

THE LIFE-BOAT

The Journal of the Royal National Life-boat Institution

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THE LIFE-BOAT FLEET

Motor Life-boats, 152 :: Pulling and Sailing Life-boats, 2

LIVES RESCUED

from the foundation of the Life-boat Service in

1824 to May 31st, 1947 - - - - 75,570

The Life-boat Journal

The Life-boat appears again after an absence of just seven years. Its last number was dated April, 1940. In that month Germany invaded Denmark and Norway. At the end of the next month the British Expeditionary Force was brought off from the beaches of Dunkirk (nineteen of the Institution's life-boats aiding in the work), and the British Isles awaited invasion. It was apparent what scarcities there would be in these besieged islands, what strict economies were needed; and the Committee of Management voluntarily decided at once, as the Institution's help in economizing paper, to suspend this journal (which used over eighteen tons a year) and drastically to reduce the annual report, both in size and in the number of copies printed.

These economies have continued until the present time. But the news of the work of the Life-boat Service was still regularly distributed to its branches and workers in the briefest possible form. In September, 1940, the first number of *The Life-boat War Bulletin* appeared, a single sheet, printed by the Institution's own staff. It was published every quarter, the last number appearing in December, 1946. Altogether 26 numbers and over 110,000 copies of it were printed. It

was also possible to continue the illustrated annual, *The Story of the Life-boat*, under the title of *The Life-boat Service and the War*.

In the annual report, reduced from over 200 pages to twenty-four, it was not possible to publish the usual accounts of the services of the life-boats, but later on a supplement to the annual report will be issued in which these accounts will be printed. With them will be lists of the men who won medals for gallantry, and the lists of services which used to appear in *The Life-boat* at the beginning of each year. Thus there will be no gap in the printed records of the work of the life-boat stations. The continuing difficulties in printing, from the scarcity both of men and materials, make it still impossible to fix a date for the publication of this supplement.

The Life-boat, though it can appear again, must be slimmer, not much more than half the size that it was before the war, and the number printed of each issue will for the present be less than half of what it was. But here it is again, and we may perhaps hope that it will be fully itself once more before it celebrates the centenary of its first number, published on March 1st, 1852.

A Record Year

THE work of the Life-boat Service does not grow less. It is actually increasing. In spite of all that is being done, by new inventions, to make travel by sea safer as well as more comfortable, 146 more calls were made for the help of life-boats in 1946 than ever before in a year of peace. More calls were made even than in any of the last four years of the war. The number was 631. The number of lives which life-boats rescued was 647. That is not a record, but it has been surpassed in only three other years of peace—1907, 1898 and 1892.

So the work goes on; and those who might think, not unreasonably, that the life-boats are a service the need for

which is likely to decline, are confounded by the facts. Sir William Hillary, in his appeal for a Life-boat Service in 1823, wrote: "So long as man shall continue to navigate the ocean, and the tempests shall hold their course over its surface, in every age, and on every coast, disaster by sea, shipwreck and peril to human life must inevitably take place." Had he known what stupendous ships would be built, what marvellous things would be discovered, what ingenious things invented in the next 124 years, he might well have hesitated to write those words; but he was wiser in his ignorance. What he wrote then remains true to-day.

The Goodwin Sands

THE Goodwin Sands have earned over and over again their grim description as "the graveyard of ships." In them are sunk the timbers of hundreds of ships and the bones of thousands of seamen. At low tide men have played cricket on the Goodwins and have cycled on them, but such acts of familiarity leave them unchanged as the greatest menace to ships in the waters of the British Isles. For many years the North Deal life-boat station, the nearest to the Goodwins, was the most famous of all life-boat stations. When it was closed in 1932, its life-boats had rescued in its fifty-seven years 859 lives. There have been altogether three stations opposite the Goodwins—Kingsdown, North Deal, and Walmer. Now there is only Walmer, chosen as having the best beach for launching a motor life-boat. These three stations, from 1865 to the end of 1946, had rescued 1,646 lives.

In recent years, other dangerous parts

of the coast have disputed the evil pre-eminence of the Goodwins, but since the war ended and the Straits of Dover and the entrance to the Thames were free again to all shipping, the Goodwins have reasserted themselves and Walmer has been the busiest life-boat station on our coasts. In the past twenty-five months (from the end of the war on May 8th, 1945), the Walmer life-boat has gone out to the help of twenty-one ships caught by the Goodwins. Only one of those ships was British, a 7,000-ton steamer, and she got off the Sands. Ten were from European countries—three Swedish, two Dutch, one French, one Danish, one Spanish, one Greek, and one Polish. From these ships the Walmer life-boat rescued forty lives. The other ten ships were all American, and Walmer rescued from them ninety-two lives. Altogether, the Walmer life-boat has rescued from the Goodwins in these twenty-five months 132 lives.

A Wireless Appeal

ON Christmas Eve of last year a wireless appeal for the Life-boat Service was made by the Duke of Montrose, chairman of the Scottish Life-boat

Council, a vice-president of the Institution and now the Institution's treasurer. The response to the appeal was £1,799 4s. 9d.



By courtesy of]

[Daily Graphic

ON THE GOODWINS

Two steamers from which the Walmer life-boat rescued eighty-three lives. In the foreground, the American *Luray Victory*, wrecked on January 30th, 1946; in the background, the Greek *Ira*, wrecked on March 8th, 1947.

Wreck of the Life-boat at The Mumbles

At 6.10 in the evening of Wednesday, April 23rd, the life-boat at The Mumbles went out in a gale of exceptional severity to the help of the steamer *Samtampa*, of Middlesbrough, which had been driven ashore on the rocks off Sker Point, eleven miles south-east of The Mumbles. No more was seen or heard of the life-boat until daylight next morning when she was found ashore, bottom up, near the wreck of the *Samtampa*. All her crew were drowned. The Institution has pensioned their nineteen dependent relatives as if the men had been sailors of the Navy killed in action. A full account of this disaster will be published in the next number of *The Life-boat*.

The coxswain, William Gammon,

who was 47 years old, had a very distinguished record. He was one of the seven men who during the war won the gold medal of the Institution for conspicuous gallantry. This was in October, 1944, when he rescued forty-two lives from the Canadian frigate *Cheboque* in a fierce gale, by night. He had already won the bronze medal, in January, 1941, when, in order to rescue the crew of a steamer driven ashore, he took his life-boat in the darkness right among the coast defences of steel railway lines driven into the sand beneath the water. In his seventeen years as an officer of the life-boat he took part in the rescue of 127 lives. His portrait is on the cover.

The Bravest Life-boatman of the Year

UNDER the will of Miss Maud Smith, of Chesham Place, London, who died in February, 1943, £200 was given to the Institution for investment, from which a sum not exceeding £5 was to be given in January of each year to the life-boatman who had performed the bravest act of life-saving in the previous year. The gift was to be known as "Miss Maud Smith's reward for courage in memory of John, 7th Earl of Hardwicke." This award has now been made three times. For 1944 it was given to Coxswain William Gammon, of The Mumbles, for the rescue of forty-two lives from the Canadian frigate *Cheboque*, for which

he won the Institution's gold medal; for 1945 to W. Orchard, assistant motor mechanic at Padstow, for taking command of the life-boat and rescuing seven lives from the Norwegian steamer *Sjofna*, for which he won the Institution's silver medal; and for 1946 to J. R. Harland, of the Whitby crew, for going overboard from the life-boat in a rough sea and rescuing a man who had been washed out of the fishing boat *Easter Morn*, for which he won the Institution's silver medal, the Silver Medal for Gallantry in Saving Life awarded by the King, and the honorary certificate of the Carnegie Hero Trust.

Norwegian Medals

THE Norwegian Government has awarded silver medals and diplomas to Mr. E. Selby Davidson, honorary secretary of the Tynemouth station, Coxswain George Lisle, W. Johnson, the motor mechanic, and Bartholomew Taylor, a member of the crew, for the rescue of twenty-one lives from the 20,000-ton motor vessel *Oslo Fjord* on December 8th, 1940. The *Oslo Fjord* had been struck by a mine or torpedo

and her captain ran her ashore. There the life-boat found her, already being broken up by the heavy seas. The Institution awarded bronze medals to Mr. Selby Davidson and the coxswain, vellums to the two other men, and £35 to the coxswain and crew, but the censor forbade any mention of this rescue at the time. Those four medals bring the total number of medals won by life-boatmen during the war to 223.

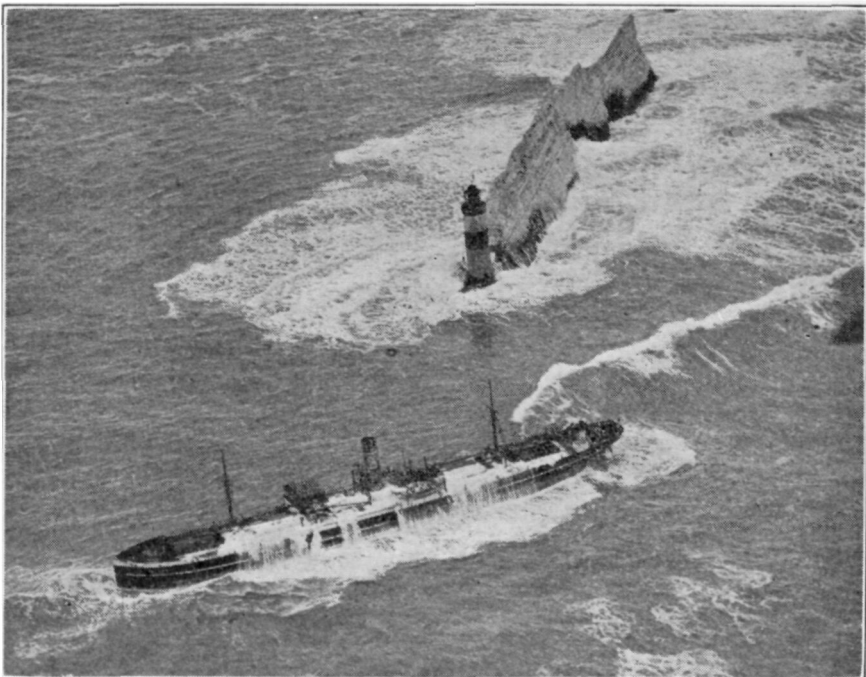


By courtesy of]

ON THE GOODWINS AGAIN

[Daily Telegraph

The American steamer *North Eastern Victory*. The Walmer life-boat rescued forty-two lives from her on December 24th, 1946.



By courtesy of]

ON THE NEEDLES

[Daily Graphic

The Greek steamer *Varvassi*, wrecked on January 5th, 1947. The Yarmouth, Isle of Wight, life-boat rescued her crew of thirty-five. (See page 14.)

All in the Day's Work

LIFE-BOATS have other things to do besides the saving of life from shipwreck. Among the islands off Scotland and Ireland their help is often asked, when rough weather makes impossible the use of ordinary boats. The most common of these duties is the taking of doctors to sick people in the islands, or the carrying of the sick to hospitals on the mainland. Every winter brings such jobs to be done, and never have there been so many of them as in the heavy snowstorms and gales of January, February and March of the present year.

Cloughey and Galway Bay, in Ireland.

Snow-bound Roads

In ordinary bad weather it is the gales which bring these duties to the life-boats, in the traffic between the islands and the mainland, but in this past winter more than half of them were on account of the heavy snow. There were altogether ten cases of life-boats carrying help to the sick and seven of carrying food to the hungry, because the roads were impassable through snow, and the only way was by sea.



By courtesy of]

[Mr. H. J. Beall, of Hope Cove

THE ANTARCTIC—OFF DEVON

The Salcombe life-boat carrying supplies to Hope Cove

In the seventy-one days from January 4th to March 15th, there were twenty-eight such errands for life-boats. Most of them were in the north of Scotland. Lerwick, in the Shetlands, was out nine times and Aith four, and of those thirteen journeys, eleven were to help the sick, two were to carry food. The other life-boats which went on such errands were Campbeltown (twice), Tobermory and Port Patrick, on the west coast of Scotland; Holy Island and Gorleston (twice), on the east coast of England; Salcombe, in Devon; Llandudno, Fishguard and St. Davids, in Wales; Donaghadee,

Most of these were in the far north, Of the thirteen journeys by Lerwick and Aith, eight were because of snow-bound roads, and there were others, for the same reason, in the south of Wales by the life-boats from Fishguard and St. Davids, and in south-west England by Salcombe. Salcombe was the most southerly place at which the Arctic weather compelled the transport of food by sea because the roads were closed. This was on January 30th and February 1st, and on February 6th the South-West Divisional Food Office at Bristol wrote to the Salcombe station:



THE ARCTIC—IN THE NORTH SEA

The Skegness life-boat going to look for the Dutch coaster *Tuko*, of Delfyzl, on February 22nd, 1947. She found the *Tuko*, which did not need her help, and was out for nine hours.

"News has reached me from Salcombe of the splendid service performed by members of the life-boat crew during the recent appalling weather conditions in your district. There seems little doubt, but for the readiness and public-mindedness which your crew displayed, several of your surrounding areas would have been in dire straits for the foodstuffs at a time when they were obviously in vital need.

"May I, on behalf of the Ministry of Food, and of myself, ask you to convey to the crew a very warm appreciation of their efforts, so much the more commendable since they were outside

the scope of their normal duties which in themselves are extremely arduous."

There were other unexpected duties in that winter weather. Valentia went out to bring from an island the body of a man, Padstow to help three children, caught by the tide on a rock, Aberystwyth to rescue a boy at night, stuck on the face of the cliff. There was, too, the inevitable false alarm. Ramsgate went out at midnight, and searched for a long time, in answer to shouts apparently from out at sea. She found nothing. The shouts had come from boys and girls playing on the slopes of snow on the cliffs.

A Hundred Years Ago

ON January 5th, 1847, Lieut.-Col. Sir William Hillary, Bt., the founder of the Life-boat Service, died in the Isle of Man at the age of seventy-eight. He was not only the founder of the service, but one of the greatest of its life-boatmen, helping to rescue over 300 lives from shipwreck, and three times winning the Institution's gold medal

for great gallantry. The lines from James Thomson on his memorial tablet fitly sum up his work for the Life-boat Service.

For what his wisdom planned and
power enforced
More potent still his great example
showed.

A Word of Farewell

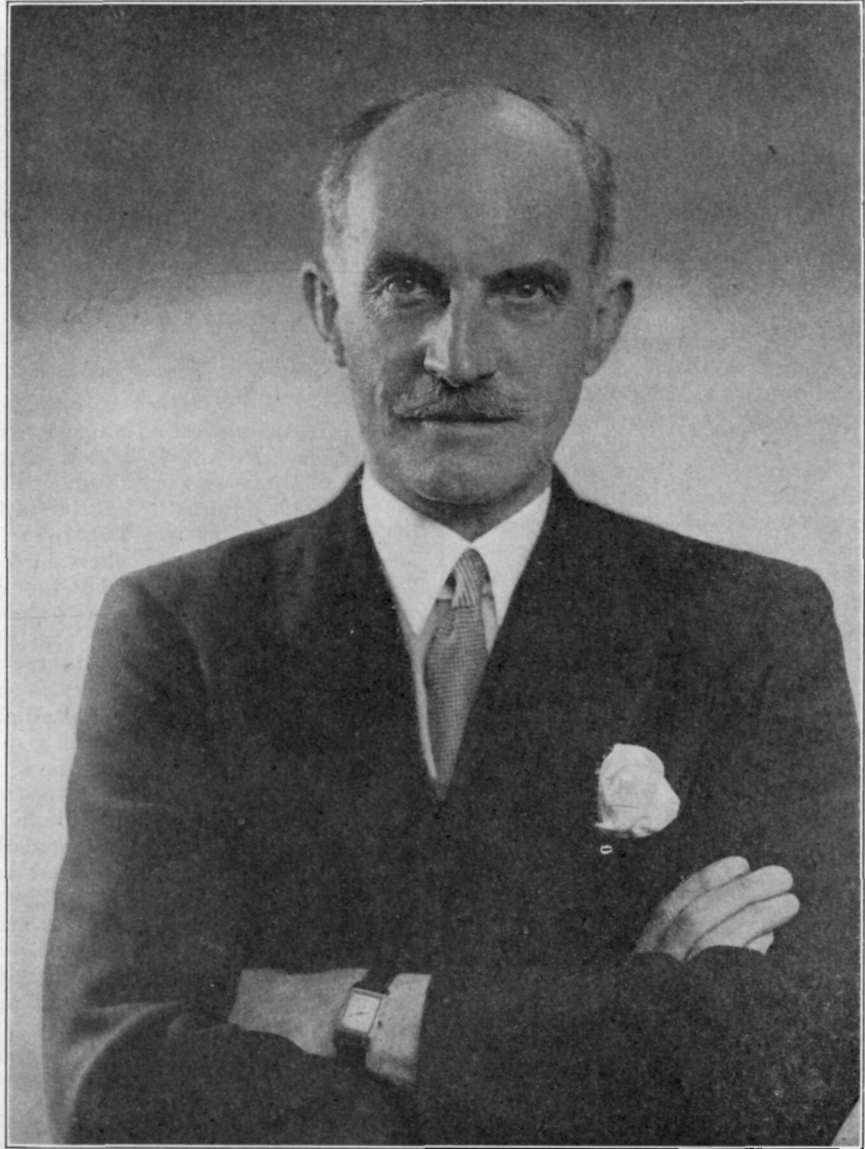
By LIEUT.-COL. C. R. SATTERTHWAITE, O.B.E., Secretary of the Institution,
1931-1946

WHEN one has, for fifteen years, held an office that any man must be proud and thankful to occupy, it is not easy to say good-bye. Yet the time has come for my retirement from the post of Secretary of the Institution, and I must take leave of the Committee of Management, the honorary workers and subscribers, the men of the life-boat crews, and my colleagues of the staff. In deep sincerity, I thank you all. It is because of your work that I can hand over my post to Colonel Burnett Brown with the knowledge that the Life-boat Service was never so well prepared for what the future may bring, or so near the hearts of the people.

From the Committee of Management, I have received wise direction and unflinching support. Honorary workers, everywhere and always, have given

their time and energy ungrudgingly in the administration of life-boat stations, and in the task of raising funds. No life-boat crew, during my service, has ever failed to do all that men could do to rescue life in peril. The members of the staff, one and all, have done their work, I think happily, and certainly with keenness, understanding, and efficiency.

It is a great service that the readers of this journal work for and support. Though my life of daily activity is over, I shall hope still to be of some use; for one cannot give up life-boat work. But the secretary's responsibilities will pass into younger and more vigorous hands, and it is in the hope and confidence that my successor will earn all the friendship and sympathy that I undeservingly have enjoyed that I say farewell.



LIEUTENANT-COLONEL C. R. SATTERTHWAITE, O.B.E.
Secretary of the Institution from 1931-1946.

Lieutenant-Colonel C. R. Satterthwaite, O.B.E.

By COLONEL A. D. BURNETT BROWN, M.C., T.D., M.A., Secretary of the Institution

COLONEL CLEMENT RICHARD SATTERTHWAITE retired from the secretaryship of the Institution at the end of last year. He had then been in its service for twenty-two years, nearly seven as deputy-secretary and over fifteen as secretary.

At the next meeting of the Committee of Management, Sir Godfrey Baring, Bt., chairman of the Committee, proposed, and Commodore the Earl Howe, R.N.V.R., deputy-chairman, seconded a resolution which was carried unanimously:

"That the most cordial thanks of the Committee of Management be accorded to Lieut.-Colonel C. R. Satterthwaite for his long, distinguished and most valuable services to the Royal National Life-boat Institution, and that this Committee desire to place on record their very deep appreciation of his devotion to the Life-boat Service and his untiring zeal on its behalf, especially during the arduous years of the late war, as well as their very high esteem and regard for him both as an officer of the Institution and as a friend."

The Years of War

That resolution rightly lays emphasis on "the arduous years of the war," and I think that Colonel Satterthwaite himself will like best to remember that he was in command of the Life-boat Service during those six busiest and most dangerous years which it has ever had, when its work increased threefold, when its staff was seriously diminished and always changing, when its boats, damaged or destroyed, could not be replaced, when it had the most urgent calls ever made upon it, and knew that its resources were never more than barely sufficient to meet its needs. It was a long and severe strain. The service came through it triumphantly, but only those who have held command know what it is to be in command at such a time.

Before the war there were other difficulties and anxieties, small by comparison, but serious in their day. When Colonel Satterthwaite became

secretary in 1931 the country was passing through a severe financial crisis, and in that year the Institution's revenue fell by over £55,000 from its record revenue of £319,434 the year before. It quickly recovered, it continued to increase, and in 1945 it was over £609,000. That is an impressive figure. Here is another: in those fifteen years of his secretaryship the life-boats of the Institution rescued over 10,000 lives. Those are figures on which any man may look back with pleasure and pride when his work comes to an end.

A Man Who Trusted His Staff

So much I would say in amplification of the Committee of Management's tribute, but I want to add to it the tribute of those who served under him. He was well known to the Committee of Management, he was known to the Institution's honorary workers all over the country, but it is we who worked with him in the daily round at the headquarters of the Life-boat Service who knew him best. If one is to try to put him in a sentence it would be that he was a man who trusted his staff and whom his staff trusted. Such a man gets the best work from those who serve under him. They knew that once they had their instructions, they would be left to carry them out unhampered and unharried, but that if they had any difficulty they could bring it to him in the certainty of being listened to sympathetically, understood at once, and advised clearly and briefly. He did nothing without good reasons, and without making them clear.

Giving Praise to Others

He was the most modest of men. When things were going well, he effaced himself. He was the last man to desire any credit which he felt belonged to someone else. It was when there were difficulties to be faced that he became at once the commander. Praise he would let go by. His care was to see that it went to others. But when there was responsibility to be taken, he was there to take it.

I am not a professional soldier, but I have spent ten years of my life on active service and many more years in frequent contact with soldiers. The profession of arms as a rule puts a very clear mark on a man, and he may not find it easy to work in the very different atmosphere of civil life. Colonel Satterthwaite, chose the profession; he gave over twenty years of his life to it; he served in it with dis-

tingtion; but I have never met a professional soldier whose sympathies, understanding and tastes were so wide as his. That, I think, was the secret of his success with the Life-boat Service. He brought to its work the training and experience of a soldier with none of their limitations. Now that his life-boat work is done, his friends on the staff wish Colonel Satterthwaite all happiness in his retirement.

The New Fleet

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

LONG before the war ended the Institution had made plans to rebuild a great part of its fleet. It lost six boats, destroyed by the enemy, and more serious even than this loss were the delays. In the last four years of the war the building of life-boats almost ceased, and instead of the sixty or seventy new life-boats which in normal times would have gone to the coast to replace the older boats during the six years of war, the Institution was able to send only seventeen.

Seventy-nine New Boats

To make up for these losses and delays, the Institution prepared an immediate programme of twenty-nine new motor life-boats, to be followed by a second programme of fifty. The programmes include improved carriages for launching light life-boats off the open beach and more powerful launching tractors, of which eighteen are to be built to add to the twenty-four already on the coast. The two programmes, it was estimated, will cost at least a million pounds.

In this new fleet two important changes are to be made. At present only the larger types of life-boat have two engines and twin screws. In future all life-boats will have them. So long as a life-boat has only one engine and one screw it had to carry a full set of sails, in case of a breakdown. With two engines and twin screws the fleet will be independent of sail. That is the first change. The second change is that Diesel engines, which up to the

present have been used only in the larger types of boat, will be used in all life-boats, instead of petrol engines. This has two great advantages. Petrol is highly inflammable. The heavy oil used by the Diesel engines is not. The risk of fire will be very greatly diminished. The other advantage from this change of fuel is that the range of life-boats will be increased by a third. The Diesel engines will carry them that extra distance on the same amount of fuel.

The reason why Diesel engines have not been used in all life-boats in the past is that they are much heavier than petrol engines. They have been too heavy for the smaller types of life-boat. Now the Institution is having designed for it a special lightweight, super-charged engine which, though still heavier than a petrol engine of the same power, will be light enough to use in the light types of life-boat.

Aluminium in place of Wood

These two changes will add greatly to the power and safety of the fleet. Others are being made. For example, an aluminium alloy, which has already been used in such parts as the engine-room hatches and the deck air-cases, is to be used in place of wood for the shelter over the cockpit and in place of steel for the engine-casings. This will be a big saving in the weight of the boat.

Two important changes are being made in equipment. It is twenty years since wireless was first used in a life-

boat, and that it has not long since been put in all life-boats is because of the difficulty of protecting the apparatus from the sea. It has been possible to use radio-telephone sets both for sending and receiving messages only in boats where they could be put in the shelter of the cabin, but for some time sets for receiving only have been in use in open boats. These the Institution was able to make water-tight. Now it has had made to its own specification a receiver and a crystal-controlled transmitter, both of which it should be possible to use in open boats without fear of damage from the sea. The first of these sets are now being tested under service conditions and it is hoped soon to have them in all life-boats.

The Loud Hailer

The other important addition to equipment is the loud hailer. Before the war ended the Institution was experimenting with it. It has now decided which of the many makes is the most suitable for life-boat work, and this is to be installed in all life-boats. With the help of a megaphone the voice can carry only a very short distance against a wind. With the loud hailer—a megaphone through which the voice is projected from an electric amplifier—the coxswain will be able to speak to men on a wreck 200 yards away, even against a gale, and to tell them by word of mouth instead of by signals (which are not easy to make clearly either by flags or by a morse lamp from a violently tossing boat) what he intends to do, and what he wants them to do.

To adapt new inventions to life-boats is not easy. Not only must they be impervious to water, but they must not be heavy and they must not be bulky. If they are, there is no place for them in a life-boat. That is why, at present, it is impossible for life-boats to use radar. Its smallest sets weigh over half a ton and require a water-tight office 5 ft. × 5 ft. × 5 ft. 6 ins.

Apparatus so heavy and so large cannot be put in even the largest life-boats.

Other inventions, useful to the ordinary navigator, may not be necessary for life-boat coxswains. The Decca navigator is one. It is an instrument by which the captain of a ship can be given his position at sea by a station on land. But it is the rarest thing for a life-boat coxswain to be in any doubt about his own position. What he wants to know is the position of the wreck, and this the Decca navigator cannot give him. So all new inventions must be carefully considered, before they are adopted, and then they may have to be much altered before they are suitable for the special work of the Life-boat Service.

Eighteen Boats Laid Down

Eighteen boats of the new fleet have now been laid down, and the six boats which were partly built when the war ended have been completed.

Though eighteen boats have been laid down it is not yet possible to say when they will be finished. There are many difficulties, due to the scarcity both of material and skilled men. Much of the Institution's stock of seasoned timber was destroyed in an air-raid, and it is not easy to replace. It is no longer possible, for example, to get mahogany from Honduras; and teak from Burma, though it is coming to Britain again, can only be got in very small quantities. Mahogany was largely used for the planking and decks, and teak for keels. We are now getting mahogany from Africa.

The difficulty with engines is even greater than the difficulty with hulls. We have been trying for months, at home, and then abroad, to get castings for such things as cylinder heads. It is not certain that even now we have succeeded. These are examples of the problems with which the Institution is faced in rebuilding the Life-boat Fleet.

The Institution's Treasurer

THE Earl of Harrowby, who has been the Institution's treasurer since 1899, resigned in November, 1946, and the Duke of Montrose, chairman of the

Scottish Life-boat Council, and a vice-president of the Institution has accepted the invitation of the Committee of Management to succeed him.

Life-boat Services in January and February, 1947

Launches 90

Lives Rescued 61

During January and February life-boats put out to the rescue ninety times and rescued sixty-one lives, and the Institution gave to its crews and launchers for these services, and for assemblies of crews, rewards amounting to £1,387 10s.

TORPEDO BOAT TAKEN IN TOW

Fishguard, Pembrokeshire.—On December 30th, 1946, the motor torpedo boat *R.M.L. 539*, which was in tow of the tug *Queensgarth*, parted her tow-line during a gale five miles off the Smalls on the Pembrokeshire coast, and at about eight o'clock next morning, January 1st, 1947, the coastguard saw what he thought to be the torpedo boat drifting two miles west-north-west of the Strumble Head. As she was a danger to shipping he asked that the life-boat should tow her to Fishguard. A south-westerly breeze was blowing and there was a swell. The motor life-boat *White Star* was launched at 9.0 in the morning, took the *R.M.L. 539* in tow and moored her in the harbour, arriving back at her station at 1.30 in the afternoon.—Property Salvage Case.

A YACHT MISSING

Sunderland, Co. Durham.—The local motor yawl *Vigilant*, with a crew of four, had gone out from Sunderland on January 1st, 1947, and on the 4th, as nothing had been heard of her, anxiety was felt for her safety and the motor life-boat *Edward and Isabella Irwin* went out to search for her at 8.15 in the morning. A breeze was blowing from the south-south-east and there was a heavy swell. She found her ten miles east-north-east of the river Tyne, with her petrol exhausted, and towed her to Sunderland, arriving back at her station at 4.30 in the afternoon.—Rewards, £19 7s. 6d.

AEROPLANE CRASHED

Lerwick, Shetlands.—At 12.9 in the morning of January 3rd, 1947, an aeroplane could be heard flying round the town, and it dropped red flares. A strong southerly breeze was blowing, causing a rough sea, and as it appeared that the aeroplane might come down in

the sea the motor life-boat *Lady Jane and Martha Ryland* was launched and went out a short distance in readiness for immediate action. At 2.30 the police reported that the crew of the aeroplane had baled out over Tingwall, and the life-boat was recalled, arriving at 3.0. It was then learned that all the crew were safe, but that the aeroplane had been wrecked. She was a Fortress belonging to the U.S.A. Air Force in Iceland, and had run out of petrol. At 2.35 in the afternoon of the same day the coastguard received a telephone message from Skellister that a small motor boat was at the entrance to Catfirth Voe Nesting, and apparently someone was on board. The wind had now increased to a storm, with mountainous seas, and visibility was poor. It was known that the American aeroplane had jettisoned her life-boat, but it was decided to investigate and the life-boat put out again at 3.5. She was recalled when the district officer of coastguard telephoned that the boat was, in fact, the aeroplane's life-boat, but the coxswain of the life-boat made certain that there was no one on board before he returned. The life-boat got back to her station from what had been an arduous journey at 5.55 p.m.—Rewards, First service, £8 19s.; Second service, £8 15s.

SICK MAN BROUGHT ASHORE

Cloughy, Co. Down.—At 1.30 in the afternoon of January 4th, 1947, the South Rock Light-vessel was seen to be firing distress signals. A light north-easterly breeze was blowing and the sea was moderate. The motor life-boat *Herbert John* was launched at 2.50, found that one of the light-vessel's crew was sick, and brought him ashore, rearriving at 4.30 p.m.—Rewards, £15.

FISHING BOAT MISSING FOR FOUR DAYS

Skegness, Lincolnshire.—The fishing-smack *Virginia*, of Boston, Lincolnshire, with a crew of three, which had gone to sea on January 1st, 1947, had not returned. Aeroplanes searched for her and radar was used, but she could not be found. About 6.30 in the morning of January 5th, the Skegness coastguard reported that he had seen a white flare five miles south-south-east of the pier, and the motor life-boat *Anne Allen* was launched at 8.20. A fresh south-easterly breeze was blowing with a rough sea. The life-boat found the *Virginia* with a tanker standing by her, gave food and rum to her crew and towed her to Boston. She returned to her station at 7.40 that evening.—Property Salvage Case.

GREEK STEAMER AGROUND ON THE NEEDLES

Yarmouth, Isle of Wight.—At 7.26 in the morning of January 5th, 1947, the Totland coastguard reported to the life-boat station by telephone that a message had been received from a vessel aground near The Needles Lighthouse. She was the Greek steamer *Varvassi*, of Piraeus, of over 3,800, with a crew of thirty-five, bound from Algiers to Southampton. The wind, from the south-east, was light, but there was a heavy ground swell. Another message came that the steamer needed help and the motor life-boat *S.G.E.* was launched at 8.5. She found the steamer one hundred yards W.N.W. of the lighthouse. A tug was on her way, and when she arrived the life-boat left, reaching Yarmouth Harbour at 2.20 in the afternoon. In the meantime a salvage officer had been taken out by boatmen to the *Varvassi*. At 5.35 the Totland coastguard reported that the salvage officer on board the steamer had asked that the life-boat should go out again at 8.0 p.m. The life-boat put out again at 7.20. Wind and sea were increasing; the steamer might break up; and the life-boat was asked to stand by. After cruising round for a time she anchored in Alum Bay in sight of the steamer. She remained there until about 1.30 next morning. It was then nearly

low water, the steamer was no longer in danger, and the life-boat returned to Yarmouth at 2.30 A.M. Four hours later another message came from the coastguard that the crew of the steamer wished to leave her at once, and for the third time the life-boat put out, at 6.25 A.M. Seas were breaking over the steamer. The life-boat went alongside, but several times the lines securing her to the steamer parted before she had taken off the whole crew of thirty-five men, the salvage officer and a pilot. The life-boat finally returned to her station at 9.20 A.M.—Rewards, First service, £16 5s. 6d.; Second service, £18 1s.; Third service, £8 15s. A letter of thanks was also sent to the Coxswain, S. Smith.

SICK MAN ON A LIGHT-VESSEL

Great Yarmouth and Gorleston, Norfolk.—At 11.47 in the morning of January 6th, 1947, a message was received through the coastguard from the Trinity House superintendent, that a keeper aboard the Corton Light-vessel was very ill. The superintendent asked that the life-boat should go out as the Trinity House boat could not leave before 4.0 in the afternoon. A south-easterly gale was blowing, with a very rough sea. The motor life-boat *Louise Stephens* was launched at 12.2 p.m., and brought the sick man back to Yarmouth at 1.25. The cost of the service was paid by Trinity House.—Rewards, £14 15s. 6d.

THREE LIFE-BOATS TO A TRAWLER'S HELP

Peterhead, and Fraserburgh, Aberdeenshire, and Buckie, Banffshire.—At 3.5 in the afternoon of January 6th, 1947, the coastguard telephoned to the Peterhead life-boat that the steam trawler *St. Stephen*, of Hull, was sixty-five miles to the north-east of Peterhead, leaking badly with her pumps out of order. A sixty-miles-an-hour gale was blowing from the south-east and the seas were very heavy. They were running up the slipway right into the boathouse when the motor life-boat *Julia Park Barry*, of Glasgow, was launched at 3.30. The coxswain

brought her skilfully into the open sea, and he had run on an east-north-east course for about eight hours when he was recalled by wireless, as H.M. Destroyer *Ulster* was making for the trawler. As Peterhead Bay was too dangerous to enter he was instructed to make for the Moray Firth, and arrived at Macduff at 4.30 in the morning of the next day, January 7th. There he waited until the weather moderated and brought the life-boat back to her station on the 10th. Meanwhile, at 9.15 in the morning of January 8th, the Fraserburgh life-boat mechanic had picked up a wireless message from the *St. Stephen* that she needed a doctor and a pilot from Fraserburgh. No doctor was available, and the motor life-boat *John and Charles Kennedy* put out at 10.30 in charge of Captain A. Stephen, the joint honorary secretary, as the coxswain was absent from the station. A strong south-east breeze was then blowing, with a rough sea, and the weather got worse later. The life-boat found the trawler at 11.45 in the morning in Aberdour Bay to the west of Roseheart, and another trawler, the *Cape Cleveland*. One of the *St. Stephen's* crew was injured. As she could only make four knots and would have to steam through a heavy head sea, it would be impossible to reach Fraserburgh in time for the tide, so the life-boat advised her to make for Macduff and offered to pilot her. A message to this effect was sent by wireless to Macduff, but an answer came that it was impossible to enter Macduff harbour, so the life-boat carried on to Buckie with the *St. Stephen* following her, accompanied by the *Cape Cleveland*. There they arrived at 5.0 in the afternoon and the life-boat, leaving the *St. Stephen* outside the harbour, brought the injured man ashore. When it had become known at Buckie that the *St. Stephen* was making for that port the crew of the Buckie motor life-boat *K.B.M.* had assembled, and at ten o'clock they and some of the Fraserburgh crew went out in the Fraserburgh life-boat, put a pilot on board the *St. Stephen*, and escorted her into the harbour at 12.45 next morning.—Rewards, Peterhead, £39 14s.; Fraserburgh, £30 17s.; Buckie, £4.

TAKING OUT A PILOT

Aith, Shetlands.—At 9.30 in the morning of January 10th, 1947, the harbour-master at Lerwick telephoned that Wick Radio had transmitted a message from the S.S. *Irish Fir*, of Dublin, which was storm-bound in St. Magnus Bay, asking for a pilot. A full south-easterly gale was blowing with a rough sea, and visibility was poor. As no ordinary boat could put to sea in that weather the harbour-master asked the Aith life-boat to take out a pilot, if one were sent from Lerwick, and *The Rankin* left with him at 10.7, put him on board the steamer, and returned at 12.25 in the afternoon.—Rewards, £8 15s.

REFLOATING A STRANDED STEAMER

Caister, Norfolk.—At 12.30 in the afternoon of January 11th, 1947, a steamer was seen to have stranded on the Caister Shoal, half a mile east by south of the life-boat station. She made distress signals. The coxswain was away and the motor life-boat *Jose Neville* was launched at 12.45 p.m. in charge of the second coxswain. The weather was foggy, with a fresh to strong south-westerly wind and a moderate sea. The steamer was the *Ewell*, of London, a collier, bound from Sunderland to London with 2,000 tons of coal. The life-boat stood by for twelve hours while tugs tried, without success, to refloat the steamer, and came ashore at 1.0 next morning. Six hours later she put out again, this time in charge of the coxswain, but again all efforts to refloat the steamer failed and the life-boat came ashore at 2.15 in the afternoon. On the following day she made her third trip to the *Ewell*, leaving at 10.0 in the morning with shipping agents on board, and returned at 4.0. At 11.45 that night, January 13th, the steamer was refloated.—Property Salvage Case.

STEAMER ABANDONED IN HEAVY SEA

Barrow, Lancashire.—At 10.35 on the night of January 11th, 1947, information was received, through the Hoylake coastguard, from the Morecambe Bay Light-vessel, that a vessel was in distress, and the motor life-boat *N.T.*

was launched at 11 o'clock, with the second coxswain in command, and the town clerk of Barrow as one of the crew. A moderate breeze was blowing from the west-south-west, but the sea was heavy. About four miles east of the light-vessel the life-boat found nine men in a ship's boat. They were the crew of the *S.S. Firethorn*, of London, on passage from Garston to Belfast, and had abandoned their ship when she had developed such a heavy list that it was impossible to feed the furnace. The life-boat took the men on board and arrived back at her station at 3.0 next morning. The *Firethorn* was eventually picked up by the fishery protection vessel *Charles McIver*, and taken to Fleetwood.—Rewards, £12 2s. 6d.

DUTCH VESSEL TOWED THROUGH ROUGH SEA

Weymouth, Dorset.—At 6.10 in the morning of January 12th, 1947, a report was received from St. Albans Head, through the Wyke Regis coast-guard, that a vessel was burning distress flares about six miles to the south-south-west. A fresh and increasing westerly wind was blowing, with a rough sea. The motor life-boat *William and Clara Ryland* was launched at 6.25, and at nine o'clock she found the Dutch motor vessel *Elisabeth*, of Rotterdam, about three miles south-south-west of Chapman's Pool. The *Elisabeth* was bound for Plymouth, laden with timber. She carried a crew of five. Her engine had broken down and she had drifted for a time, but was at anchor when the life-boat found her. The life-boat took her in tow and brought her into Weymouth Harbour at 3.45 that afternoon.—Property Salvage Case.

A LIFE-BOAT AS HEARSE

Valentia, Co. Kerry.—At 12.15 in the afternoon of January 12th, 1947, the Civic Guard asked that the life-boat should put out to Great Blasket Island and bring back the body of a man. A strong south-westerly breeze was blowing, with a rough sea, and the weather was too bad for an ordinary boat to put out. The motor life-boat *C. and*

S. was launched at 12.40 in charge of Mr. T. R. Stewart, the honorary secretary of the station, and brought the body from the island, arriving back at her station at 3.0 in the morning of the 13th.—Rewards, £24 14s.

FOOD TO A STARVING ISLAND

Aith, Shetlands.—For nearly three weeks the island of Papa Stour had been cut off from the mainland and the islanders were starving. On January 11th, 1947, the food executive officer for Shetland asked for the help of the life-boat and this was promised as soon as the weather made it possible. Stores were delivered to the life-boat station, and, at 2.0 in the afternoon of Sunday, the 12th, the motor life-boat *The Rankin* put out in a strong and increasing S.W. breeze, with a rough sea. The weather was very cold, with squalls of sleet. Shortly after the life-boat had left, Dr. Hamilton, of Walls, telephoned that a boat had come from Papa Stour, at great risk, to fetch him as he was urgently needed, but that he could only go if he was assured of getting back. As the weather was worsening and the boat from the island would not be able to bring him back, he was told to go in her to the island and return in the life-boat. She delivered the food and brought back the doctor, arriving at 7.10 that evening.—Rewards, £14.

PLEASURE PARTY RESCUED

Troon, Ayrshire.—At 6.50 in the evening of January 12th, 1947, the pilot house telephoned that a boat to the north of Lady Isle was making flares. A strong north-easterly breeze was blowing, with a rough sea. The motor life-boat *Sir David Richmond of Glasgow*, was launched at 7.15 and found the motor fishing boat *Enterprise* of Troon. She had been on a pleasure cruise round the island, her engine had broken down, and she had been unable to sail back against the ebb tide. The life-boat took off eight of the party of ten who were on board and towed the *Enterprise* to the harbour, arriving back at her station at 8.40 P.M.—Rewards, £7.



By courtesy of]

[Mr. H. H. Tansley, Cromer

A HAPPY MEETING.

H.R.H. The Duchess of Kent, President of the Institution,
and Coxswain Henry Blogg, G.C., B.E.M., of Cromer.



THE HENRY BLOGG.

The new Cromer life-boat, of the 46-ft. Watson cabin type, with steering amidships Built in 1945.

FISHING BOAT TOWED IN

New Brighton, Cheshire.—At about 4.45 in the afternoon of January 13th, 1947, the Hoylake coastguard reported that a fishing boat had put out from Hoylake and had not returned. A boat, apparently in difficulties, could be seen close to a lee shore off Harrison Drive. The No. 2 motor life-boat *Edmund and Mary Robinson* was launched at 5.25. A strong north-westerly breeze was blowing and the sea was moderate. The life-boat found the motor fishing boat *Lilian*, of Fleetwood, with her engine broken down, making headway under sail up Rock Channel. The life-boat escorted her to New Brighton, took her in tow, placed her on moorings, and then took on board her crew of two men and returned to her station, arriving at 7.45 that evening.—Rewards, £9.

LAUNCH BROKEN DOWN IN A HEAVY SEA

Lowestoft, Suffolk.—At 4.0 in the afternoon of January 15th, 1947, the coastguard reported that a vessel, believed to be an ex-naval motor launch, was drifting five miles south of the coastguard station. A south-westerly breeze was blowing, with a heavy sea. The motor life-boat *Michael Stephens* was launched at 5.10 and found the motor launch, with a crew of fourteen, anchored near the south-east Newcombe buoy. Her engines had dragged her anchor. The life-boat stood by while she repaired them, and at 6.30 piloted her to a navigable channel, returning to her station at 8.0 P.M.—Rewards, £10 17s.

BRINGING A WOMAN WITH CHILD TO HOSPITAL

Lerwick, Shetlands.—At 10.21 in the morning of January 18th, 1947, a doctor at Mid Yell telephoned that he had a woman with child on the island of Fetlar who must be brought to hospital at once and there was no suitable boat. A moderate N.W. breeze was blowing with a choppy sea when the motor life-boat *Lady Jane and Martha Ryland* was launched at 11.8. She reached Hubie, Fetlar, soon after 2.0 in the afternoon, took the patient on board on a stretcher, accompanied by her

husband and a nurse, and reached Lerwick again at 6.0 in the evening. An ambulance met the life-boat and the patient was taken to Lerwick Hospital. The services of the life-boat saved her life. The cost of the service was paid by the Department of Health for Scotland.—Rewards, £17 14s.

FISHING BOAT OUT OF PETROL

Lytham-St. Annes, Lancashire.—At 8.0 in the evening of January 19th, 1947, the Lytham police reported that the fishing boat *Helen*, of Liverpool, with a crew of three aboard, was in need of help. The wind from the east-south-east was light, but the sea was rough and there was a thick fog. The motor life-boat *Dunleary* was launched at 8.35 and found the *Helen* near the Bar Buoy. She had run out of petrol, and the life-boat towed her to Lytham Pier, arriving at 12.15 next morning.—Rewards, £11 4s.

STANDING BY FOR 22 HOURS

Dunbar, Haddingtonshire.—At 12.24 in the afternoon of January 20th, 1947, the coastguard telephoned that a vessel had run aground on the Black Rocks one mile south-east of Dunbar in a thick fog. The weather was calm. The motor life-boat *George and Sarah Strachan* was launched at 12.30 and found the S.S. *Skoghaug*, of Haugesund, bound for Leith laden with pit-props. She was damaged below the water-line and making water. The master asked the coxswain to stand by, and the life-boat did so for twenty-two hours until a salvage vessel arrived. She then returned to the station, arriving at 10.45 A.M. on the 21st.—Rewards, £43 15s.

ANOTHER MATERNITY CASE

Tobermory, Argyllshire.—On January 20th, 1947, a doctor telephoned asking for the life-boat to convey to Oban a woman with child, who was dangerously ill. The only hope of saving her life was to get her to Oban immediately, and from there to Glasgow for an operation. She was the sister-in-law of the life-boat's motor mechanic. The weather was fine, with a south-easterly wind and a moderate sea. The motor

life-boat *Sir Arthur Rose* left for Oban at 3.15 in the afternoon with the patient and two nurses on board, and landed them at Oban at 6.40 in the evening. She got back to her station at 11.45 that night. The cost of the service was paid by the Argyll County Council.—Rewards, £10 11s.

TAKING A DOCTOR TO A LIGHT-VESSEL

Llandudno, Caernarvonshire.—On January 21st, 1947, while the Western Light-vessel was being towed to another position, the wire tow-rope parted, one of the light-vessel's crew was seriously injured, and at 3.30 in the afternoon the Mersey Docks and Harbour Board telephoned to the life-boat station asking if the life-boat could take out a doctor. A moderate wind was blowing from the south-east and there was a swell when the motor life-boat *Thomas and Annie Wade Richards* was launched at four o'clock with the doctor on board. She found the light-vessel sixteen miles off Great Orme's Head, and after the doctor had attended to the injured man brought him back, arriving at 10.0 that night. The Mersey Docks and Harbour Board expressed their thanks and paid the cost of the service.—Rewards, £27 8s.

FISHING BOAT WITH FOULED PROPELLER

Stromness, Orkneys.—At 4.27 in the afternoon of January 27th, 1947, a fishing boat was seen making distress signals near the Kirk Rocks in Hoy Sound. The breeze, from the south-west, was light, but there was a heavy ground swell. The motor life-boat *J.J.K.S.W.* was launched at 4.37, and found the fishing boat *Bertha Jane*, of Kirkwall, with three men on board. Her fishing line had fouled her propeller and she had anchored in a dangerous position. The life-boat towed her in, arriving back at her station at 6.15 P.M.—Rewards, £6 16s.

DRIFTING TOWARDS THE ROCKS

Wicklow.—At 4.30 in the afternoon of January 28th, 1947, the lighthouse keeper at Wicklow Head telephoned that a fishing boat was flying distress signals half a mile south-east of the

Head. A strong north-easterly breeze was blowing, the sea was rough, and it was snowing heavily. The motor life-boat *Lady Kylsant* was launched at 4.45 P.M., and found the *Anastatia*, of Arklow, with four men on board, half a mile north-east of Wolf Rock, drifting towards it. The life-boat towed her in, arriving back at her station at 7.30 in the evening.—Property Salvage Case.

AMERICAN STEAMER AGROUND

Falmouth, Cornwall.—Shortly after 1.0 in the morning of February 1st, 1947, information was received from the coastguard that a steamer in the harbour was showing signals of distress. A south-east gale was blowing with a rough sea and heavy rain. The motor life-boat *Crawford and Constance Conybeare* was launched at 1.30, and fifteen minutes later found the S.S. *Henry Middleton*, of New York, ashore at Trefusis Point, Falmouth Harbour. She was a steamer of over 4,300 tons, bound from Cherbourg for the United States. At the master's request the life-boat took a hawser to the tug *Northgate Scot*, and about an hour later the tug refloated the steamer. As the steamer had no pilot, the life-boat's second coxswain and bowman went aboard, and, accompanied by the life-boat she went to the Cross Channel, and there anchored. The life-boat waited some time until it was certain that the steamer was not making any water, and returned to her station, arriving there at 5.30 in the morning.—Property Salvage Case.

MOTOR LAUNCH BROKEN DOWN

Selsey, Sussex.—At about 8.40 in the morning of February 6th, 1947, the coastguard reported that two motor launches were flying signals two miles east-south-east of Selsey Bill Tower and it was thought that they needed help. A moderate easterly breeze was blowing, with a choppy sea. The motor life-boat *Canadian Pacific*, was launched at 8.55 and found the motor launch *Flying Christine*, of Shoreham, with a crew of two. She had broken a fuel pipe. The life-boat towed her to Littlehampton and returned to her station, arriving at 3.30 in the afternoon.—Rewards, £23 4s. 10d.

BRINGING A SICK MAN ASHORE

Great Yarmouth and Gorleston, Norfolk.—At 9.25 in the evening of February 7th, 1947, information was received through the coastguard that the motor vessel *Jim M.*, of London, which was anchored about three miles N.E. from Gorleston Pier, needed a doctor for a sick man. A moderate east by south gale was blowing, with a rough sea and a heavy swell. The motor life-boat *Louise Stephens*, with a doctor, was launched at 9.57 P.M., but it was only with difficulty that she put him on board the *Jim M.*, and she was damaged in doing so. In that heavy sea it was too risky to transfer the sick man to the life-boat so she brought the doctor back, arriving at 11.0 at night. Next morning the weather was still so bad that the *Jim M.* could not enter harbour to land the sick man, so the life-boat went out at 10.10 with the doctor. This time she was able to take the sick man on board, and landed him safely at 11.27.—Rewards, First service, £11 8s.; Second service, £14 4s. 6d.

ANOTHER COLLIER IN DIFFICULTIES

Port Erin, Isle of Man.—At 11.15 in the morning of February 8th, 1947, the life-boat's honorary secretary saw the S.S. *Topaz*, of Glasgow, run on to the submerged breakwater. She was a collier, bound, laden, from Silloth to Dublin, carrying a crew of twelve. An easterly gale was blowing with a moderately rough sea. The motor life-boat *Matthew Simpson* was launched at 11.30 and stood by the *Topaz* until she refloated. She then put her second coxswain on board to pilot her into the bay, and escorted her in, as she was holed in the forepeak. Later she brought the captain of the steamer ashore to communicate with his owners, and then took him back again, returning to her station at 3.0 P.M.—Rewards, £17 10s.

LONDON SHIP IN DISTRESS OFF NORFOLK

Wells, Norfolk.—At 7.45 in the evening of February 8th, 1947, the coastguard reported that a ship had been seen, anchored, about two and a half miles north-east of the harbour, and might need the life-boat. Just

after midnight she wirelessed for a life-boat to stand by her, and at 12.48 the coastguard reported that she was dragging her anchors. A strong easterly breeze was blowing with a very rough sea. The motor life-boat *Cecil Patne* was launched at 1.35 and found that the ship was the motor vessel *Spirality*, of London. She had three anchors down, and the life-boat stood by her until a tug arrived at six o'clock, took her in tow, and made for King's Lynn. The life-boat returned to her station, arriving at 8.30 in the morning.—Rewards, £38 15s.

COLLIER HELPLESS IN A HEAVY SEA

Lowestoft, Suffolk.—At 4.50 in the morning of February 10th, 1947, the coastguard telephoned that North Foreland Radio had picked up a call for help from a vessel in the Lowestoft area. A strong easterly gale was blowing with very heavy seas, and it was bitterly cold, with showers of hail. The motor life-boat *Michael Stephens* was launched at 5.40 and found the s.s. *Cambrian Coast*, of Liverpool, five miles east-south-east from Lowestoft, bound from Newcastle for London with coal, carrying a crew of eighteen. She was at anchor, rolling heavily, swept by the heavy seas, with a heavy list, her wireless out of order and her engine disabled, but her pumps working. After standing by for a time the life-boat came in at 10.30 in the morning to get a tug, and later the *Cambrian Coast* was towed into harbour.—Rewards, £8 15s.

DOCTOR TO A SCALDED MAN

Donaghadee, Co. Down.—At 2.30 in the afternoon of February 12th, 1947, a firm of shipping agents in Belfast telephoned requesting the help of the life-boat to take a doctor out to a vessel at anchor in Carrick Roads, Belfast Lough, as they were unable to get a tug. A strong south-east wind was blowing with a heavy sea, and it was snowing. The motor life-boat *B.A.S.P.*, on temporary duty at the station in place of the *Civil Service No. 5*, was launched at 2.50. She picked up a doctor at Bangor, took him to the S.S. *Sylvafield*, of Newcastle, which had on board a badly scalded man, and brought him back to Bangor. She arrived at her station again

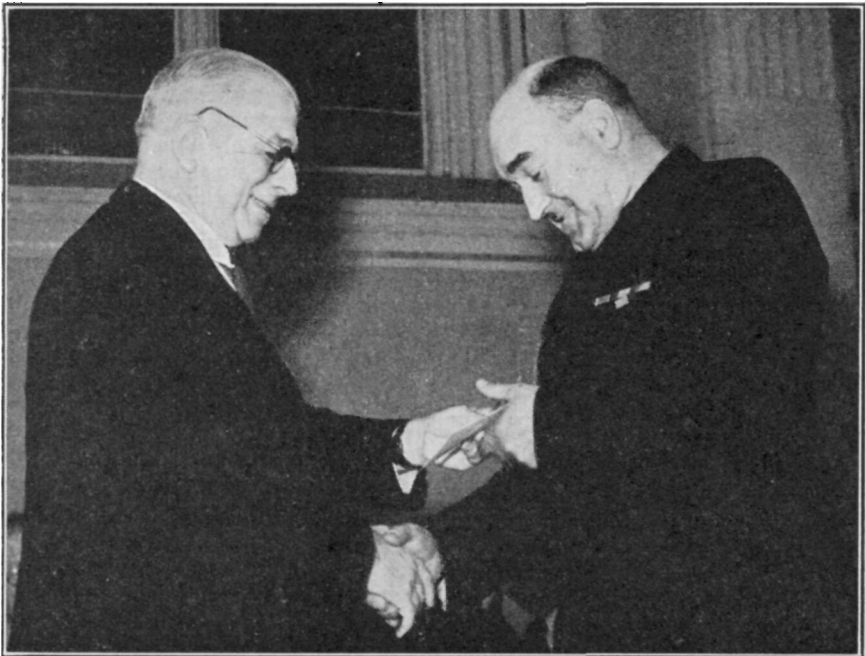
AT THE ANNUAL MEETING IN 1946: THE SEVEN MEDALLISTS.



By courtesy of]

[P. A.—Reuter

Back row: Coxswain James Watkins, of Angle; Coxswain William Peters, of St. Ives; Coxswain John Murt, of Padstow; and Robert Harland, of Whitby
 Second row: Coxswain Duncan Newlands, of Campbeltown, and Coxswain Harry Murfield, of Whitby. In front: Coxswain Thomas Bloom, of Walton and Frinton.



By courtesy of]

[Dominion Press

The Right Hon A. V. Alexander, C.H., M.P., Minister of Defence, and Coxswain William Peters, of St. Ives, who won the silver medal for rescuing the crew, a man and his wife, of the Bideford ketch *Minnie Flossie*, on October 20th, 1945.

at 7.50 that evening. The cost of the service was paid by the owners of the steamer.—Rewards, £14 4s.

FISHING BOATS ESCORTED IN

Whitby, Yorkshire.—Early in the morning of February 19th, 1947, two fishing boats, the *Pilot Me* and the *Gem*, put to sea in moderate weather. Later the sea became heavy, making it very dangerous for boats to enter the harbour, and the motor life-boat *Mary Ann Hepworth* was launched at 12.45 in the afternoon, in charge of the second coxswain. She met the *Gem* one and a half miles north of Whitby, escorted her into harbour, went out again, found the *Pilot Me* two miles off and escorted her in, arriving back at 2.45 in the afternoon.—Rewards, £8 4s.

LAUNCHERS' ORDEAL

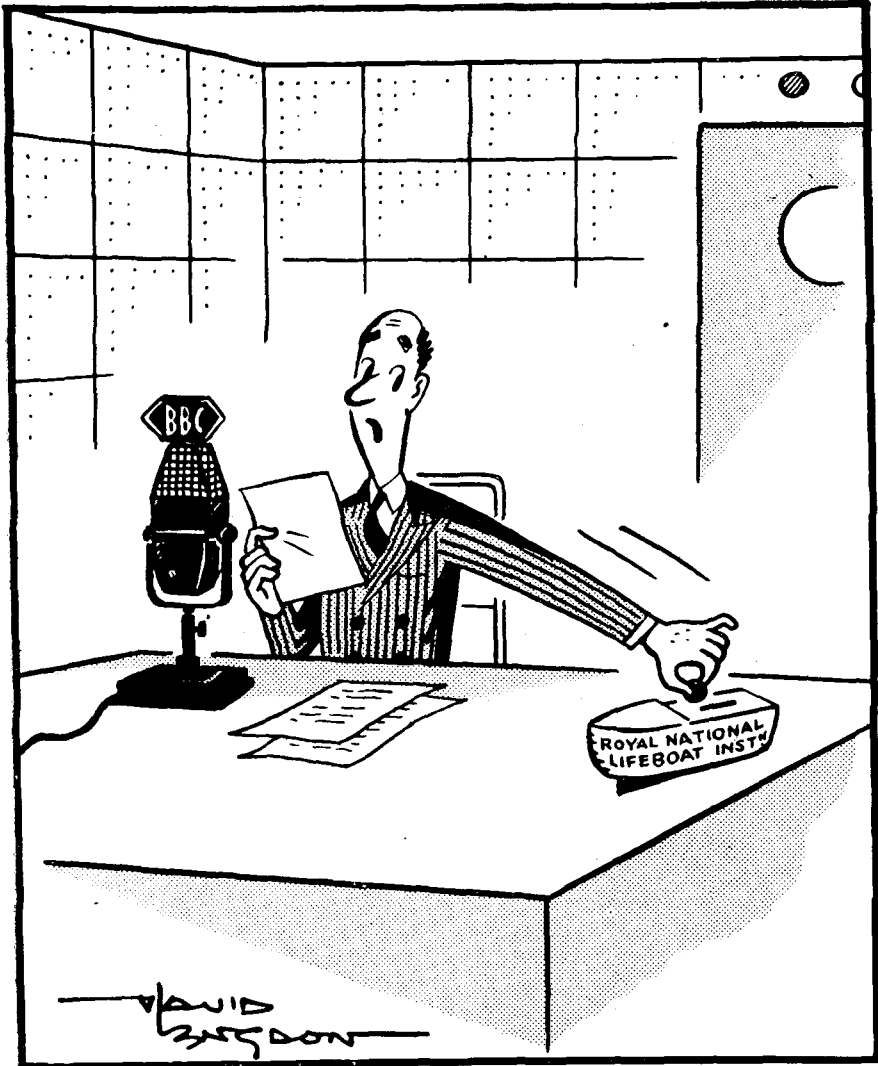
Hastings, Sussex.—At 5.32 in the evening of February 20th, 1947, the coastguard telephoned that the Bexhill police had reported flares about five miles south of Bexhill. An easterly breeze was blowing with a moderate sea and it was very cold. The motor life-boat *Cyril and Lilian Bishop* was launched at 7.15. It was low water and the crew and forty launchers had the greatest difficulty in getting her over a sandbank. They were working for half an hour up to their waists in the icy-cold water. The life-boat searched for two hours, but found nothing and returned to her station at 9.24 that evening.—Rewards: An increase in the usual money awards on the standard scale was made to the crew and helpers. Standard rewards, £47. 4s. 6d.; additional rewards, £10 10s.; total rewards, £57 14s. 6d.

ATTEMPTING TO SALVE A DUTCH STEAMER

The Humber, and Bridlington, Yorkshire.—At about 10.30 in the morning of February 21st, 1947, the master of the motor vessel *Vrede*, of Rotterdam, which had gone ashore four miles north of Withernsea, asked if the life-boat would stand by his vessel while efforts were made by a tug to refloat her. A fresh easterly gale was blowing, with a very rough sea, and it was snowing heavily. The motor life-boat *City of*

Bradford II was launched at 2.35 in the afternoon, but the weather was worsening, and when she reached the *Vrede* the master of the tug postponed the attempt. The life-boat returned to her station, arriving at 11.35 that night. A message came asking if the life-boat would come at eleven next morning. A failure in an engine prevented her going, and instead, at the request of the coastguard, the Bridlington motor life-boat *Stanhope Smart* went out at 11.30 in the morning. The sea was very rough, and a strong easterly wind was blowing, with snow showers. When the life-boat reached the *Vrede* at 2.0 in the afternoon, she found the Dutch tug *Hudson* there. The life-boat took on board a rope from the tug and then fired a line to the *Vrede* with her line-throwing gun, by means of which the *Vrede* hauled the rope on board. She then stood by while the tug attempted to haul the steamer afloat. The life-boat was shipping heavy seas, and ice was forming on the clothing of the life-boatmen, but she stood by until high water at six o'clock. She then returned to her station but could not be housed owing to the ice on the slipway. Next morning she put out at seven o'clock, reached the *Vrede* at 10.0 and again got a connecting tow-rope to her. She then stood by until 7.0 in the evening, but all efforts to refloat the steamer were unsuccessful and the life-boat returned to her station, arriving at 10.0 P.M.—The Humber, permanent paid crew; Bridlington, Property Salvage Case.

St. David's, and Fishguard, Pembrokeshire.—At about 2.30 in the afternoon of February 21st, 1947, the coastguard reported that the S.S. *Empire Dolphin*, of Glasgow, a tanker of 7,000 tons, with six men on board, was drifting out of control two miles north-east of St. David's Head. A fresh breeze was blowing from east-north-east, with a moderate sea, and it was bitterly cold. The motor life-boat *Civil Service No. 6* was launched at 2.50 and found the tanker with the motor vessel *Gartwood* standing by. The tanker had been in tow of a tug, but the tug had had to leave her owing to trouble with her boiler. The life-boat helped to fix a



"WE INTERRUPT THIS PROGRAMME WITH A GALE WARNING."

From the drawing by Mr. David Langdon, reproduced by courtesy of the artist and *The Evening Standard*.

tow between the tanker and the motor vessel and the latter started to tow towards Milford Haven, with the life-boat standing by, but the tow-rope parted and the life-boat then took off the tanker's six men and arrived at her station at midnight. The Fish-guard motor life-boat *White Star* also put out twice but was not wanted and finally arrived back at her station at 9.0 in the morning of the 22nd. The *Empire Dolphin* was later towed to Swansea.—Rewards, St. David's £21; Fishguard, £11 12s. and £25 4s.

BOY TRAPPED ON A CLIFF

Aberystwyth, Cardiganshire.—At 9.5 in the evening of February 22nd, 1947, the police telephoned that a boy was stranded on the cliff-face north of Aberystwyth and that the National Fire Service had failed to find him. The weather was fine with a smooth sea and light north-easterly wind. The motor life-boat *Frederick Angus* was launched at 9.45. Mr. George Williams, the honorary secretary of the station, was on board her. She took a powerful spot-light, and had a small boat, with a crew of three, in tow, for getting ashore under the cliff. In response to the spot-light, flickering sparks were seen from the cliff, but no reply was made to the shouts of the crew. Taking the spot-light, the small boat worked close inshore and her crew were then able to speak to the boy, who said that he was on a narrow ledge, and afraid to move. Two men then landed from the small boat with the spot-light, and one of them attempted to climb the cliff, but from the shore the spot-light was not so effective, so the life-boat put back and returned with an acetylene gas flare, and with Mr. Bowker and Mr. J. Andrews, of the St. John's Ambulance. The gas flare was transferred to the small boat. By its light the boy could be clearly seen and it was possible to direct him down the cliff and along a sheep-track to a place where men of the National Fire Service met him, and from there by a path to the promenade. When it was known that he was safe the men ashore were, with some difficulty, taken into the small boat, and with her in tow the life-boat

made for her station, which she reached at 11.30 that night.—Rewards, £24 9s.

DUTCH SHIP TOWED IN

Amble, Northumberland.—At noon on February 24th, 1947, the coastguard reported that a vessel was flying distress signals eight miles south-east of Coquet Island. A fresh north-westerly breeze was blowing with a moderate sea. The motor life-boat *Frederick and Emma* was launched at 12.35 and found the motor vessel *Van Gelder*, of Rotterdam, with her engine broken down. She was a ship of 420 tons with a crew of seven, and was bound for Aberdeen laden with bricks. The life-boat towed her to Blyth, and arrived back at her station at 9.30 that night.—Property Salvage Case.

IRISH AND GREEK SHIPS ASHORE IN A BLIZZARD

Campbeltown, Argyllshire.—At 7.20 in the morning of February 26th, 1947, the Southend coastguard telephoned that the motor vessel *Royal Ulsterman*, of Belfast, was aground on Arran. She was on her usual run from Belfast to Glasgow with passengers, and had gone ashore in a blizzard. A strong breeze was blowing from east-north-east, the sea was very rough and visibility was poor when the motor life-boat *City of Glasgow* was launched at 7.51. She went round the north end of Arran. On her way she received wireless messages from the *Royal Ulsterman* that another steamer and two tugs were standing by her and that she was between Brodick and Lamlash. There the life-boat found her, about 12.45 in the afternoon. The tugs could neither get near the *Royal Ulsterman* in the shallow water nor launch boats in the heavy seas, so the life-boat carried ropes between them, and eventually the *Royal Ulsterman* was refloated and able to go on her way. After an eleven-hours' service in very trying conditions the life-boat reached her station again at 6.0 that evening.—Property Salvage Case.

Cullercoats, and Tynemouth, Northumberland.—On the same morning, February 26th, 1947, the Greek

steamer *Zephyros*, of Argostoli, a vessel of 4,000 tons, bound, in ballast, from Rouen to the Tyne, was driven ashore during a blizzard at Brown's Point, Cullercoats. The news was passed to Cullercoats by the Blyth coastguard at 7.20, and twenty minutes later the motor life-boat *Westmorland* was launched in a strong south-easterly gale, with very rough seas and thick snow. Mr. J. J. Ingledew, the honorary secretary of the station, went with her. The steamer was among dangerous rocks, the tide was falling, and the life-boat could not get alongside. She returned to her station at nine o'clock. At low tide the steamer's crew of thirty-five were able to walk ashore.

The life-boat's crew remained in readiness, and when tugs arrived to try and tow the steamer off the life-boat went out again at about 2.0 in the afternoon to help. The Greek crew also returned to their ship. The attempt to refloat her failed and with twenty of the Greeks on board, the life-boat came back at six o'clock. On the following day others of the Greek crew wanted to come ashore again, but no small boat could make the journey. The life-boat herself was launched for the third time at 1.30 that afternoon, and after a further unsuccessful attempt by tugs to get the steamer afloat, she returned at 4.30 bringing ashore two of the steamer's crew.

The Tynemouth motor life-boat *Henry Frederick Swan* was also launched, but as the tide was ebbing and the steamer in no immediate danger, she returned to her station.—Rewards, Cullercoats, First service, £28 2s. 6d.; Second service, Property Salvage Case; Third service, £25 15s.; Tynemouth, £13 16s.

LIFE-BOATS USED BECAUSE ROADS WERE BLOCKED

Lerwick, Shetlands.—Just after 10.0 in the morning of February 27th, 1947, when all roads were completely blocked by snow, information was received from the Gilbert Bain Hospital that a girl of twelve at Vidlin had to be taken to Lerwick for an immediate operation. Would the life-boat take her by sea? At 10.40 the motor life-boat *Lady Jane and Martha Ryland* was launched.

She reached Vidlin at 1.15 P.M., and took the girl on board with her mother and another relative. An easterly gale was blowing, with heavy snow showers, and the temperature was below zero. The life-boat arrived at Lerwick at 3.55 in the afternoon, and the girl was taken to the hospital.—Rewards, £14.

Lerwick, Shetlands.—At midnight of February 27th, 1947, a doctor telephoned that he was needed for an urgent maternity case at Quarff, and snow prevented him going by road. He asked for the life-boat's help. The motor life-boat *Lady Jane and Martha Ryland* was launched at 1.35 A.M. with the doctor and a nurse on board. It was very cold. The breeze from the south-east was moderate, but the sea was rough, and the life-boat arrived at Quarff to find that it was too heavy for people on shore to launch a small boat to land the doctor and nurse, so she had to bring them back, reaching Lerwick again just before 4.0 in the morning.—Rewards, £8 19s.

FISHING BOATS IN A SNOWSTORM

Whitby, Yorkshire.—At 5.30 in the morning of February 28th, 1947, three motor fishing boats put to sea in moderate weather. By ten o'clock a strong easterly wind was blowing, with snow showers, the sea was breaking heavily across the harbour entrance, making it dangerous, and the motor life-boat *Mary Ann Hepworth* was launched. She met the *Provider* one and a half miles to the north and escorted her in. About an hour later she put out again, this time in a snowstorm, found the *Galilee* near the Rock Buoy, and escorted her in. She waited then for news of the third boat, the *Pilot Me*, and when she learnt that she was coming home went out for the third time, met her two and a half miles north of Whitby, and came into harbour with her at 3.0 in the afternoon.—Rewards, £13 13s. 6d.

ANOTHER FISHING BOAT IN DANGER

Scarborough, Yorkshire.—At 3.3 in the afternoon of February 28th, 1947, a report was received that a fishing boat was lying about a quarter of a mile east

of Castle Hill, in a dangerous position. A strong breeze was blowing from the north-east, with a heavy sea breaking across the bay and harbour entrance. It was dead low water, and the boat was waiting for the rising tide in order to come in. The motor life-boat *Herbert Joy II* was launched at 4.10, and found the boat to be the *Floreat*, with a crew of five. She escorted her into harbour, arriving at 5.20.—Rewards, £27 19s.

The following life-boats were launched, but could find no vessel in distress, or were not needed. The figures in brackets are the rewards paid:

Fraserburgh (£14 18s. 6d.); Portrush (£8 4s.); Tynemouth (£15 8s. 6d.); Tobermory (£7 18s. 6d.); Helvieck Head (£10 0s. 6d.); Padstow (£5 17s.); Dona-

ghadee (£7 8s.); Clacton-on-Sea (£24 13s. 6d.); Fenit (£26 15s.); Holyhead (£24 13s. 6d.); Fenit (£26 15s.); Holyhead (£13 10s.); Weston-super-Mare (£17 10s.); Dungeness (£39 7s.); Margate (£49 2s.); New Brighton (£7 15s.); The Humber (permanent paid crew); Selsey (£23 17s.); Troon (£10 19s.); Stornoway (£5 8s.); Margate (£40 14s.); Salcombe (£9 12s.); The Humber (permanent paid crew); The Humber (permanent paid crew); Fowey (£10 10s.); Torbay (£7 16s.); Skegness (£19 2s.); Great Yarmouth and Gorleston (£17 0s. 6d.); The Humber (permanent paid crew); Wicklow (£16 0s. 6d.); Skegness (£23 12s.); Ramsgate (£5 13s.); Filey (£14 2s. 6d.); Sunderland (£31 10s.); Montrose (£10 12s.); Kilmore (£34 1s. 6d.)

Eighteen crews assembled, but found it unnecessary to launch. (Rewards, £61 1s. 6d.)

Increased Rewards

THE Institution has substantially increased the annual retaining fees which it pays to the officers of its life-boats, and others who have regular duties to perform. The coxswain's fee, which varied from £24 to £32 a year according to the size of the life-boat, will now be from £52 to £60. The second coxswain's, which varied from £6 10s. to £8, will now be from £24 to £28, and the bowman's is increased from £2 10s. to £10. Increases have also been made in the retaining fees of those with regular duties on shore—the shore signalman, the shore attendant, the head launcher, the winchman, the lightman, and the tractor driver, and in the payments to crews and launchers for exercise launches.

A new scale of rewards for coxswains

and crews has also been drawn up. In future the minimum reward in summer will be 15s. for the first two hours, or part of two hours, and 4s. an hour for each additional hour. In winter the minimum will be £1, with 5s. for each hour after the first two. Previously the scale varied from 12s. 6d. for a service on a summer day to £2 16s. 6d. for a service in the winter when the life-boat was out for part of the day and night.

These changes do not, of course, affect the practice of the Institution of giving increased money rewards for any services which have been specially difficult or arduous. It is estimated that they will add about £10,000 a year to the payments which the Institution makes to its coxswains, crews and launchers.

Medals for Gallantry in 1946

FOUR medals for gallantry were awarded by the Institution in 1946, two silver and two bronze. The silver medals were won by Coxswain John Murt, of Padstow, and Robert Harland,

a member of the Whitby crew, and the bronze medals by Coxswain Henry Murfield, of Whitby, and Coxswain Duncan Newlands, of Campbeltown.

“Storm on the Waters”

*Storm on the Waters*¹ is the story of the Life-boat Service in the war of 1939-45. The full story cannot be told in the compass of a small book, but if Mr. Vince has had to omit much that we should like to see included, he has given us a vivid, accurate, and enthralling picture of the working of the service in its greatest hours. I recommend all readers of this journal to buy a copy, and if this is impossible, since printing restrictions have severely limited the number of copies produced, to ask for it at their libraries.

To me, the book recalls the most active and interesting years I spent in the Institution's service. It is good to look back on those years, and to see again, in the admirably reproduced pictures, some of the life-boatmen, and one woman, who, as they would be the first to declare, are typical specimens of those ordinary men and women who just did the job that needed doing, and took what came to them, in those grim years. At least as much as those in the disciplined forces, they made victory possible.

¹ *Storm on the Waters: The Story of the Life-boat Service in the War of 1939-45*, by Charles Vince, Hodder & Stoughton, 6s. Copies can be obtained from the Institution.

No one could read this book without being more than ever convinced that even in the stress of war a Life-boat Service is best when controlled and manned by volunteers, united in spirit, but not shackled by the ties of rigid discipline. Mr. Vince gives detailed instances of official control and interference; sometimes no doubt necessary, but never helpful, and often delaying or hindering the work of life-saving. In these years of uneasy peace, we shall, I think, be very unwise, in any aspect of national life, to place our reliance on a regimented population, and to set aside the genius for voluntary co-operation that Englishmen, Scotsmen, Welshmen and Irishmen have proved that they can show the world. Nothing typifies this genius more finely than the Life-boat Service, and this little book should be read by all who would understand the ordinary people of these islands; their quiet courage, their endurance, their humour and cheerfulness; and the ideals which, though they may not trouble to formulate them in manifestoes or proclamations, lie deep in their souls.

C. R. S.

A Disaster of 63 Years Ago Recalled

AMONG the names of honorary workers to whom awards have been made this year is Mrs. Ellen Surman, who for twenty-seven years has been an honorary worker at Neath, Glamorganshire.

In accepting the reward, Mrs. Surman reminded the Institution that she was one of the children made orphans by the capsizing of the life-boat of The

Mumbles on 27th January, 1883, when four of her crew lost their lives. All her family were members of the crew. Her grandfather had been coxswain, and of the four men who lost their lives in this disaster one was her father, the bowman, and two were her uncles, the second-coxswain and a member of the crew.

The “Winston Churchill”

THERE are at present on the coast seven motor life-boats which have been given and endowed by the Civil Service Life-boat Fund. An eighth is to be added to them before the end of the year, the 46-foot Watson cabin life-boat which is now being built for Blyth, in Northumberland; and Mr. Winston

Churchill, who is a vice-patron of the fund, has agreed to the fund's request that she shall be named after him. Since the fund was started in 1866, it has given and endowed twenty-four life-boats (not including this new boat), and they have rescued over 2,000 lives.

Obituary

Lord Southborough

THE LORD SOUTHBOROUGH, G.C.B., G.C.V.O., K.C.S.I., P.C., who died in January, 1947, at the age of eighty-six, after an astonishingly full life of public service, had been a member of the Committee of Management since 1926, and was appointed a vice-president of the Institution in 1930. For thirty-four years he had been the chairman and honorary treasurer of the Civil Service Life-boat Fund, and the Margate life-boat (one of seven life-boats now on the coast which have been built and endowed by the fund) is named after him. He took a close and personal interest in the fund's work, and when he was dying he was in correspondence with Mr. Winston Churchill, whose name he was most anxious should be given to the new Civil Service boat now being built for Blyth. That was, he said, "his final act" for the Civil Service Life-boat Fund.

Mr. H. Arthur Baker

BY the death of MR. H. ARTHUR BAKER, on 11th December, 1946, the Committee of Management have lost a colleague whose devoted services they feel that they can ill spare. He became a member in 1925, and was appointed a vice-president in 1943. He served on the Finance Committee, the General Purposes and Publicity Committee, and the Establishment Committee. As chairman of the Establishment Committee in particular, he gave himself without stint to the often complicated and difficult details of the work, and for all that he did on this committee not only his colleagues but the officers and staff of the Institution will gratefully remember him.

Alderman Lady Reed, of Exeter

ALDERMAN LADY (EMILIE WARD) REED, who died in February, 1947, was for

nearly forty years actively associated with the Exeter branch, and she found time, in the midst of many other public duties, to give it always her personal and enthusiastic help. She was at one time the honorary secretary of the branch and, at the time of her death, chairman of both the branch and the Ladies' Life-boat Guild. It is very largely to her inspiring work that the branch and the guild in Exeter owe their success.

Lady Reed was awarded the Institution's gold badge, given only for distinguished honorary work, in 1930, and in 1935 was appointed an honorary life-governor, the highest honour which the Institution can give to an honorary worker.

Mr. Perceval S. Farrant

MR. PERCEVAL FARRANT, who died on 13th March, 1947, was one of the most successful organizing secretaries whom the Institution has ever had. He was in its service for thirty-seven years, and for twenty-eight years of that time he was responsible for the whole of the South-Western District from Berkshire to Land's End. He had the gift of communicating to others his own deep interest in the work, and hundreds of honorary workers in his district will share with his colleagues at the Institution in grief for his death and admiration for his work. In the five years before his appointment to the South-West of England, the district's average contribution was under £7,000. In his first complete year of work he increased it to nearly £11,000. In his last year it was over £26,000, and in its record year, 1944, it was over £33,000. Those figures speak for themselves of the success of his work. He continued it through a long and painful illness, and did not give it up until almost the end

Dr. Joseph Soar, M.B.E., of St. David's

IN the New Year's Honours Dr. Joseph Soar, Mus. Doc., F.R.C.O., A.R.C.M., the organist of St. David's Cathedral, and for twenty-one years the honorary secretary of the life-boat station at St.

David's, was made a member of the Order of the British Empire in recognition of his work for the Life-boat Service. He holds the Institution's bronze medal for gallantry.

A District Conference

A conference of the branches of the Outer London District was held at the offices of the Institution on March 10th. Commodore the Earl Howe, C.B.E., V.D., P.C., A.D.C., R.N.V.R., deputy chairman of the Institution, presided, supported by Sir John Cumming, K.C.I.E., C.S.I., a vice-president, Colonel A. D. Burnett Brown, M.C., T.D., M.A., secretary, Mr. John Terry, M.A., district organ-

izing secretary, and other officials of the Institution.

Representatives were present from Uxbridge, Mitcham, Potters Bar, East Sheen, Harrow, Bexley, St. Albans, Welling, Beddington, Wallington and Carshalton, Wimbledon, Southend-on-Sea, Richmond and Kew, Radlett, Sidcup, Cobham, Anerley and Penge, Sutton and Cheam, Claygate, Hornsey, Ewell and Stanmore.

Life-boat Flag Days in 1946

IN 1946 flag days were held by 808 of the Institution's branches, and 7,919,000 people contributed. This was over two million more than before the war, but three million fewer than in the

record year of 1944. The sum contributed in these street-collections was £86,688. That again, though £45,146 less than in 1944, was twice as much as before the war.

Awards to Coxswains and Life-boatmen

TO JAMES E. DUMBLE, on his retirement, after serving for twenty-two years as coxswain of the Sheringham life-boat, a coxswain's certificate of service and an annuity.

TO DAVID ARTHUR, on his retirement, after serving for sixteen and a half years as coxswain and two and three-quarter years as bowman of the Ferryside life-boat, a coxswain's certificate of service and an annuity.

TO MURDO SINCLAIR, on his retirement, after serving for fifteen and a half years as coxswain of the Barra Island life-boat, a coxswain's certificate of service and an annuity.

TO CHARLES A. JOHNSON, on his retirement, after serving for thirteen years as coxswain of the Great Yarmouth and Gorleston life-boat, a coxswain's certificate of service and an annuity.

TO PETER MCPHEE, on his retirement, after serving for thirteen years as coxswain of the Port Askaig life-boat, a coxswain's certificate of service and an annuity.

TO THOMAS H. BLOOM, on his retirement, after serving for ten and three-quarter years as coxswain, six and a half years as second coxswain and thirteen and three-quarter years as bowman of the Walton and Frinton life-boat, a coxswain's certificate of service and an annuity.

TO JOSEPH O'HANLON, on his retirement, after serving for seven years as coxswain and eight years as second coxswain of the Dun Laoghaire life-boat, a coxswain's certificate of service and an annuity.

TO WILLIAM ARTHUR, on his retirement, after serving for six and a half years as coxswain, two and three-quarter years as second coxswain and one and three-quarter years as bowman of the Lerwick life-boat, a coxswain's certificate of service and an annuity.

TO JOHN J. TYRBELL, on his retirement, after serving for five years as coxswain and thirty-seven and a half years as a member of the crew of the Arklow life-boat, a life-boatman's certificate of service and a gratuity.

TO JAMES RAFFAN, on his retirement, after serving for one year as coxswain, six and a half years as assistant motor mechanic and three and a half years as a member of the crew of the Whitehills life-boat, a life-boatman's certificate of service.

TO SAMUEL ADAIR, on his retirement, after serving for nineteen years as second coxswain and twenty-five years as a member of the crew of the Cloughy life-boat, a life-boatman's certificate of service and an annuity.

TO WALTER POWER, on his retirement, after serving for seventeen years as second coxswain, six years as bowman and eighteen years as a member of the crew of the Kilmore life-boat, a life-boatman's certificate of service and an annuity.

TO ARTHUR J. H. SWAN, on his retirement, after serving for nine years as second coxswain, one year as bowman, and forty years as a member of the crew of the Lowestoft life-boat, a life-boatman's certificate of service and an annuity.

To WILLIAM P. HENDER, on his retirement, after serving for eight years as second coxswain, seven years as bowman and thirty-six years as a member of the crews of the Beaumaris and Penmon life-boats, a life-boatman's certificate of service and an annuity.

To JOHN MCINTYRE, on his retirement, after serving for two and three-quarter years as second coxswain and thirty-one and a quarter years as a member of the crew of the Campbeltown life-boat, a life-boatman's certificate of service.

To HENRY TONKIN, on his retirement, after serving for fifteen and one-third years as bowman of the Falmouth life-boat, a life-boatman's certificate of service and an annuity.

To GEORGE T. PATTON, on his retirement, after serving for twelve and a half years as bowman and twenty-nine and a half years as a member of the crew of the Runswick

life-boat, a life-boatman's certificate of service.

To JACK RIMMER, on his retirement, after serving for eight and three-quarter years as bowman and thirty and a quarter years as a member of the crew of the Blackpool life-boat, a life-boatman's certificate of service and a gratuity.

To SWEENEY MCGEACHY, on his retirement, after serving for fifteen years as assistant bowman and twenty-three and a quarter years as a member of the crew of the Campbeltown life-boat, a life-boatman's certificate of service.

To WILLIAM B. MACKIE, on his retirement, after serving for fifteen years as assistant motor mechanic and eighteen years as a member of the crew of the Margate life-boat, a life-boatman's certificate of service.

To PHILIP FARROW, on his retirement, after serving for thirty-nine years as a member of the crew of the Walton and Frinton life-boat, a life-boatman's certificate of service.

Awards to Honorary Workers.

Made Since January 1st, 1947.

Honorary Life-Governor.

The following have been appointed Honorary Life-Governors of the Institution and will be presented with a copy of the vote inscribed on vellum and signed by H.R.H. the Duchess of Kent, President of the Institution:

MRS. R. BEVAN JOHN, in recognition of the valuable help she has given as honorary secretary of the Llanelly Ladies' Life-boat Guild.

THE LADY FRANCIS GODOLPHIN OSBORNE, in recognition of the valuable help which she has given for forty-five years, especially as President of the Berwick-on-Tweed branch and Ladies' Life-boat Guild.

SIR CHARLES J. H. McREA, J.P., in recognition of the valuable help which he has given for twenty years, especially as chairman of the City of London branch since 1935.

Thanks of the Institution on Vellum.

The Thanks of the Institution Inscribed On Vellum has been awarded to:

MR. DAVID J. JONES, J.P., on his retirement after over five years as honorary secretary of the Rhyl station.

MR. JOHN MANNERS, R.V.O., 1st Class,* on his retirement after twenty-three years as honorary secretary of the Blyth station.

MR. DONALD MITCHELL on his retirement after over nine years as honorary secretary of the Tobermory station branch.

MR. AMBROSE PUDSEY-DAWSON on his retirement after over eight years as honorary secretary of the Tenby station.

*A Swedish decoration, Knight of the Order of VASA.

Gold Badge.

The Gold Badge has been awarded to:

MRS. STANLEY BELL, honorary secretary, Wigan and Standish Ladies' Life-boat Guild.

BAILIE THOMAS BIMSON, J.P., honorary secretary and treasurer, Irvine branch.

MISS D. F. CHANDLER, honorary organizer of life-boat days, Seaford branch.

MISS H. COTTON, honorary secretary, Kidderminster branch.

MRS. MARSDEN, honorary secretary, Huddersfield Ladies' Life-boat Guild.

MISS W. F. SHAND, honorary secretary, Lymm and district Ladies' Life-boat Guild.

CAPTAIN HERBERT TURNBULL, M.B.E., chairman, Grimsby and Cleethorpes branch.

MR. R. A. WETHERALL, honorary secretary, Swansea and Mumbles branch.

MRS. D. J. WILKES, honorary secretary, Llandudno Ladies' Life-boat Guild.

ARCHDEACON HAROLD S. WILLIAMS, chairman, The Mumbles life-boat station.

Binocular Glass.

The Binocular Glass, with an inscription, has been awarded to the following honorary secretaries of life-boat stations in recognition of valuable services:

THE REV. W. CARROLL, M.A., Hon. C.F., Arklow.

MR. FRANK H. GARON, Southend-on-Sea.

Statuette of a Life-boatman.

The Statuette of a Life-boatman has been awarded to MRS. BLAKE, honorary worker, Ballycotton branch.

Record of Thanks.

The Record of Thanks has been awarded to:

MRS. ASCOUGH, honorary worker, Birmingham branch.

MRS. A. ASHWORTH, honorary secretary, Mottram and Broadbottom Ladies' Life-boat Guild.

MISS E. J. BAKER, honorary treasurer, Orrell Ladies' Life-boat Guild.

MR. H. E. W. BALLANCE, honorary secretary, Leigh Branch.

MR. & MRS. BARNES, honorary workers, Birmingham branch.

MRS. BARRETT, honorary treasurer, Mumbles Ladies' Life-boat Guild.

MRS. BAXTER, honorary treasurer, Hindley branch.

MRS. BEARD, joint honorary secretary, Dukinfield Ladies' Life-boat Guild.

MRS. CECIL BENTHAM, president, Poynton Ladies' Life-boat Guild.

MRS. J. WARD BINKS, chairman, Appleby branch.

MRS. BIRCHALL, honorary worker, Rhyl Ladies' Life-boat Guild.

CAPTAIN J. H. BLINSTON, M.M., honorary secretary, Haydock branch.

MRS. BROWN, honorary worker, Ludlow branch.

MRS. JOE BURGESS, honorary secretary, Brierfield Ladies' Life-boat Guild.

MRS. A. BURTON, chairman, Brierfield Ladies' Life-boat Guild.

MR. S. CAMPBELL, honorary secretary and treasurer, Kelso branch.

MR. C. CATLOW, chairman, Holmes Chapel and Cranage branch.

MRS. O. CHRISTIE-MILLER, president, Crewe Ladies' Life-boat Guild.

MRS. CLARKSON, honorary secretary, Conisborough Ladies' Life-boat Guild.

MRS. J. NEVILLE CLEGG, president, Tarporley branch.

MRS. N. COOKE, honorary treasurer, Dukinfield Ladies' Life-boat Guild.

MRS. M. COWAP, honorary secretary, Tarporley branch.

MRS. P. M. COWLE, honorary secretary, Penarth Ladies' Life-boat Guild.

MRS. COWPER, honorary worker, Lymm Ladies' Life-boat Guild.

MRS. PAIGE COX, vice-president, Chester Ladies' Life-boat Guild.

MR. A. CUTHBERT, honorary treasurer, Anstruther branch.

MRS. W. M. DAVIES, honorary treasurer, Barry Ladies' Life-boat Guild.

MRS. E. M. DEDERICK, honorary secretary, Atherton Ladies' Life-boat Guild.

MRS. DICKINSON, honorary treasurer, Standish section of the Wigan and Standish branch.

MRS. N. DIXON, honorary treasurer, Withernsea Ladies' Life-boat Guild.

MRS. EDLUND, honorary worker, Southport Ladies' Life-boat Guild.

MISS ELDON, honorary worker, Beverley Ladies' Life-boat Guild.

MISS ELMES, B.Sc., honorary worker, Dublin branch.

MRS. FAIRCLOUGH, honorary secretary, Millom Ladies' Life-boat Guild.

MISS A. GARDINER, honorary organizer of life-boat day at Clayton Green.

MRS. H. GARLAND, honorary assistant secretary, Barrow Ladies' Life-boat Guild.

MRS. GODDARD, honorary secretary, Hollingworth branch.

MRS. GRANT, honorary worker, Ludlow branch.

MR. F. J. GREEN, honorary worker, Birmingham branch.

MISS NORA GUY, honorary worker, Dun Laoghaire branch.

MISS V. HAAS, A.C.R.A., honorary worker, Dublin branch.

MISS HAGUE, joint honorary secretary, Dukinfield Ladies' Life-boat Guild.

MRS. GARRATT HARDMAN, honorary worker, Dublin branch.

MRS. V. HARRISON, honorary worker, Sunderland branch.

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MRS. N. WOOD, honorary worker, Lymm Ladies' Life-boat Guild.

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.

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