning of the 26th of November, 1951, a strong north-west wind was blowing and the sea was rough. At 11.30 fishermen reported that the harbour entrance was dangerous. Six local fishing vessels were known to be at sea, so at 11.48 the No. 1 life-boat *Mary Ann Hepworth* was launched. On her way out of the harbour she escorted to sea the Fraserburgh fishing boat *Girl Nan*. The local fishing vessel *Galilee* then came into sight. The life-boat escorted her into harbour and put to sea again. A little later the *Success*, *Provider A.* and *Progress* arrived. The life-boat escorted them in and waited for the other two, the *Venus* and *Pilot Me*. The *Venus* was seen making for the harbour

at 3.10 in the afternoon and the life-boat escorted her in. She then made for the Whitby Rock Buoy where she found the *Pilot Me*. She escorted her in and returned to her station arriving at 4.10.—Rewards, £14 13s. 6d.

#### TWELVE HOURS ON THE GOODWINS

In very heavy weather on the night of the 24th–25th of November, 1951, the Walmer life-boat gave help to a steamer on the Goodwin Sands. A full account of this service appears on page 288.

#### NEW LIFEBOAT'S FIRST SERVICE

**Aberystwyth, Cardiganshire.**—At 2.45 in the afternoon of the 26th of November, 1951, the honorary secretary was on the sea front and saw a local motor fishing boat two miles to the west of the life-boat station drifting rapidly. She had two men on board. One of the men was trying to ship her rudder. He could not and instead used an oar to steer her. The sea was choppy, with a fresh westerly breeze blowing; the harbour bar dangerous. So at 3.4 the life-boat *Aguila Wren* was launched on service for the first time, with the second coxswain in charge. She came up with the fishing boat which had now anchored one mile north-west of the station, towed her into the harbour and arrived back at her station at 4.5.—Rewards, £21 12s.

#### ANOTHER YACHT BROKEN DOWN

**Weymouth, Dorset.**—At 4.40 in the afternoon of the 30th of November, 1951, the Wyke Regis coastguard telephoned that a fifteen ton auxiliary yacht was flashing S O S signals three miles west of Portland Bill. The sea was rough, with a fresh westerly breeze blowing. At 4.50 the life-boat *William and Clara Ryland* left her moorings and found the yacht two and a half miles west of the Bill. The yacht was the *Penguin*, with four on board. Her engine had broken down. The life-boat towed her to Weymouth Quay, and reached her station again at 9.20 that night.—Property Salvage Case.

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

**Ramsgate, Kent.**—November 2nd. Rewards, £8 13s.

**Dover, Kent.**—November 4th. — Rewards, £2 10s.

**Troon, Ayrshire.**—November 4th.—Rewards, £15.

**Fishguard, Pembrokeshire.**—November 5th.—Rewards, £8.

**Wicklow**—November 6th. — Rewards, £8 18s.

#### TO THE HELP OF A FLOODED CAMP

**Aberdeen.**—At 12.20 in the morning of the 6th of November, 1951, the city police telephoned for help in rescuing people who were trapped by flood water at a caravan camp on the banks of the River Dee at Milltimber. A south-easterly gale was blowing, with very heavy rain, and the water had reached a height of eight feet. The No. 2 life-boat, *George and Elizabeth Gow*, left her house at 1.15, by road, and was launched into the flood water near the Mill Inn at Milltimber, but floating hay and bushes fouled her propeller, and she had to be beached again. The water had now stopped rising and the life-boatmen waited for daybreak. By then the floods had started to fall and a salmon coble was sent from Aberdeen. It arrived at Millport at nine o'clock and the life-boatmen and launchers went out in her. By 1.0 in the afternoon they had helped thirty-one people to safety. It was now possible to wade and the men carried the four remaining people from a farmhouse to a lorry. The life-boat was then taken back to Aberdeen and was re-housed at seven o'clock that night.—Rewards, £49 12s. 6d.

**Peterhead, Aberdeenshire.**—November 6th.—Rewards, £12 11s.

**Caister, Norfolk.**—November 7th.—Rewards, £15 0s. 6d.

**Montrose, Angus.**—November 10th.—Rewards, £13 15s. 6d.

**Penlee, Cornwall.**—November 12th.—Rewards, £8 4s.

**Yarmouth, Isle of Wight.**—November 14th.—Rewards, £7.

**Yarmouth, Isle of Wight.**—November 16th.—Rewards, £14 15s.

**Margate, Kent.**—November 19th.—Rewards, £13 13s.

**New Brighton, Cheshire.**—November 20th.—Rewards, £10 16s.

**Bridlington, Yorkshire.**—November 21st.—Rewards, £16 11s.

**Hartlepool, Durham.**—November 22nd.—Rewards, £11 17s.

**Teessmouth, Yorkshire.**—November 22nd.—Rewards, £12 16s.

**Salcombe, Devon.**—November 23rd.—Rewards, £10 17s.

**Portrush, Co. Antrim.**—November 23rd.—Rewards, £11 17s.

**Dover, Kent.**—November 25th.—Rewards, £5.

**Humber, Yorkshire**—November 25th.—Paid Permanent Crew.

**Great Yarmouth and Gorleston, Norfolk.**—November 26th.—Rewards, £10.

#### FIFTEEN HOURS AT SEA

**Tynemouth, Northumberland.**—At 8.25 in the morning of the 28th of November, 1951, the coastguard telephoned that a message had been received from the trawler *Loch Fleet*, of Aberdeen, through the Cullercoats radio station. She was making water and needed help ninety-two miles east by north of Tyne Pier. At 9.1 she wirelessed that she had nearly stopped and was still leaking, and at 9.2 the coastguard reported that the trawler *Kingston Pearl* had wirelessed that she was forty miles south of her and going

to her help. Nothing more was heard from the *Kingston Pearl*, so at 9.27 the life-boat *Tynesider* was launched. The sea was very rough with a strong northerly gale blowing. About 10.30 the life-boat received a wireless message from the *Loch Fleet*, which had a crew of nineteen, that her mate had been injured. At 1.55 in the afternoon another message came from the *Kingston Pearl*. She was then only four miles south of the *Loch Fleet*. Her next message said that she had now reached the *Loch Fleet*, and found her in no immediate danger of sinking. The skipper of the *Kingston Pearl* advised the life-boat, which was now twenty miles away, to return to Tynemouth, but asked her to wait there for the *Loch Fleet* and be ready to land the mate. The life-boat arrived at her station at 9.45 that night, and after her crew had had some soup she put out again to meet the trawlers, then about two miles off the harbour, but they made for The Humber, so she was recalled to her station, arriving at 12.45 the next morning.—Rewards, £41 15s.

**Portrush, Co. Antrim.**—November 28th.—Rewards, £13 13s. 6d.

**Margate, Kent.**—November 30th.—Rewards, £13 13s.

### *The City of Leeds Life-boat*

IN 1949 the Leeds branch of the Institution launched a special appeal for £10,000 to provide a life-boat to be named *The City of Leeds*. The appeal was under the patronage of the late Earl of Harewood, who contributed generously to it, and was signed by the Mayor of Leeds and Councillor A. R. Bretherick, chairman of the Leeds branch. This appeal raised £9,948 6s. 9d., and out of it the new life-boat for Redcar has been built. She is a 35-foot 6-inches self-righting life-boat and is the seventh to be stationed at Redcar.

The naming ceremony was held on the 18th August, 1951, and H.R.H. the Princess Royal (Mary, Countess of Harewood) and the Archbishop of York (the Right Hon. and Most Rev. C. F. Garbett, P.C., D.D.), took part in it. The Mayor of Redcar (Alderman T. A. Dougall, J.P.) presided, and

Commander T. G. Michelmore, R.D., R.N.R., chief inspector of life-boats, described the boat. The Lord Mayor of Leeds (Lieut-Colonel F. Eric Tetley, D.S.O., T.D.) presented her to the Institution on behalf of the City of Leeds, and Commodore the Earl Howe, C.B.E., V.R.D., P.C., R.N.V.R., deputy chairman of the Institution, received her and handed her over to Redcar, on whose behalf she was accepted by Mr. E. Graham Tyerman, chairman of the Redcar branch. The Archbishop of York dedicated the life-boat. H.R.H. the Princess Royal then named her *The City of Leeds*. A vote of thanks to the Princess Royal was proposed by Councillor A. R. Bretherick, chairman of the Leeds branch, and seconded by Colonel A. D. Burnett Brown, M.C., T.D., M.A., secretary of the Institution.

## Naming Ceremonies

TEN new motor life-boats were named during 1951. Seven were on the English coast, at New Brighton (Liverpool), Margate, Scarborough, Lytham, Cullercoats, Newbiggin and Redcar; two on the Scottish coast, at Arbroath and Anstruther; and one on the Welsh coast, at Holyhead. The naming ceremonies at New Brighton and Margate were reported in the 1951 summer number of *The Life-boat*.

### SCARBOROUGH

The new boat was built out of legacies from Mr. R. Munday of Ashton-under-Lyne, Mrs. A. E. Wildish of South Norwood, Mr. L. A. Crichton of London and Mrs. F. E. Wood of Doncaster. She is a 35-feet 6-inches self-righting boat and is the twelfth life-boat to be stationed at Scarborough. The naming ceremony took place on the 15th June. The Mayor of Scarborough presided, and Commander H. L. Wheeler, R.N., the district inspector of life-boats, described the boat. Mr. D. S. Edwards, on behalf of the donors, presented her to the Institution and Commodore the Earl Howe, C.B.E., V.R.D., P.C., R.N.V.R., deputy chairman of the Institution, received her and handed her over to Scarborough, on whose behalf she was received by Lieutenant L. N. Sanderson, R.N.V.R., chairman and honorary secretary of the branch.

The Vicar of Scarborough, the Rev. F. E. Ford, M.A., dedicated the life-boat, assisted by the Rev. W. E. Cowling of St. Thomas' Church and the Rev. R. C. Ferriday of the Free Church Council. The singing was lead by the Falsgrave Modern County School Choir.

The Marchioness of Carisbrooke, G.B.E., named the life-boat *E.C.J.R.* She also presented the Institution's vellum, recording 150 years service of Scarborough's life-boats, to Mrs. F. K. Dockray, honorary secretary of the Scarborough Ladies' Life-boat Guild. A vote of thanks was proposed by Captain H. Ramsbotham, R.N. (retd.), and seconded by Captain W. L. Mason, members of the committee of the branch. The life-boat was then launched.

### HOLYHEAD

The new boat is a gift to the Institution from the Civil Service Life-boat Fund, which has also endowed it, and will maintain it. She is a 52-feet Barnett (Stromness) cabin boat, and is the twelfth life-boat to be stationed at Holyhead. The naming ceremony took place on the 16th June. Lieut.-Colonel the Hon. Oliver Stanley, D.S.O., D.L., J.P., chairman of the branch, presided, and Commander E. W. Middleton, V.R.D., R.N.V.R., the district inspector of life-boats, described the boat. The Right Hon. Sir Richard V. N. Hopkins, G.C.B., chairman of the Civil Service Life-boat Fund, presented her to the Institution, and Commander H. F. P. Grenfell, D.S.C., R.N., a member of the Committee of Management, accepted her and handed her over to Holyhead, on whose behalf she was received by Lord Stanley of Alderley, president of the branch.

The Bishop of Bangor (The Right Rev. J. C. Jones, D.D.) assisted by the Rev. D. L. Morris, B.A., Vicar of Holyhead and the Rev. R. Gwilym Hughes, M.A., B.D., dedicated the life-boat, and the singing was led by the St. Cybi, St. Seiriol and St. Elbod Church choirs. Lady Hopkins then named the life-boat *St. Cybi* (*Civil Service No. 9*).

A vote of thanks was proposed by Councillor Llewellyn Lewis, chairman of the Holyhead Urban District Council and seconded by Lady Kathleen Stanley, president of the Holyhead Ladies' Life-boat Guild.

### LYTHAM

The boat was built out of a legacy from the late Miss K. I. Porritt. She is a 46-feet 9-inches Watson cabin boat and is the eighth to be stationed at Lytham. The naming ceremony took place on the 23rd of June. The Mayor of Lytham St. Annes, president of the branch, presided, and Commander E. W. Middleton, V.R.D., R.N.V.R., the district inspector of life-boats, described the boat. Miss Kathleen Porritt, a relative of the donor, presented the boat to the Institution, and Mr. Arnet Robinson, a member of the Committee

of Management, received her and handed her over to Lytham, on whose behalf she was accepted by Sir Knowles Edge, Bt.

The Bishop of Stockport (the Right Rev. D. H. Saunders-Davies, M.A.), assisted by Canon A. L. J. Shields, the Rev. A. R. Allen, M.A., and the Rev. Rolla Spencer, president of the Free Church Council, dedicated the life-boat and the singing was led by the St. John's Church choir. The Countess of Derby then named the life-boat *Sarah Townsend Porritt*.

A vote of thanks was proposed by the Mayoress of Lytham St. Annes and seconded by Mrs. Peter Jackson, J.P.

#### ARBROATH

The boat is a gift to the Institution from the trustees of the late Mr. Robert Lindsay, of Mains of Kinblethmont, by Arbroath and Carnoustie. She is a 35-feet 6-inches Liverpool boat and is the seventh to be stationed at Arbroath. The naming ceremony took place on the 23rd of June. Ex-Provost John Lamb, J.P., presided and Lieut.-Commander S. C. Dickinson R.N.V.R., district inspector of life-boats, described the boat. The Provost of Arbroath, Mr. John Webster, welcomed the guests, and the Duke of Montrose, K.T., C.V.O., V.R.D., R.N.V.R., chairman of the Scottish Life-boat Council and treasurer of the Institution, presented the life-boat to the Institution on behalf of the donors, and handed her over to Arbroath, on whose behalf she was accepted by Ex-Provost John Lamb, J.P.

The Rev. William E. Gladstone-Millar, M.C., B.D., minister of St. Margaret's Parish Church, dedicated the life-boat and the singing was led by the Arbroath Fisherwomen's Choir. The Dowager Countess of Dalhousie then named the life-boat *Robert Lindsay*. A vote of thanks was proposed by Mr. Harry Corsar and seconded by Mr. George Frances, members of the committee of the branch. A guard of honour was formed by the Arbroath Sea Cadet Corps, and music was played by the Arbroath Instrumental Band.

#### CULLERCOATS

The boat was built out of a legacy from the late Miss M. Bolton of Bootle

and a gift from the Lord Lieutenant of Northumberland's War Distress Relief Fund. She is a 35-feet 6-inches self-righting boat and is the eighth to be stationed at Cullercoats. The naming ceremony took place on the 28th of June. The Duke of Northumberland presided and Commander H. L. Wheeler, R.N., the district inspector of life-boats, described the boat. Mr. A. G. Everett, J.P., a member of the Committee of Management of the Institution, thanked the donors and handed the life-boat over to Cullercoats, on whose behalf she was accepted by Mr. B. H. Brown, chairman of the branch. The Rev. J. M. Nicholson, M.A., vicar of St. George's, Cullercoats, dedicated the life-boat and the singing was led by the choir of the Cullercoats Junior School. The Viscountess Allendale then named the life-boat *Isaac and Mary Bolton*. A vote of thanks was proposed by the Mayoress of Tynemouth and the life-boat was launched.

#### NEWBIGGIN

The boat was built out of the legacy from the late Mr. C. C. Ashley, one of the most generous benefactors of the Institution. The new Newbiggin life-boat is the tenth to come from him. She is a 35-feet 6-inches Liverpool boat and is the eighth to be stationed at Newbiggin. The naming ceremony took place on the 30th of June. Major the Viscount Ridley, C.B.E., J.P., D.L., presided, and Commander S. C. Dickinson, R.N.V.R., inspector of life-boats, described the boat. The Lord Saltoun, M.C., a member of the Committee of Management, presented her to the Institution on behalf of the donor and handed her over to Newbiggin, on whose behalf she was received by Mr. J. F. Gibson, honorary secretary of the Newbiggin branch.

The Bishop of Newcastle (the Right Rev. Noel Baring Hudson, D.S.O., M.C., D.D.), assisted by Canon W. Maddison, M.A., and the Rev. B. J. Wiltshire, B.A., dedicated the life-boat and the singing was led by the choir of St. Bartholomew's, Newbiggin, accompanied by the Newbiggin Salvation Army Band. Helen, Duchess of Northumberland then named the life-boat *Richard Ashley*, and the life-boat was launched.

During the ceremony a vellum

recording that the Newbiggin station has completed a hundred years of service was presented. Mr. S. Brown chairman of the branch, accepted the vellum and Mr. B. Jarrett, honorary treasurer, proposed a vote of thanks to the Duchess. Before and after the ceremony music was played by the Newbiggin Colliery Band.

#### ANSTRUTHER

The new boat was built out of a legacy from the late Mr. James Jackson of Falkland. She is a 35-feet 6-inches Liverpool boat and is the fifth to be stationed at Anstruther. The naming ceremony took place on the 18th of July. Colonel the Earl of Elgin and Kincardine, K.T., C.M.G., T.D., LL.D., Lord Lieutenant of the County of Fife, presided, and Commander S. C. Dickin-son, R.N.V.R., district inspector of life-boats, described the boat. Cap- tain the Hon. Sir Archibald Cochrane,

G.C.M.G., D.S.O., R.N., a vice-chair- man of the Scottish Life-boat Council and a member of the committee of management, thanked the donor on behalf of the Institution and handed the boat over to Anstruther, on whose behalf she was received by Provost W. W. Carstairs, O.B.E., J.P., chairman of the branch.

The Rev. J. A. Paterson, B.D., Senior Minister of the United Burgh, dedicated the life-boat. Miss Myrtle Lumsden, a sister of the late Mrs. Jackson, then named her *James and Ruby Jackson*. Votes of thanks were proposed by Lady Cunninghame Graham, president of the Rosyth Ladies' Life-boat Guild, and Mr. J. Henderson Stewart, M.P. for East Fife. The Anstruther Company of Girl Guides formed a guard of honour, and music was played by the Kirkcaldy- Sinclairtown Salvation Army Young People's Band.

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## The 100th Life-boat

WHEN Messrs. J. Samuel White, the famous shipbuilders of Cowes, delivered the Aberdeen life-boat in June, 1951, they had completed their hundredth life-boat for the Institution. Their life-boat work goes back over a hundred years, to the forties of last

century when they themselves designed the Lamb and White life-boat. It was used in the first place as a ship's boat and was largely adopted by the Admiralty, but three were built—the first in 1898—for the coast, and were stationed at Cardigan, Broadstairs and Margate.

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## Notice

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

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

*The next number of THE LIFE-BOAT will be published in July, 1952.*