

# THE LIFE-BOAT

The Journal of the Royal National Life-boat Institution

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No. 343

## THE LIFE-BOAT FLEET

Motor Life-boats, 154 :: Pulling and Sailing Life-boats, 2

## LIVES RESCUED

from the foundation of the Life-boat Service in

1824 to September 30th, 1947 - - - 75,611

## Wreck of The Mumbles Life-boat

### The Whole Crew Lost

AT twelve minutes to six on the evening of the 23rd of April, 1947, the life-boat station at The Mumbles, Glamorganshire, received a message from the coastguard that Burnham Radio had picked up a call from the British steamship *Samtampa*, "Rapidly drifting towards Nash Shoal." The shoal is on the other side of Swansea Bay, twelve miles to the south-east of The Mumbles. In answer to the honorary secretary of the station, the coastguard said that he thought the steamer to be in grave danger. The life-boat crew were summoned and at ten minutes past six the motor life-boat *Edward, Prince of Wales*, was launched.

The weather at The Mumbles, though severe, was not exceptional. A gale was blowing from the south-west with a rough sea, and the tide was at half flood. But on the other side of Swansea Bay, where the *Samtampa* was, both the coastguard at Porthcawl and the Air Ministry reported later that the gale was blowing at hurricane force, over sixty-five miles an hour.

Ten minutes after the life-boat had gone another message came from the coastguard. The *Samtampa* had wireless: "Have both hooks down and hope to keep off shoal, but doubtful." At the same time the Burnham Radio gave the steamer's position as  $2\frac{1}{2}$  miles

west-north-west from Porthcawl Light. At 6.30 the coastguard at The Mumbles attempted to flash this new position by Morse lamp to the life-boat, but she had no signaller on board and put back to get the message by word of mouth. The position was shouted to the coxswain as the life-boat lay off the slipway, and she turned seawards again.<sup>1</sup> It was now ten minutes past seven. She could be seen for about three miles, travelling south-eastward. Then she was lost to sight, and nothing more was seen of her until dawn next morning, nearly eleven hours later.

### Attempt at Rescue by the L.S.A.

Meanwhile the *Samtampa* (an American-built steamer of just over 7,000 tons, registered in London, belonging to the Holder Line, and on her way to Newport in ballast), had struck on Sker Point about seven o'clock. In an hour she had broken up. Men could be seen on her, and the coastguard called out the rocket life-saving apparatus. Three rockets were fired, the first about quarter-past eight, but all fell short and the district officer of coastguard described the third as

<sup>1</sup> As a result of the life-boat putting back to get this message, a story was widely circulated next day that she had returned from the wreck and been ordered out again. In this story there was no truth.

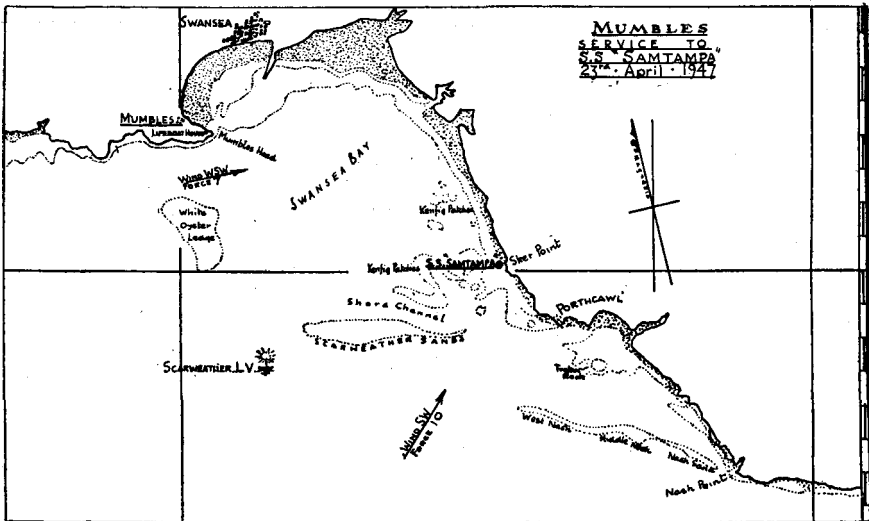
"seeming to stand still in the air before it was blown back." Even had a rocket reached the wreck, and the breeches buoy been fixed, it would, he thought, have been impossible to haul any of her crew ashore alive. No more could be done until two o'clock next morning, when the tide had fallen and a police officer was able to cross the rocks and go on board the after part of the steamer. He searched it, but found no one. The whole crew of 41 men had been drowned.

#### The Life-boat Found at Dawn

All night long there was anxious look-out, by coastguard and police, for the life-boat, and at quarter-past five next

had cuts about the head, probably caused by the rocks. They were all found with their life-belts on and properly fixed. Three of them were on the rocks close to the life-boat. The other five had been carried up the coast and were found on a sandy beach beyond Sker Point.

What had happened during the night and how and when the life-boat had capsized can never be certainly known, but from the careful investigation which was carried out by the Deputy Chief Inspector, the Western District Inspector, the Surveyor of Life-boats and the District Engineer, the facts can be established with only a little less than certainty.



#### SWANSEA BAY

Chart showing the Mumbles Life-boat Station and the wreck of the *Samtampa*.

morning, as nothing had been seen or heard of her, the honorary secretary telephoned to the Chief Inspector of Life-boats in London. He in turn telephoned to the Deputy Chief Inspector and the Western District Inspector, who were inspecting stations in the Isle of Man, to go at once to The Mumbles.

Daybreak next morning was about six o'clock, and as soon as it was light a police inspector saw the life-boat bottom up on the rocks of Sker Point. During the day the eight bodies of the crew were found. Most of them were smothered in fuel oil, and three of them

#### On a Plateau of Rock

That part of Sker Point where the life-boat was found is a plateau of rock, with many high jagged points and huge loose boulders lying on it. On the seaward side it drops abruptly to a small boulder-strewn beach 25 feet below. On the landward side of it is a line of sand-dunes and behind them grassland. From the seaward edge of the plateau to the sand-dunes is about 120 yards. Except in very bad weather, combined with an abnormally high spring tide, the sea does not rise over the plateau.

The *Samtampa* was found broken in



*By courtesy of]*

**THE WRECKED SAMTAMPA.**

*[The Daily Graphic*



*By courtesy of]*

**THE WRECKED LIFE-BOAT.**

*[The Daily Graphic*



**WILLIAM GAMMON,**  
Coxswain.



**WILLIAM NOEL,**  
Second Coxswain.



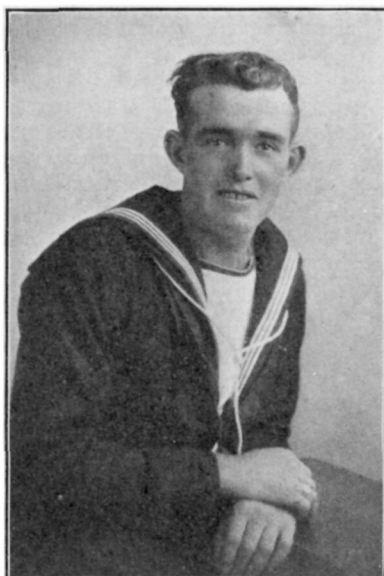
**WILLIAM GILBERT DAVIES,**  
Motor Mechanic.



**WILLIAM RICHARD SCOURFIELD  
THOMAS, Bowman.**



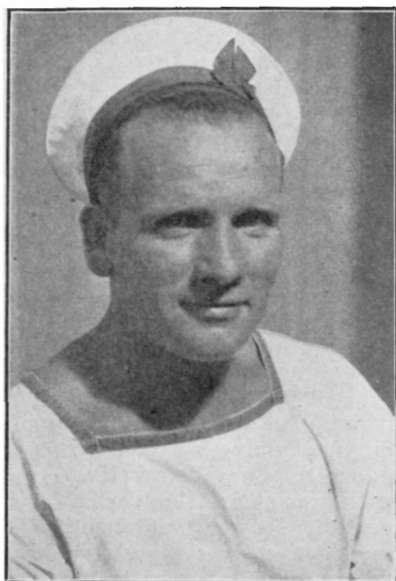
**ERNEST GRIFFIN,**  
Assistant Motor Mechanic.



**WILLIAM LEWIS HOWELL.**



**WILLIAM RONALD THOMAS.**



**RICHARD SMITH.**

three parts. One part was in the sea below the rocks. The other two had been flung right on top of them. The life-boat herself lay 60 yards from the plateau's seaward edge, and was 480 yards south-east of the two parts of the *Samtampa*. High tide on the night of the disaster was about ten o'clock. It was an abnormally high tide, and as the life-boat was found high and dry it was probably about high tide when she was flung ashore.

#### A Mile of Oil and Wreckage

For a distance of about a mile the coast was coated with black fuel-oil and thickly littered with all sorts of wreckage. The track of the life-boat across the plateau of rock could be clearly seen. It was marked by rubbings of white paint on the higher rocks, by pieces of mahogany and rock elm from the deck caught in the fissures of the rocks, and by a trail of things torn out of her—the capstan-head, part of the capstan's bedplate, two hatches from the engine-room, the jib downhaul bull's-eye, a bolt end, a nut, and a brass screw.

The damage to the inside of the boat was very severe. The mast had been broken off two feet above the pin which held it in its tabernacle. The tabernacle itself had been torn clean out of the boat and was lying a little way from her. Near it was the anchor in a tangle of rigging. Almost everything above deck had been torn away—the forward end-box and the canopy over the engine-room, the gunwhales and the topsides, cleats and bollards, even parts of the deck itself, and some of the air-cases under the deck. But the outside of the boat was undamaged. The bottom of the rudder and the propeller showed no mark. From keel to fender on either side there was not even a scratch on the paint.

#### Engines in Working Order

It was the same with the engines. There was ample petrol in the tank. The controls were correctly set, the throttle was at a little over half speed. Everything showed that when the boat capsized the engines were in good order and were running.

It was clear that sail had not been made, for the rigging was lashed round

the mast, and that the anchor had not been used, for had it been it would not have been found tangled in the rigging.

The wreck of the *Samtampa* was also carefully examined, but there was nothing, such as broken life-boat ropes hanging from her, to show that the life-boat had made contact with her.

It seems, then, almost certain that shortly before high tide at ten o'clock, with her engine running at just over half speed, in the neighbourhood of the *Samtampa*, the life-boat was suddenly struck by an exceptionally big sea, was turned completely over, and flung her crew into the water. She was then carried bottom upwards on to the plateau of rocks. The evidence of the doctor at the inquest was that the eight men had died of asphyxia from drowning, with head injuries as a contributory cause of death in three cases. The asphyxia had been hastened by the oil clogging the men's noses and mouths.

#### The Inquest

The inquest was opened at Porthcawl on the 26th of April, and completed on the 6th of May. The Institution was represented by the Deputy Secretary, the Deputy Chief Inspector of Life-boats, and the Honorary Secretary of The Mumbles Station. The verdict was that the men had been accidentally drowned. Tributes were paid to their gallantry and the court stood in silence for a minute.

#### The Eight Men

The eight men who lost their lives were:

William John Gammon, coxswain, aged 46.

William Noel, second coxswain, aged 42.

William Gilbert Davies, motor mechanic, aged 42.

Ernest Griffin, assistant motor mechanic, aged 51.

William Richard Scourfield Thomas, bowman, aged 48.

William Lewis Howell, aged 32.

William Ronald Thomas, aged 34.

Richard Smith, aged 35.

#### The Coxswain

The coxswain, William John Gammon, had a very distinguished record. He was one of the seven men



*By courtesy of]*

**THE FUNERAL PROCESSION.**

*[The Herald of Wales*



*By courtesy of]*

**THE NEW CREW.**

*[F. W. Haines, Swansea*

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.

### The Funeral

The eight men were buried in Oystermouth Cemetery on the 29th of April after a funeral service for seven of the men in All Saints Church, Oystermouth, and a requiem mass for the second coxswain in the Roman Catholic Church of Our Lady Star of the Sea. All the shops in Mumbles were closed, and though it was a day of pouring rain thousands of people were at the cemetery, in the churches and along both sides of the two miles of road between All Saints Church and the cemetery.

Each coffin was covered with the house flag of the Institution, and on each was a wreath in the form of the Institution's crest, with the inscription "In proud and grateful memory from the Committee of Management, officers and staff of the Royal National Life-boat Institution." The Institution also sent two larger wreaths, one from the Committee of Management in the form of the Institution's house flag, the other from officers and staff in the form of the Institution's crest. The pallbearers were twelve ex-life-boatmen in the jerseys of the Institution. Among the mourners were life-boatmen from neighbouring stations.

The funeral service at All Saints Church was conducted by Archdeacon Harold S. Williams (Archdeacon of Gower and Chairman of The Mumbles Life-boat Station) and the Rev. W. D. G. Wilkinson, Vicar of Oystermouth. The requiem mass was said by Father Harrington.

At the service in All Saints and at the burial were present the Mayor of Swansea (Alderman H. Davies, J.P.)

who is President of the Swansea Branch of the Institution, the Town Clerk, the Borough Treasurer (Mr. H. K. Greaves, F.S.A.A., F.I.M.T.A., A.L.A.A.), who is the Honorary Secretary of the Institution's Swansea Branch, the Chief Constable, the Mayor's secretary, and Mr. G. E. Libby, Councillor for the Oystermouth Ward.

The Institution itself was represented by Admiral of the Fleet the Earl of Cork and Orrery, G.C.B., G.C.V.O., and Captain Guy D. Fanshawe, R.N., members of the Committee of Management, Colonel A. D. Burnett Brown, M.C., T.D., M.A., Secretary of the Institution, Major C. Stewart Watson, R.M., Deputy Secretary of the Institution, Commander T. G. Michelmores, R.D., R.N.R., Deputy Chief Inspector of Life-boats, Lieut.-Colonel V. M. Lewis, M.C., District Organizing Secretary for Wales, Commander E. W. Middleton, R.N.V.R., Western District Inspector of Life-boats, and Mr. H. J. Kluge, Honorary Secretary of The Mumbles Life-boat Station.

On the following Sunday, the 4th of May, a memorial service was held at All Saints Church, at which the address was given by Archdeacon Williams, and the Institution was represented by Commander Henry Strong, R.D., R.N.R., a member of the Committee of Management, and Lieut.-Colonel V. M. Lewis, M.C., District Organizing Secretary for Wales.

### The Dependents

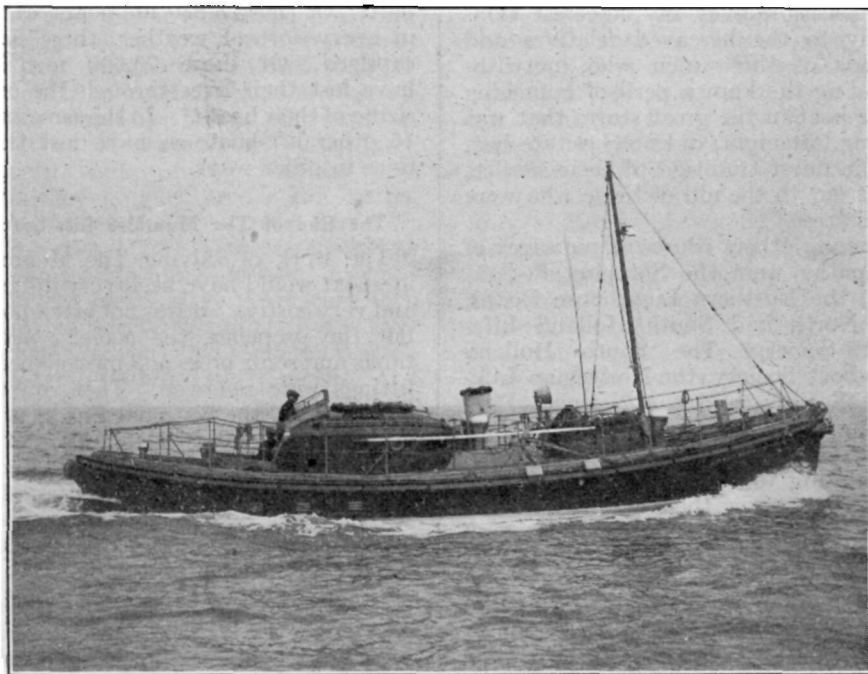
On the day after the wreck the Deputy Secretary of the Institution went to The Mumbles to visit the families of the men, to provide them with money for any immediate needs, and to arrange for pensions to be paid them. The eight men left dependent on them seven widows, eleven children, a mother and a mother-in-law. The Institution has pensioned them, as from the day of the loss of the life-boat and her crew, on the same scale as if the men had been sailors, soldiers or airmen killed in action. It also paid the funeral expenses. The coxswain and the motor mechanic were full-time paid men, and their wages were paid up to the 3rd of May. To the relatives of each of the other men the Institution gave £5 10s., double the rewards

which the men would have received had they returned. The total rewards, including the payments to the helpers, were £41 16s. To the widows of seven of the men, and to the mother of the eighth man, the Institution has awarded a certificate "in recognition of his devotion to duty and of the supreme sacrifice which he made."

#### The Mayor of Swansea's Fund

To supplement the Institution's pensions the Mayor of Swansea opened a

Treasurer of Swansea, as the fund's Honorary Secretary-Treasurer. Among the other members are the Mayor of Swansea, the Mayor of Port Talbot, Sir William Jenkins, representing the Swansea Chamber of Trade, Mr. George Thomas, the president of the Swansea Chamber of Commerce, Councillor Harry Libby, and representatives of the *Western Mail*, of Cardiff, the *South Wales Evening Post*, of Swansea, Lloyds Bank, the Midland Bank and The Mumbles branch of the British Legion.



**THE NEW LIFE-BOAT.**

*William Gammon—Manchester and District XXX.*

fund. Contributions came to it from all over the country, and the Institution gave £500. So many were the contributions that the fund was closed on May 10th, less than three weeks after the disaster. It had then reached a total of £50,583. Contributions, however, continued to come in for a long time afterwards, and the present total is £91,115. A committee was set up to administer the fund, with Alderman Harry Davies, the present Mayor of Swansea, as a permanent member, and Mr. H. K. Greaves, F.I.M.T.A., A.S.A.A., the Borough

The Institution is represented by Archdeacon Harold Williams, the Chairman of The Mumbles Life-boat Station, and Mr. H. J. Kluge, its Honorary Secretary. The actuaries appointed to advise the Committee are Messrs. R. Watson & Sons, of Reigate. The Committee paid £100 to each of the eight families, and, pending the official submission of a scheme under the Charities Acts, it is now making provisional allowances of £4 a week to each widow with a home to maintain, and £1 a week for each child and each old parent.

### Messages of Sympathy

The Duchess of Kent, President of the Institution, telegraphed to the honorary secretary of the station asking him to convey her deepest sympathy to the families of all the crew in their terrible loss, and the Right Hon. Alfred Barnes, M.P., Minister of Transport, wrote personally to the Secretary of the Institution: "I was very shocked and deeply grieved to learn of the tragic loss of the crew of The Mumbles life-boat in their gallant attempt to save the crew on s.s. *Samtampa*. Would you please convey my sincerest sympathy to the bereaved relatives and friends of these men who, notwithstanding the known peril of launching their boat in the great storm that was raging last night, did not hesitate but, in the finest tradition of their service, went out to the aid of those who were in distress."

Among others who sent messages of sympathy were the Shipping Federation, the Northern Lighthouse Board, the North and South Holland Life-boat Society, The South Holland Life-boat Society, the Norwegian Life-boat Society, and the National Life-saving Association of Iceland.

The Institution also received gifts, amounting to over £500, from people wishing to show their sympathy or to help provide the pensions.

### Previous Disasters

This is the third accident to a life-boat at The Mumbles—where the station was established in 1835—with loss of life. In 1883 a pulling and sailing life-boat was flung against the wreck, and then carried on to the rocks. Four of her crew of thirteen were drowned. In 1903 another pulling and sailing life-boat, returning to Port Talbot, capsized on the bar. Six of her crew of fourteen were drowned.

The last occasion on which a life-boat was lost with all her crew was on the 15th of November, 1928, when the pulling and sailing life-boat at Rye Harbour, with seventeen men on board, capsized in the surf as she was returning to her station. Since then there have been three capsizes, two at St. Ives in 1938 and 1939, and one at Cullercoats in 1939.

The St. Ives life-boat which capsized

in 1938 was the first motor life-boat to capsize. Five of twenty-three men whom she had just rescued were lost, but none of her own crew. In the second capsizing at St. Ives seven of the eight men were lost, and at Cullercoats six of the ten on board.

In the eighteen years, five months and seven days from the day after the disaster at Rye, up to and including the wreck at The Mumbles, life-boats have been out on service 8,840 times and have rescued 11,423 lives. In those services over 70,000 life-boatmen took part. Of those 8,840 life-boats, at sea in every sort of weather, three have capsized. Of those 70,000 men 21 have lost their lives through the capsizing of their boats.<sup>1</sup> In the same time 16 other life-boatmen have lost their lives in other ways.

### The End of The Mumbles Life-boat

The work of salving The Mumbles life-boat would have been very difficult and very costly. It was not attempted, but the propeller, the coolers, petrol tanks and some pipes and miscellaneous fittings were removed. Then, on the 21st of May, the National Fire Service at Porthcawl, after placing about two tons of dunnage from the beach under the boat, and soaking it in paraffin, set the pile alight with incendiary bombs. In two and a half hours the boat was consumed.

### The Institution's Thanks

Among the many who gave the Institution their help, in all the enquiries and arrangements to be made, it is specially grateful to Alderman Harry Davies, the Mayor of Swansea, Archdeacon Harold Williams, the Chairman of The Mumbles Life-boat Station, Mr. H. J. Kluge, the Honorary Secretary of the Station, and the Station's Committee, Councillor Harry Libby, Mr. H. K. Greaves, F.I.M.T.A., A.S.A.A., the Treasurer of the Borough of Swansea and Honorary Secretary of the Swansea Branch of the Institution, the Fire Force Commander and the officers and men of the National Fire Service of Swansea, the Chief Constables

<sup>1</sup> The life-boat at Cullercoats did not capsize in one of these 8,840 services, but while on exercise. It seems right, however, to include in the total of 21 men lost, the six Cullercoats men.

of the Glamorganshire County Constabulary and the Swansea Borough Police and their officers and men, and the officers and men of H.M. Coast-guard.

#### The Watson Type

The *Edward, Prince of Wales*, was of the Watson type and was built in 1924. She was 45 feet long by 12 feet 6 inches wide and had a six cylinder 80 h.p. petrol engine, giving her a speed of  $8\frac{1}{2}$  knots. She was equipped with an electric search-light and a line-throwing gun, but, being an open boat with no cabin, she had no wireless. Although of comparatively old design, she was one of the finest sea boats in the fleet, equal in that respect to any of the more modern boats of the Watson type, with their higher free-board, cabin, twin-engines and two propellers.

The first of the Watson boats was a pulling and sailing life-boat, designed in 1888. In the sixty years since then many modifications and additions have been made, and the modern Watson motor life-boat is larger, heavier and much more powerful than that first boat, but in essentials of the design,

and in the quality of seaworthiness, there is little difference between the first and last boats of the type. At the present time 86 of the Institution's fleet of 154 motor life-boats are of this type and in the sixty years there have been altogether about 150 of these boats. They have been out on service hundreds of times, and they have rescued hundreds of lives. This is the first time that one of them has capsized.

#### A New Boat for The Mumbles

A new boat for The Mumbles was ordered in 1942—a Watson cabin boat 46 feet 9 inches by 12 feet 9 inches, with two 40 h.p. diesel engines—but owing to the delays in building caused by the war she could not be laid down until the end of 1945. She arrived at her station on the 28th of July. Meanwhile another Watson boat, from the reserve fleet, had arrived there on the 6th of June. A new crew had already been enrolled, all of them men of The Mumbles. Eight weeks after the wreck of the *Edward, Prince of Wales*, the station was open again, ready for service, with the reserve boat and the new crew.

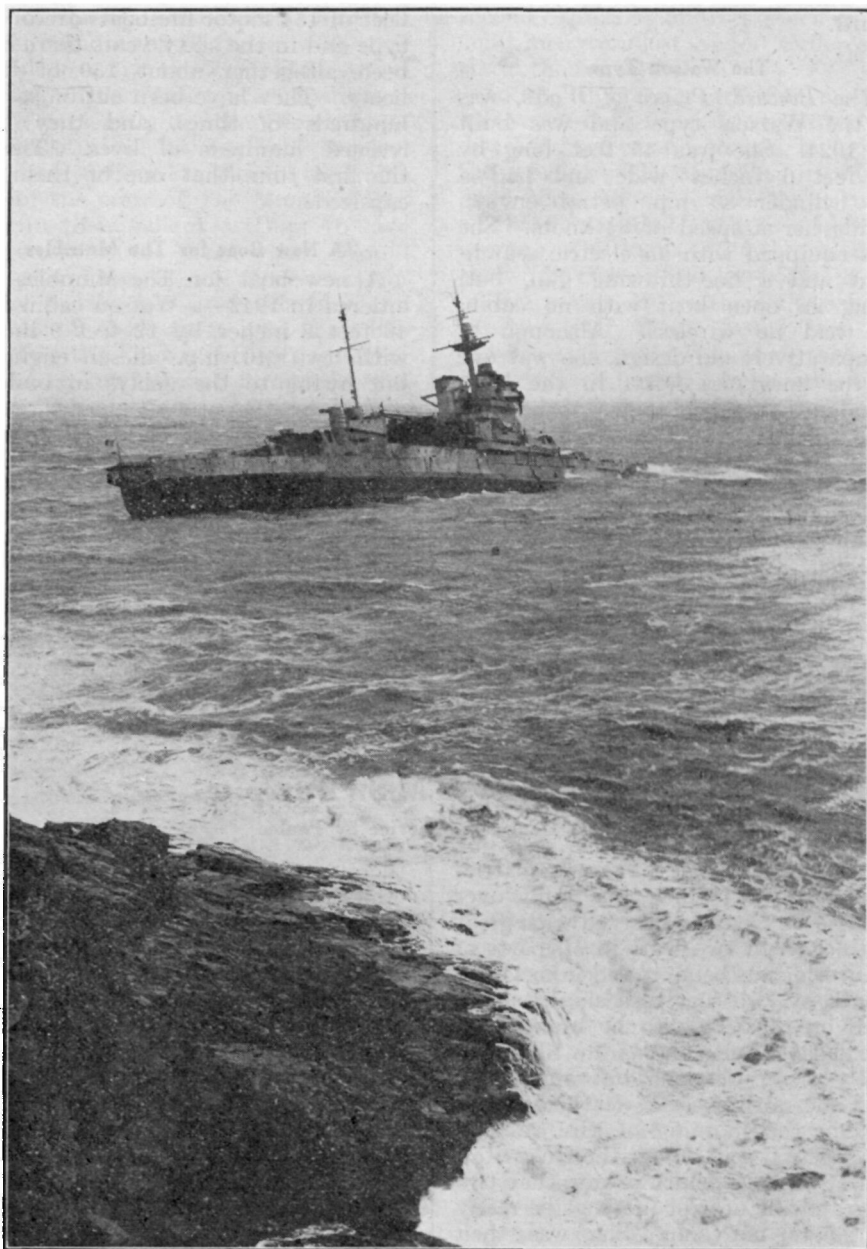
## The End of H.M.S. Warspite

### A Dangerous Service by Penlee

At the end of April the famous battleship *Warspite*, which was built over thirty years ago, and served with great distinction in two wars in all parts of the world, was being towed from Portsmouth by two tugs to a shipbreaker's yard on the Clyde to be broken up. She had eight men on board. She came safely down Channel, but off Land's End she ran into bad weather and at 4.15 in the morning of the 22nd a message was sent out by the Duty Staff Officer at Portsmouth asking that two tugs and the nearest life-boat be ready to go to her help. She was then fifteen miles from the Wolf Rock, twenty miles to the south of Penlee, and nineteen miles south-west of The Lizard. The life-boat crews at both those stations assembled. About four hours later another message said that the weather was moderating and that

there was no immediate danger. Both crews were dismissed.

Next day, the 23rd, at ten minutes to two in the afternoon, the coast-guard called up the Penlee station to say that the *Warspite* had again broken away from her tugs and was adrift one mile south by west of Cudden Point. A strong south-westerly gale was now blowing, with a rough sea. The life-boat *W. & S.* was launched at two o'clock and found the *Warspite* aground on Mount Malpas Ledge. With some difficulty, in the heavy seas, the life-boat got near enough to hail her through the megaphone. It was now dead low water, and the coxswain told her master that on the rising tide she would be in greater danger, for she would be floated off, and drift ashore. He advised him to abandon ship. The master refused,



*By courtesy of]*

*[Keystone Press Agency*

### THE LAST OF H.M.S. WARSPITE.

but it was not until later that it was learned that he thought it impossible to board the life-boat in those seas.

### **The Battleship Ashore**

The life-boat returned ashore and lay in Newlyn Harbour, as she could not be hauled up her slipway. That was at a quarter-past four. An hour later another message from the coastguard said that the warship had been driven off the ledge and was likely to come ashore, as the coxswain had told the master would happen. At half-past five the life-boat put out for the second time. The gale had increased and the sea was very rough. It took the life-boat three-quarters of an hour to reach Cudden Point and she found the warship now aground inshore east of the front in Prussia Cove. Her bow was head to the wind and seas, her fo'c'sle was awash and the seas were breaking round B turret. The coxswain took the life-boat to windward of her, turned, and with the gale behind, approached her bows.

### **Thirty-Foot Waves**

Thirty-foot waves were coming down on her. All round was heavy broken water. Her starboard side was close to the shore. Off her port side, and at her stern, the coxswain could see rocks appearing and disappearing in the breaking seas. But between the battleship and the rocks was a channel about forty yards wide. Down this channel the coxswain took the life-boat, pumping out oil as he went, with the rocks on his starboard hand and right ahead. In normal circumstances, approaching from windward, he would have anchored, veered down on his cable, fired his line-throwing gun and hauled the men into the life-boat in the breeches-buoy, but in that narrow channel he dared not attempt it, for fear of yawing on to the rocks. Since he could not do this, he must try to get alongside. At the stern of the warship he might have found some sort of shelter had he been able to come alongside there, but he could not do it, because of a boat slung out on davits on the quarter-deck. He chose a spot at the far end of the quarter-deck, turned in the narrow channel, and brought the

life-boat near the battleship, head to wind. In a momentary lull, he threw two veering lines on board her. Then began the perilous task of holding the life-boat close enough for the men to jump into her. The rise and fall of the seas was so great that sometimes the life-boat's crew were looking down on the battleship's deck and next moment the boat was in grave danger of being smashed against the bulge near the battleship's water-line.

### **The Rescue**

Watching each sea, the coxswain went full-speed ahead to meet it, as it broke round B turret, and then, as it passed him, went full-speed astern again. For thirty-five minutes he was manœuvring in this way, and as the life-boat swung close enough to the battleship, he would call on the men one by one to jump.

Seven of them jumped as soon as they were called, but the eighth took a long time before he would dare it. Through those thirty-five dangerous minutes the two motor mechanics were kneeling perilously under the canopy in front of their controls. They could see nothing, and one error on their part in carrying out the coxswain's stream of orders would have meant disaster for the life-boat.

In this way all eight men were rescued and the life-boat brought them into Newlyn Harbour at quarter to eight that evening.

It had been a difficult and dangerous service, and the coxswain had shown not only great courage in deciding to take the life-boat by that narrow channel, but, once in it, great skill in handling her.

### **The Awards**

The Institution made the following awards:

To COXSWAIN EDWIN F. MADRON, the silver medal for gallantry, with a copy of the vote inscribed on vellum.

To JOHN B. DREW, the motor mechanic, the bronze medal for gallantry with a copy of the vote inscribed on vellum.

To each other member of the crew, JOSEPH J. MADRON, second coxswain JOHN T. WORTH, bowman, J. C.

WALLIS, assistant motor mechanic, and A. MADRON, B. JEFFERY and C. WILLIAMS, life-boatmen, the thanks of the Institution inscribed on vellum.

To the coxswain and each member

of the crew a reward of £4 in addition to the ordinary scale rewards for the assembly and two launches, of £2 8s. Standard rewards, £34 17s.; additional rewards, £32. Total rewards £66 17s.

### Bronze Medal for Fowey Coxswain

At 4.10 in the morning of March 23rd, the coastguard rang up Fowey life-boat station to say that he could see signals of distress in Par Bay, and thirty minutes later the reserve motor life-boat, *The Brothers*, put out. A whole gale was blowing from the south-west with a very heavy sea, and the night was very dark. The life-boat was in charge of Coxswain John Watters. He insisted on going although he had been injured by a fall. He did not know the position of the wreck and searched the bay for her. Just before 5.30, when he was near the Callyvardor Rock, he saw the light of a torch close by. It came from the wreck, the auxiliary motor vessel *Empire Contamar*, of London. He circled round to see how she lay and found that she was fast on the rock. All that he could see of her above water was her bow and poop. Her crew of seven men were on the poop. They were up to their waists in water; at times it was coming right over them; and the tide was rising. The coxswain tried to get alongside under her bow, where there was a little shelter from the gale, but the seas

were too heavy. He then approached her bow first, in order to fire a line to the men on the poop, and at the second attempt the life-boat was washed right into the waist of the ship. She was washed out again with her bows damaged. The coxswain then succeeded in getting a line aboard her, and the seven men were hauled through the seas into the life-boat. The rescue had taken only a short time, and fifty minutes after reaching the wreck the life-boat had landed the men, but it had been a difficult and perilous rescue in those heavy seas, and the darkness, and the coxswain had handled the life-boat with much resolution and ability. The Institution made the following awards:

To COXSWAIN JOHN WATTERS, the bronze medal for gallantry, a copy of the vote of the medal inscribed on vellum and a reward of £2 in addition to the ordinary scale reward of £1;

To each member of the crew, £2, in addition to the ordinary scale reward of £1;

Standard rewards, £7; additional rewards, £16; total rewards, £23.

### Sixty Years of Service

MR. J. R. BARNETT, O.B.E., M.I.N.A., of the famous Glasgow firm of Messrs. G. L. Watson, retired at the end of July from the post of consulting naval architect to the Institution, and the Committee of Management, as some small mark of their appreciation of his long and distinguished services, have awarded him the Institution's gold badge.

Mr. Barnett has been the Institution's naval architect for forty-three years. He succeeded the late Mr. G. L. Watson in 1904, and for seventeen years before

that date he had carried out Mr. Watson's life-boat designs, so that his personal association with the Life-boat Service has extended for sixty years.

These two Scotsmen have been principally responsible for the design of all life-boats built during those sixty years. They are the fathers of the modern life-boat fleet, and of its 154 motor life-boats to-day 86 are of types named after them, the Watson and the Watson Cabin, the Barnett and the Barnett Stromness.

## Farewell

### Memories of Sixty Years

By J. R. BARNETT, O.B.E., M.I.N.A., Consulting Naval Architect to the Institution, 1904 to 1947

1904 to 1947—a long period, but a very pleasant time of work and progress in life-boat design. For seventeen years before that, I had the privilege of carrying out, under his supervision, the designs produced by the late G. L. Watson, who was the Consulting Naval Architect to the Institution up to the time of his death. Sixty years in all connected with life-boat work!

I well remember that day, late in the year 1904, when I attended the first Building Committee Meeting, after Mr. Watson's death. I had attended life-boat trials, and committee meetings previously, in Mr. Watson's absence, but at this particular meeting I was installed as his successor, an honour of which I was fully conscious. I admit that I was somewhat nervous, and in my reply to Sir Fitzroy Clayton's welcome I stumbled; but I was kindly helped by the sympathetic encouragement of Captain Nepean, then Chief Inspector. I had not applied for the position, preferring to leave the matter entirely to the Committee, before whom I had appeared on a few occasions, to report on trials which I had attended.

The Building Committee, under the Chairmanship of Sir Fitzroy Clayton, was very kind to me. I can now, as it were, see each member seated round the table in Charing Cross Road. All have now gone, but the memory of each one remains clearly in my mind.

#### The Days of Top Hats

In these days after the committee meeting, we adjourned to the room at the back, and partook of a frugal lunch, at which we had an opportunity to discuss many matters. At one such lunch a discussion arose on the Sarajevo incident, which had just occurred; but discussions were generally on life-boat matters.

At that time I attended the meetings dressed with a frock-coat, and I actually visited the building yards wearing a silk hat.

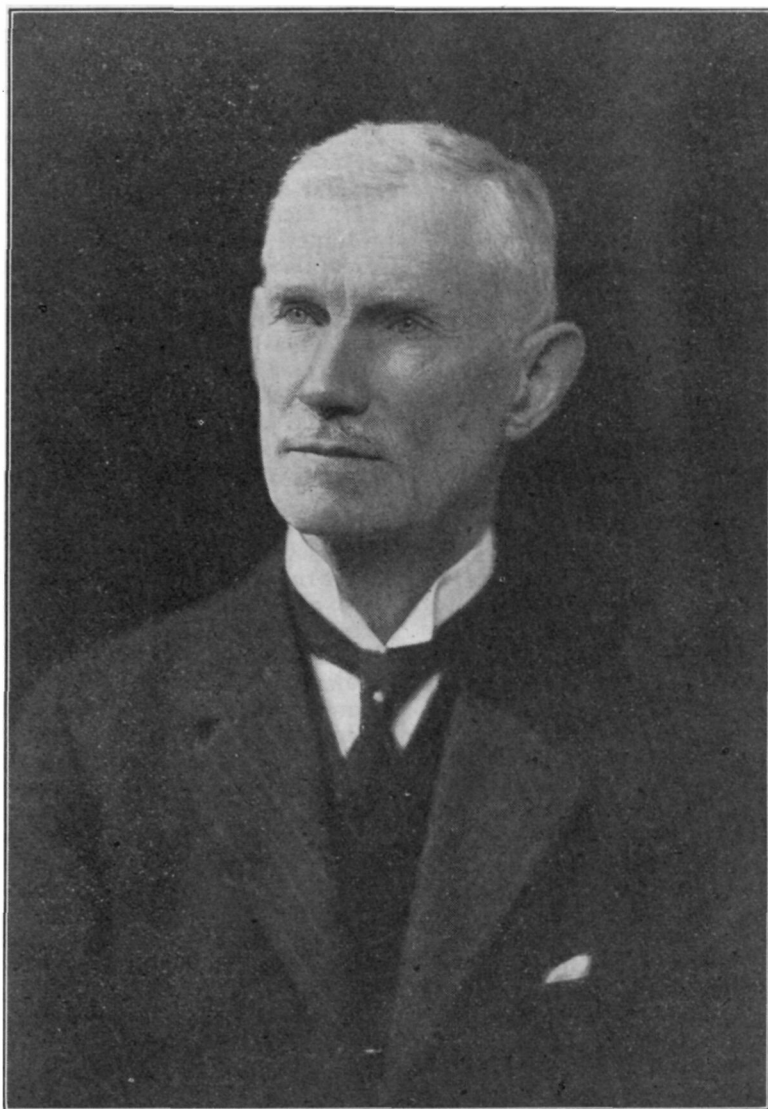
The steam life-boats, which had done

good work, were soon to give way to motor life-boats which were being experimented with. I attended the trials of the last steam life-boat. She was built of steel, at Cowes. The day of the trials was a particularly bad one; in fact the builders questioned if we should go out. But if she could not face such trying weather, the sooner we knew that the better; so the trials took place. During the day there was not only a downpour of rain, but there was a heavy sea, and some on board succumbed to sea-sickness. I rather enjoy an outing of that kind, but I learned afterwards that it was expected I would be a victim. Queen Victoria was in residence at Osborne, and she sent to enquire what boat it was that was out on such a day.

#### The First Motor Life-boat

In the early days of motors, one or two old life-boats were converted as experimental boats. The first motor installation was carried out at Cowes under the direction of Captain du Boulay. A simple alteration to the stern was made for the propeller to be fitted in these old experimental boats, and the results were encouraging, though often annoying. One of these experimental boats did good service for a number of years. There were many troubles, so we were often much delayed getting home from trials at Erith. But we had many happy picnic lunches down the river. After these experiments, the building of specially designed motor life-boats was commenced. I was asked to design a new boat, and thus began the long arduous days, which have resulted in the present-day efficient twin-screw life-boats.

Motors by a number of makers were from time to time tried, and there was a yearly visit to the motor show in London. The present engineering officers will be interested to know that the specifications for these motor installations were prepared in my



**JAMES RENNIE BARNETT, O.B.E., M.I.N.A.**

office! But ultimately the motors had to be designed by, and built under, the supervision of the Institution's engineers. And now after much experience, any trouble is a rare occurrence.

From pulling and sailing life-boats, the introduction of motors was gradual. First the engine was auxiliary. Then as motors became more reliable, sails formed the auxiliary, the single-screw motor becoming the main power. The next step was the introduction of twin motors. And now that these are so reliable, sails are dispensed with, except in a few special cases. Twin screws were first adopted for the larger boats. Then gradually they were installed in smaller boats, and now all life-boats have twin screws—even the small surf-boats.

#### Shelters and Cabins

Along with the adoption of motors, came the necessity for some kind of shelter for the mechanic—a natural development. Many coxswains at first despised any shelter. But gradually they were fitted in all boats, and recognized as a necessity, because motor life-boats can face such trying weather. Next came the introduction of a cabin and larger shelters, in the 46-ft. boats, which were then decked. All boats were originally open boats, but decked boats are more able sea boats, and have a better range of stability.

When sails were used the coxswain was aft, so that he could trim the sails as he wished. But when twin screws are adopted, and sails unnecessary, the problem is different. It seemed to me that the coxswain, who is the steersman, should then be further forward to give him better control, particularly when manœuvring near a wreck. After advocating this change I submitted a design in the year 1940 (see

*The Life-boat*) for midship steering, with a larger shelter aft for the rescued persons, as it might be impossible to get some injured people down into the cabin. It has at last been tried in two 46-ft. boats. The result of the trials has been so satisfactory, that a much improved midship steering arrangement has now been devised; and with superior shelter for the rescued, the mechanic, the wireless, and the crew.

#### Wood or Metals?

Owing to present-day difficulties in obtaining timber for building wood life-boats, it may very soon be necessary to build the large life-boats of steel, or other metals. We are prepared for that contingency, having already considered this method of construction.

During these sixty years, there have been four Secretaries and seven Chief Inspectors. Of the members of committee when I was appointed, none remain. My relations with one and all, including every member of the staff, have been more than cordial. And I specially thank the Committee for the consideration and kindness I have received, and for the trust they have placed in me. I must not forget the many life-boat coxswains and others, whom it has been my good fortune to meet during these years—men of sterling qualities, and a privilege to be associated with.

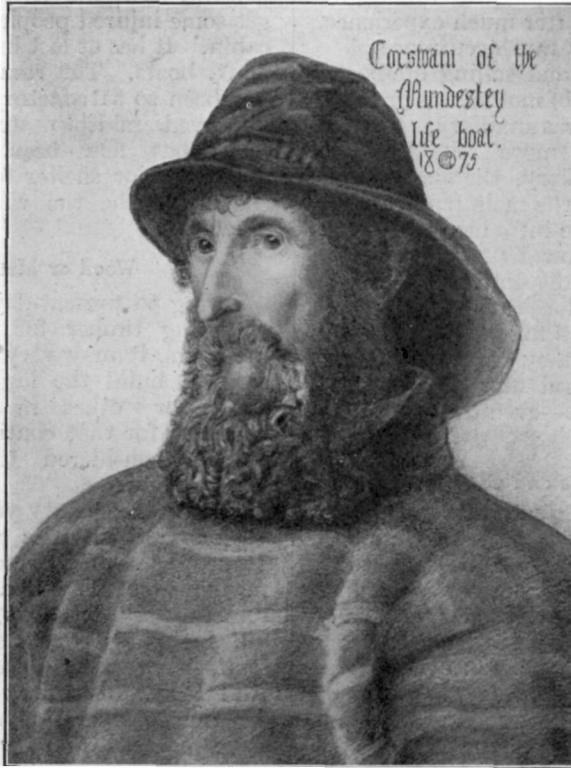
It is only right that I should give place now, although I am still keen. But it is with reluctance that I do so. It is with feelings of much regret that I say good-bye to all, but it will be a happy remembrance to look back on these years of service, and those whom I have met and worked with.

### £5 by Benefit of Theft

WHEN thieves broke into the Whitby County Club at the end of last year and robbed the till of £5, they also took a life-boat collecting box containing £11 10s. The Prudential Assurance

Company replaced not only the £5 taken from the till, but the £11 10s. from the collecting box, although for the latter there was no claim on them. The club has given both sums to the Life-boat Service.

## Life-boat Calendars and Christmas Card



THERE will again be two life-boat calendars ready for Christmas, one for hanging and the other for the pocket or handbag, and this year the Institution will also issue a Christmas card, the first since 1941.

The hanging calendar will have a reproduction, in colours, of a portrait, recently discovered in an antique shop, of an east-coast life-boatman of over seventy years ago. This calendar is 7 ins. by 9½ ins. The price is 1s., including the envelope, or 12 for 10s., and it can be sent through the post for 1d.

The pocket calendar is 2 ins. by 3 ins. with a black and white portrait of a life-boatman on the front, and the Institution's crest on the back. This

calendar can only be supplied in dozens and the price is 2s. for the first dozen and 1s. 6d. for each additional dozen.

The Christmas card has four pages, printed in sepia, with pictures of a crew getting ready, and the launch of the life-boat, and on the back the Institution's crest. The price, including the envelope is 7½d. Name and address can be printed in, if not less than two dozen cards are ordered, at an added cost of 13s. for the first two dozen, and 2s. 3d. for each additional two dozen or part of two dozen.

Orders should be sent to the Secretary, Royal National Life-boat Institution, 42, Grosvenor Gardens, London, W.1, with postal order or stamps enclosed.

### "On Behalf of All Troops"

IN the course of two months the Institution has received cheques for £500 from the colonel at Calais commanding 112 Transit Camp of the British Forces

in France. They come with the message: "On behalf of all troops who have passed through these camps—Good Luck."

## Life-boat Services in March, April, May, June and July

### 260 Lives Rescued

DURING March life-boats went out on service fifty-two times and rescued one hundred and thirty-eight lives.

#### FOOD, MAILS AND A DOCTOR

**Lerwick, Shetlands.**—At 9.30 in the evening of the 28th of February, 1947, the postmaster asked, on behalf of himself and the food officer, if the life-boat could go out on the following day to take food and mails to Grutness and bring back mails and milk, needed by local hospitals; and on the morning of the 1st of March the motor life-boat *Lady Jane and Martha Ryland* was launched at 10.15. A fresh north-easterly breeze was blowing, and the sea was rough. There were showers of snow and a keen frost. The life-boat arrived at Grutness at 12.20 in the afternoon, landed the food and mails and took aboard mails and milk, and two R.A.F. sergeants going on leave. She reached her station again at 3.30 and learned that she was needed at once to take a doctor to Quarff.—Rewards, £12., which were paid by the Ministry of Food and the Post Office.

**Lerwick, Shetlands.**—While the life-boat was taking the food and mails to Grutness on the 1st of March, 1947, a doctor, whom she had taken to Quarff on the 28th of February, but who had been unable to land, telephoned that the patient there must be brought to hospital at once. It was a maternity case and it was now a matter of life or death to both mother and child. A north-east wind was blowing, with a choppy sea, and it was very cold. The motor life-boat *Lady Jane and Martha Ryland* was launched at 4.0 in the afternoon, reached Quarff thirty-five minutes later and embarked the woman and her husband. She landed them at Lerwick at 5.30. The woman was operated on at once and a boy was born during the evening.—Rewards, £7 10s., which were paid by the Department of Health for Scotland.

#### NORWEGIAN STEAMER BREAKS IN TWO

**Dun Laoghaire, and Howth, Co. Dublin.**—On the 4th of March, 1947, the

Norwegian motor vessel, *Bolivar*, of Oslo, ran aground on the northern end of the Kish Bank, seven and a half miles from Dun Laoghaire. Visibility was poor, with snow and sleet, and a moderate east-north-east gale was blowing with a very rough sea. The news was received at the Dun Laoghaire life-boat station at 4.15 in the afternoon from the Coast Life-Saving Service, and twenty minutes later the motor life-boat *Dunleary II* put out with the second coxswain in command. She found that the *Bolivar* had broken in two, and her fifty-one passengers and crew were on the after end. It gave an excellent lee to the life-boat, which went alongside and took off forty-five persons. While she did it she was under the control of the acting second coxswain. The other six men on the *Bolivar* had manned one of the ship's boats, intending to pass a line to the tug *Coliemore*, but the boat was let go and the six men were, with some difficulty, picked up by the tug. One of the life-boat's propellers had fouled some wreckage and her return journey was slow and difficult. She did not reach her station again until 10.30 at night.

The life-boat station at Howth had received the same message as Dun Laoghaire at 5.20, and the motor life-boat *R.P.L.* was launched twenty-five minutes later. She found the Dun Laoghaire life-boat rescuing the passengers and crew, and escorted her back to her station, returning to Howth at 12.45 next morning.

Among the passengers rescued was Admiral Lord Mountevans ("Evans of the Broke"). The captain of the *Bolivar*, and the chief inspector of the Coast Life-Saving Service paid tribute to the life-boats.

The Institution awarded its thanks inscribed on vellum to the acting second-coxswain, W. KELLY, who was at the wheel during the actual rescue, £2 10s. to him and each member of his crew, and £2 5s. to each member of the Howth crew.

Rewards, Dun Laoghaire, £19 15s., Howth, £16 16s.

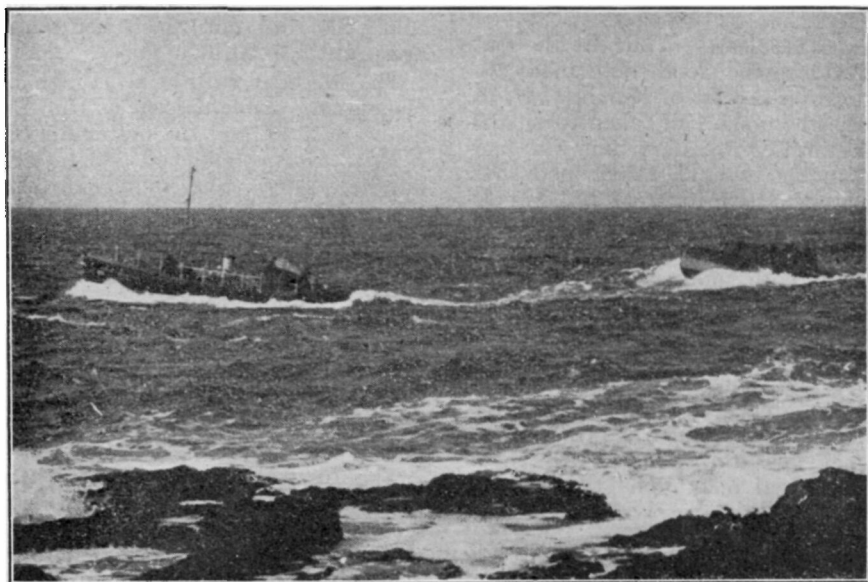


*By courtesy of]*

*[Irish Times*

### **THE WRECK OF THE BOLIVAR.**

*(See page 51)*



### **TOWING IN A MOTOR YACHT.**

The Montrose Life-boat in Action.

*(See page 67)*

The owners of the *Bolivar*, Messrs. Fred Olson & Co., of Oslo, gave 50 guineas to the Institution and £100 to each crew. The gifts to the crews were presented in Dublin by Admiral Lord Mountevans.

### A LONG TOW

**Campbeltown, Argyllshire.**—About 3.30 in the afternoon of the 5th of March, 1947, information was received from the Southend coastguard that the Fraserburgh motor fishing vessel *Golden Lily* had broken down east of Sanda, and that the Portpatrick Radio Station was trying to get into touch with another vessel to go to her aid. An east-north-east breeze was blowing, with a choppy sea, night was approaching and there was a threat of snow. When the motor life-boat *City of Glasgow* was launched just after four, she came up with the fishing vessel eight miles east-south-east of Sanda. Her skipper asked at first to be towed to Ayr, then he wanted to be taken towards a drifter fishing in the neighbourhood, but finally he decided to go to Campbeltown. With the fishing boat in tow the life-boat reached Campbeltown at 10.20 that night.—Property Salvage Case.

### ROADS BLOCKED WITH SNOW

**Lerwick, Shetland.**—At 10.55 on the night of the 5th of March, 1947, a doctor who was urgently needed for a maternity case at Aithsetter, asked the life-boat to take him as the roads were impassable. A moderate north-easterly breeze was blowing, with a choppy sea, when the motor life-boat *Lady Jane and Martha Ryland* left at 11.43. She landed the doctor at Aithsetter by means of a small boat. Two hours later, after a girl had been born, the small boat brought him back to the life-boat, and she arrived at Lerwick at 3.46 next morning.—Rewards, £11, which were paid by the Department of Health for Scotland.

**Fishguard, Pembrokeshire.**—During the afternoon of the 6th of March, 1947, the Ministry of Food in Haverfordwest asked the life-boat to take food to Porthgain as the roads were impassable owing to heavy snowfalls. It was arranged that she should embark the

stores on the following day, and about four hundred loaves were put on board. At the same time the coastguard asked if the life-boat would also take relief coastguardmen to Strumble Head. The motor life-boat *White Star*, with food officials and the coastguard reliefs on board, was launched at 2.0 in the afternoon. A south-westerly breeze was blowing and the sea was smooth. She landed the coastguardmen at Strumble Head, took the off-duty men aboard, put the provisions ashore at Porthgain, and returned to her station at 8.15 in the evening.—Rewards, £16 14s., which were paid by the Ministry of Food.

**Aith, Shetlands.**—On the evening of the 6th of March, 1947, a doctor at Walls telephoned that he had a patient, a young woman, with acute appendicitis. Owing to snowdrifts the only open road was from Scalloway to Lerwick, but there was no boat to take the patient to Scalloway. It was decided that the life-boat should take her at daybreak the following morning. The weather was bitterly cold, with snow and a fresh northerly wind causing a choppy sea, when at 6.30 on the 7th of March the motor life-boat *The Rankin* left for Walls. There she took the patient on board and landed her at Scalloway. An ambulance was waiting to take her to Lerwick, where an operation was at once performed and the woman's life was saved. The life-boat got back to her station at 6.45 that evening.—Rewards, £27 2s. 6d.

**Campbeltown, Argyllshire.**—On the 7th of March, 1947, when the roads were blocked with snow, the president of the District Nursing Association, in consultation with a doctor, asked the life-boat to take a doctor and nurse to Southend to attend a maternity case. A light east-north-east breeze was blowing and the sea was moderate. The motor life-boat *City of Glasgow* left her moorings at 7.45 that evening, with doctor and nurse on board. After they had attended to the patient at Southend the life-boat brought them back to Campbeltown arriving at 3.20 on the morning of the 8th.—Rewards, £19 6s. 6d., which were paid by the Argyll County Council.

**GREEK STEAMER ON THE GOODWINS**

**Walmer, Kent.**—At midnight on the 7th of March, 1947, information was received from the Deal coastguard that an SOS had been sent out by a ship which had grounded on the south part of the Goodwin Sands. A south-west breeze was blowing, the sea was moderate, and the tide was high water. The motor life-boat *Charles Dibdin*, *Civil Service No. 2* was launched at 12.15 in the morning of the 8th of March and one hour later found the ship. She was the former liberty ship, *Ira*, of Piræus, with a crew of thirty-four, bound, laden with coal, from *America to Antwerp*. She was in a dangerous position between the two halves of an old wreck, the liberty ship *Luray Victory*. The life-boat put four of her own crew on board her, and also took tug-masters to her, and it was arranged to take hawsers from the *Ira* to tugs when the tide flowed. The life-boat then stood by. At about five o'clock a very loud noise was heard. The *Ira's* back had broken. The life-boat hurried to her and took off twenty-eight of her now excited crew, but both rescuers and rescued had a narrow escape when a derrick crashed down and bits of iron flew in all directions. The other six of the *Ira's* crew had got away in a ship's boat. They were carried further over the sands, but the life-boat rescued them and took their boat in tow. She arrived at Walmer at 7.45 that morning.—Rewards, £35 12s.

**TOWING A FISHING BOAT**

**Dungeness, Kent.**—At 9.30 in the morning of the 8th of March, 1947, while returning from the fishing ground the life-boat's coxswain saw a fishing boat apparently in difficulties about two miles south-west from Dungeness lighthouse. A fresh south-west wind was blowing, with a very choppy sea, and it was cold with snow showers. Going alongside the coxswain found that the boat was the *Undaunted*, fishing from Rye. Her engine had broken down and one of the crew of two was ill from the cold. The coxswain at once went ashore, called out the motor life-boat *Charles Cooper Henderson*, which left at 10.35 and towed the *Undaunted*

to Rye, returning to Dungeness at 2.5 that afternoon.—Rewards, £27 15s.

**FOOD TO A SNOW-BOUND TOWN**

**St. David's, Pembrokeshire.**—By the 8th of March, 1947, the roads to St. David's had been impassable for three days owing to heavy falls of snow, and food was getting short there. A way for a single line of traffic had been cleared to Porthclais and, at the request of the Food Officer, it was arranged that the life-boat should take food and other stores to that harbour for transport by road to St. David's. A light north-easterly breeze was blowing and the sea was calm when the motor life-boat *Civil Service No. 6*, was launched at 1.5 that afternoon. She made for Neyland, near Milford Haven, arriving at 3.5. There she was loaded with food, mails and other stores, and left at five o'clock. She arrived at Porthclais at 7.30, but it was not until 11.0 when the tide had receded, that the cargo could be landed. The work was finished by midnight, and the life-boat remained at Porthclais until 9.0 in the morning of the 9th, when she left for her station, arriving half an hour later.—Rewards, £38 12s. 6d., which were paid by the Ministry of Food.

**LIFE-BOATS AS AMBULANCES**

**Lerwick, Shetlands.**—At about 2.55 on the afternoon of the 8th of March, 1947, the Medical Officer of Health for the Shetlands, telephoned that a woman was seriously ill at Bardister, and must be taken at once to hospital at Lerwick. As no other boat was available he asked if the life-boat would do it, and at 3.28 the motor life-boat *Lady Jane and Martha Ryland* left her moorings with a nurse and stretcher on board. She arrived off Bardister at 7.0 that evening. A small boat took the nurse and stretcher ashore, and they returned with the sick woman. The life-boat brought them to Lerwick, where an ambulance was waiting, at 10.50 that night.—Rewards, £17 16s., paid by the Department of Health for Scotland.

**Aith, Shetlands.**—On the 10th of March, 1947, a doctor at Walls telephoned that he had a man patient who

must be taken to hospital for an operation. The road to Lerwick was impassable with snow, and as no other boat was obtainable he asked if, on the following morning, the life-boat would take him. The motor life-boat *The Rankin* put out at 9.0 next morning. A strong north-east wind was blowing and the sea was rough. It was extremely cold, and snow was falling. The life-boat took the man on board at Footabrough and landed him at Scalloway. The road there was snowbound and no ambulance could reach it, but a private car was found to take him to Lerwick. The life-boat returned to her station at 7.45 that evening.—Rewards, £23 11s. 6d.

**Lerwick, Shetlands.**—At 12.3 on the afternoon of the 10th of March, 1947, the Medical Officer of Health asked for the life-boat for a woman at Outrabister, Lunnaness, who must be brought at once to hospital at Lerwick for an operation. The road was completely blocked with snow for miles. Half an hour later the motor life-boat *Lady Jane and Martha Ryland* was launched. The weather was cold, with snow showers, and a south-easterly wind was causing a choppy sea. The life-boat reached Outrabister at 3.5, took the woman on board and landed her at Lerwick at 6.0 that evening.—Rewards, £14, which were paid by the Department of Health for Scotland.

#### ON THE MANACLE ROCKS

**Falmouth, Cornwall.**—At 3.30 in the afternoon of the 10th of March, 1947, a message came that the motor vessel *Antelope*, of Groningen, had struck the Manacle Rocks. A fresh southerly breeze was blowing, the sea was rough, and there was a thick fog. The motor life-boat *Crawford and Constance Conybeare*, was launched half an hour later with the harbour-master and a pilot on board, and came up with the vessel one mile south of Falmouth Harbour. She had a crew of seven and was bound for Runcorn. She was making water, and the harbour-master and pilot were put on board. The life-boat stood by until she had been beached in the harbour and then returned to her station at 5.30.—Rewards, £8.

#### ANOTHER GREEK STEAMER HELPED

**Ramsgate, Kent.**—At about 7.0 in the evening of the 10th of March, 1947, the coastguard reported that a ship was aground one and a half miles south-west of North Goodwin Light-vessel. A light south-easterly breeze was blowing and the sea was moderate. The motor life-boat *Prudential* was launched at 7.15 and found the S.S. *Agia Varvara*, of Piræus, of 4,300 tons, bound for Italy with coal. She stood by her until 12.30 next morning when she refloated, and went on her way. The life-boat returned to her station at 1.25.—Rewards, £18 15s. 6d.

#### BY LIFE-BOAT AND AEROPLANE TO HOSPITAL

**Lerwick, Shetlands.**—At 11.5 in the morning of the 12th of March, 1947, the Medical Officer of Health telephoned that a girl, dangerously ill with meningitis in Lerwick Hospital must be taken to Glasgow to be treated with the new drug Stryptomycin. An air ambulance was standing ready at Sumburgh Airport, but the roads were impassable with snow and the child could not be got to the airport. It was agreed to take her in the motor life-boat and the *Lady Jane and Martha Ryland* left at 12.10 that afternoon with the patient, her father and a nurse on board. The weather was cold with a northerly breeze and a rough sea. She landed them at Grutness at 2.20 and after taking on board newspapers, milk and stranded air passengers, she returned to Lerwick, arriving at 5.5 that afternoon.—Rewards, £14, which were paid by the Department of Health for Scotland.

#### AN IRISH LIFE-BOAT AS AMBULANCE

**Galway Bay.**—On the 12th of March, 1947, the Kilronan doctor asked that the life-boat should take him to a man who was very ill at Inisheer. A south-easterly gale was blowing, with a rough sea, and no ordinary boat could put out. With the doctor on board the motor life-boat *K.C.E.F.* left her moorings at 1.0 in the afternoon. The doctor found that the sick man must be operated on at once and the life-boat took him to Casla. There an ambulance was waiting to take him to Galway

Hospital and after the operation it was learnt that he was out of danger. The life-boat arrived at her station again at 8.45 that evening.—Rewards, £18 1s. A donation to the funds of the Institution was made by the patient's brother.

#### ANOTHER SNOW-BOUND TOWN HELPED

**Portpatrick, Wigtownshire.**—On the 14th of March, 1947, when the Portpatrick district was snowbound and food was short, the motor life-boat *Jeanie Spiers* went to Stranraer to fetch bread and other provisions. She was launched at 11.0 in the morning and arrived at Stranraer at 2.10 in the afternoon. The loading took an hour and a half and she returned to her station, stopping on her way to leave bread for the lighthouse-keepers at Killantringan. She reached Portpatrick at 7.0 that evening.—Rewards, £12 10s.

#### ONE MAN IN A BARGE RESCUED

**Selsey, Sussex.**—At 8.20 in the morning of the 15th of March, 1947, the coastguard reported that a vessel at anchor three miles south-west from Bill Tower Look-out was flying a distress signal. A moderate south-east breeze was blowing, with a choppy sea. The motor life-boat *Canadian Pacific* was launched at 8.35 and found the motor barge *Jessie*, of Portsmouth. She had been in tow from Portsmouth to Littlehampton, but the towing vessel had broken down and had left the barge with only one man on board. The life-boat rescued him and landed him at 10 o'clock. On the following day the *Jessie* was towed in by a tug.—Rewards, £12 19s. 6d.

#### THREE MATERNITY CASES

**Campbeltown, Argyllshire.**—A severe blizzard on the 12th of March, 1947, isolated Campbeltown. On the morning of the 15th a woman with child in the Southend district needed a doctor, and at 10.50 that morning the motor life-boat *City of Glasgow* was launched with a doctor on board. A moderate, but increasing east-south-east gale was blowing with a heavy sea. The life-boat landed the doctor at Dunaverty by a small boat, and then stood by while he went on foot up a remote glen. While the life-boat was waiting

another call came. A second woman with child, to whom a doctor and a nurse had been taken the week before, wanted the nurse again. Food also was wanted, for none had reached the Southend district for some days. Leaving the doctor behind the life-boat returned to Campbeltown arriving at 4.20, but by this time the gale had so increased that it would have been impossible to land anyone at Dunaverty. The life-boat waited until next morning and at 10.45 set out with a nurse and food on board. She found that the woman, to whom the doctor had gone the previous day, was being carried down on a stretcher to be taken to Campbeltown, but the doctor decided that now the nurse had arrived it was not necessary. She would stay to look after both these women and a third who was also expecting a child. With the doctor and seven other passengers on board, the life-boat left for Campbeltown, and arrived at 3.20 that afternoon.—Rewards: First service, £16 10s.; second service, £16 19s. 6d. Both rewards were paid by the Argyll County Council.

#### HOLY ISLAND WITHOUT FOOD

**Holy Island, Northumberland.**—By the 15th of March, 1947, with the roads blocked by snow, no bread or other provisions had been received at Holy Island for nearly a week and it was decided that the life-boat should fetch supplies from the mainland. A slight north-westerly breeze was blowing and the sea was calm when the motor life-boat *Gertrude* was launched at 10.0 that morning, for Berwick. There she took on board the food and also, at the request of a native of Holy Island who lived at Berwick, the body of his brother whose funeral had been arranged at Holy Island on the next day. She left for her station at 3.30 and arrived at 6.0 that evening. No rewards were desired by the crew, but a contribution to the funds of the Institution was received from the relatives of the dead man.

#### YET ANOTHER MATERNITY CASE

**Aith, Shetlands.**—At 4.30 in the morning of the 16th of March, 1947, the services of the life-boat were requested for a maternity case at Sandsound.

The woman had been unsuccessfully treated by two doctors and a nurse, and now must be taken to hospital. As the roads were snow-bound, and no other suitable boat available, the life-boat was placed at the disposal of the doctors, and at 6 o'clock the motor life-boat, *The Rankin*, set out for Sandsound. A strong south-east wind was blowing with a rough sea and snow showers, and it was very cold. The life-boat took the patient, the two doctors and the nurse to Scalloway, and there an ambulance was waiting to take them to Lerwick Hospital. An operation was at once performed and though the baby was born dead the life of the mother was saved. The life-boat returned to her station at 6.30 that evening.—Rewards, £27 11s. 6d.

#### OLD RESCUE LAUNCH RESCUED

**Torbay, Devon.**—At 12.25 in the afternoon of the 16th of March, 1947, the Berry Head coastguard reported that a message had been received from the Torquay police that a resident had seen a small vessel of a naval type firing red lights off Hopes Nose. A fresh south-south-west breeze was blowing with a heavy sea. The motor life-boat *George Shee* was launched at 12.45 and found the former Royal Air Force rescue launch, *Golden Gremlin*, one hundred yards south-west of Flat Rock. She was bound for Torquay, but her engines had broken down and she was dragging her anchor towards the rock. She had four men on board. The life-boat towed her to Brixham and arrived back at her station at 2.45.—Property Salvage Case.

#### SOLITARY WATCHMAN RESCUED

**Falmouth, Cornwall.**—At 6.10 in the evening of the 16th of March, 1947, the motor life-boat *Crawford and Constance Conybeare* was launched to a ship on the rocks at St. Just, Falmouth Harbour. A strong westerly gale was blowing with a very rough sea. The life-boat found the American steamer *Southlands*, with only a watchman on board. She took him off and landed him at Custom House Pier, returning to her station again at 7.30.—Rewards, £7 8s.

#### STANDING BY A SWEDISH COAL SHIP

**Walton and Frinton, Essex.**—At 11.50 on the night of the 16th of March, 1947, the coastguard reported information from the Sunk Lightship that a vessel was showing flares. A fresh west-south-west gale was blowing with a very rough sea. Owing to the heavy seas the crew had the greatest difficulty in boarding the motor life-boat, which was the *Milburn*, on temporary duty at the station, lying afloat. They left at 12.45 in the morning and at 2.30 found the Swedish motor vessel *Ferjo*, of Vestervik, with a cargo of coal, about three miles to the north-west of the Sunk Lightship. The *Ferjo* had been drifting with her engine broken down, and had lost one anchor, but another anchor was then holding. The life-boat stood by until daylight. By then the *Ferjo* had got her engine working again, the weather had improved, and the life-boat returned to her station which she reached at 8.30.—Rewards, £32 13s. 6d.

#### CHINESE SEAMEN RESCUED

**Sunderland, Durham.**—At 1.40 in the afternoon of the 18th of March, 1947, the Sunderland coastguard telephoned that the Seaham coastguard had reported that the motor vessel *Diloma*, a tanker, had struck submerged wreckage one mile south-east of Sunderland. She asked that no coal-fired vessel should be sent to her help as she was leaking benzine. She was a vessel of over 8,000 tons, bound from Haifa to Jarrow. A light easterly wind was blowing, with a rough sea, and the weather was foggy. The motor life-boat *Edward and Isabella Irwin* was launched at two o'clock, and found that the crew had abandoned the *Diloma* in two boats, and that a pilot cutter had taken them in tow. One of these two boats capsized, and British officers and members of the Chinese crew in her, to the number of thirty-two, were rescued by the life-boat, but two of the crew died later in hospital. The life-boat returned to her station at five o'clock and at 7.0 the same evening again put out with officers and engineers of the *Diloma*. They hoped to board her again, but gave it up owing to the danger from the gases from the leaking

benzine. The life-boat returned at 9.0 that night.—Rewards: First service, £10 17s. 6d.; second service, £9. A donation to the funds of the Institution was received from the owners.

#### WHITBY'S DANGEROUS BAR

**Whitby, Yorkshire.**—At about 5.30 in the morning of the 24th of March, 1947, seven fishing boats put to sea in moderate weather. By nine o'clock a strong northerly wind was blowing, the sea was rough, and the river was running very strongly out of the harbour, making the bar dangerous. The motor life-boat *Mary Ann Hepworth* was launched at 10.15, met the open coble *Silver Line* two miles to the eastward and escorted her into harbour, and met and escorted in five other boats at intervals. She searched for the last boat for some time, but it had run for Scarborough. She finally returned to her station at three o'clock.—Rewards, £13 13s. 6d.

#### OLD WARSHIP ADRIFT

**Holyhead, Anglesey.**—At 9.5 in the morning of the 24th of March, 1947, the coastguard telephoned that an S O S had been picked up by Seaforth and Plymouth Wireless Stations giving a bearing six miles south-west of Holyhead. A north-westerly gale was blowing, with a very rough sea. The motor life-boat *A.E.D.* was launched at 9.40 and two hours later found the *Cyclops*, an old warship. She had been in tow of tugs from the Clyde to Newport to be broken up, but high seas had compelled the tugs to cast off. The eight men on board climbed down a rope ladder into the life-boat and she landed them at Holyhead at 1.40 that afternoon. Later the *Cyclops* was taken in tow by another tug.—Rewards, £12.

#### GAVE A COURSE IN THE FOG

**Cloughy, Co. Down.**—At 11.45 in the morning of the 27th of March, 1947, the Tara coastguard sent a warning message that a small vessel appeared to be in danger near Butter Pladdy Buoy. The weather was foggy, with a strong easterly breeze blowing and a moderately rough sea. A later message said that the vessel was off her course, and

at 12.32 the motor life-boat *Herbert John* was launched. She found the S.S. *Stranmore*, of Belfast, which said that she had missed the South Rock Lightship in the fog, and believed that she was near Strangford Bar. She was in fact some five miles away from it. The life-boat put the *Stranmore* on her proper course and reached her station again at 2.26 that afternoon.—Rewards, £17 15s. 6d.

#### OUT OF PETROL

**Padstow, Cornwall.**—At 9.55 in the evening of the 29th of March, 1947, the Trevose Head coastguard reported that a vessel was firing rockets two miles to the north-east of him. A light north-westerly breeze was blowing and the sea was smooth. The No. 1 motor life-boat *Princess Mary* was launched at 10.35. She burnt a white flare to attract attention and found a landing craft, one mile east-north-east of Trevose Head. She was bound for Falmouth, but had run out of petrol. Her crew of three asked the coxswain to take them in tow. This he did and the life-boat arrived back at Padstow at 12.30 next morning.—Rewards, £5 15s. 6d. The owner made gifts to the Institution and the life-boat's crew.

#### OFF BEACHY HEAD

**Eastbourne, Sussex.**—At about 6.0 in the morning of the 31st of March, 1947, the coastguard reported that a boat, with one man on board, was dragging her anchor and making flares five and a half miles south-west of the coastguard station. A moderate south-westerly breeze was blowing, the sea was rough, and it was foggy. The motor life-boat *Jane Holland* was launched at 6.20 and found the ex-naval patrol boat, *Nefrtari*, one mile off Beachy Head. She had been in tow of a fishing boat but had broken away and had been drifting for about six hours in heavy seas. The life-boat towed her to Newhaven and arrived back at her station at 1.45 that afternoon.—Rewards, £37 7s.

During March sixteen other life-boats went out on service but could find no ship in distress or were not needed. The figures in brackets are the rewards given to their crews:

Clovelly (£23 3s.); Donaghadee (£7 5s.) New Quay (£22 12s.); Cadgwith (£24 3s.); Skegness (£34 17s.); The Humber (permanent paid crew); Wick (£10 10s.); Aith (£7 7s. 6d.); Bridlington (£23 5s.); Ramsgate (£18 6s.); Amble (£8); Peterhead (£28 2s. 6d.); Shoreham Harbour (£12 15s.); Torbay (£6 7s. 6d.); Whitby (£8 4s.); Coverack (£12 19s.).

#### April.

During April life-boats went out on service sixty-eight times and rescued fifty-three lives.

#### ESCORTING A YACHT

**Southend-on-Sea, Essex.**—At 7.0 in the evening of the 4th of April, 1947, the Warden Point coastguard reported that a yacht was ashore on Redsands about two miles south-east of Redsand Towers and that seas were breaking over her. A fresh north-north-west breeze was blowing, with a rough sea. The motor life-boat *Greater London, Civil Service No. 3* was launched at 7.20 and found the motor yacht *Arthur Rogers*, with a crew of six. Her engines had broken down, but the owner said that they were now working again and asked the coxswain to stand by until the yacht reached a safe anchorage. The life-boat escorted her to Southend, and arrived back at her station at 12.20 next morning.—Rewards, £15 18s.

#### TWO YACHTS TOWED IN

**Margate, Kent.**—About 8.0 in the evening of the 4th of April, 1947, the motor yacht *Brevet* with seven on board, broke away from her moorings alongside the pier with a rope round her propeller and began to drift. A strong northerly wind was blowing, with a rough sea. At 8.15, in answer to her signals of distress, the motor life-boat *Lord Southborough, Civil Service No. 1*, was launched, picked up the yacht near the Nayland Rocks, and towed her in, arriving at 11.0 that night.—Property Salvage Case.

**Weymouth, Dorset.**—On the afternoon of the 5th of April, 1947, the small yacht *Ki tiwake*, with one man on board, lost her sails in Weymouth Bay and ran on a sandbank. A strong south-west wind was blowing, with a moderately rough sea and heavy rain.

Two men put out in a motor fishing boat to the help of the yacht, but their propeller was fouled by a rope, and they too were helpless. The motor life-boat *William and Clara Ryland* was launched at 4.45, and towed in both boats, arriving at six o'clock.—Rewards, £6. The owner of the yacht made a gift to the Institution.

#### STANDING BY 7,000-TON STEAMER

**Plymouth, Devon.**—At 4.45 in the afternoon of the 5th of April, 1947, the Rame Head coastguard reported that a vessel needed help three miles west of Rame Head. A moderate south-south-west gale was blowing, with a very rough sea. The motor life-boat *Robert and Marcella Beck* was launched at 5.17 and found the S.S. *Empire Chamois*, of London, of about 7,000 tons with her engine broken down. She was dragging her anchors towards the shore, and at the master's request the life-boat stood by until a tug arrived at 1.30 next morning to take the ship to Falmouth. The life-boat returned to her station arriving at 2.25.—Rewards, £16 9s.

#### THREE MORE YACHTS HELPED

**Anstruther, Fifeshire.**—At 7.40 in the evening of the 5th of April, 1947, the coastguard reported that a yacht was making flares one mile south-west by south of Billowness. A south-westerly gale was blowing with a rough sea. The motor life-boat *Nellie and Charlie* was launched at 8.30 and came up with the motor yacht *Dunpelder*, of Leith, with four on board, four miles east-south-east of Anstruther. Her engine had broken down and the life-boat took her in tow, and arrived back at her station at 12.10 next morning.—Property Salvage Case.

**Margate, Kent.**—At 6.30 in the morning of the 6th of April, 1947, the coastguard reported that a vessel was drifting four miles north-north-west of Margate. A fresh south-westerly breeze was blowing, with a rough sea. The life-boat crew assembled at 6.45 but were unable to launch owing to the extreme lowness of the tide, and the pilot boat put out. At nine o'clock she signalled for help, and the motor life-boat *Lord Southborough, Civil Service No. 1*, was launched at 9.15 and found

the pilot boat with the motor yacht *Leda*, of Rye, in tow, with two women and two men on board. The yacht's engines had broken down and the life-boat escorted her to Margate arriving at 10.25.—Rewards, £8 8s.

**Llandudno, Caernarvonshire.**—At 12.40 in the afternoon of the 6th of April, 1947, a message was received from the piermaster that a yacht was drifting about two miles offshore and flying distress signals. A south-south-west gale was blowing, with a rough sea. The motor life-boat *Thomas and Annie Wade Richards* was launched at one o'clock and came up with the sailing yacht *Sark* two miles off Penrhyn Bay. She had a crew of five. Her steering gear and sails had carried away. With great difficulty the life-boat passed a tow-rope to her and towed her to Llandudno. She reached her station again at four o'clock.—Rewards, £16.

#### MOTOR PLEASURE-BOAT BROKEN DOWN

**Torbay, Devon.**—At 6.43 in the evening of the 7th of April, 1947, the Brixham coastguard reported that a motor pleasure boat had broken down three miles off Berry Head and was making signals of distress. A light south-south-west breeze was blowing and the sea was calm. The motor life-boat *George Shee* was launched at 7.5 with a crew of five, and found the motor boat *Nyria*, of Torquay, with a crew of two and six passengers. She was cruising between Torquay and Dartmouth. The life-boat towed her to Torquay arriving at 9.0 that evening.—Rewards, £3 16s.

#### YORKSHIRE FISHING FLEETS IN PERIL

**Runswick, Yorkshire.**—At 6.0 in the morning of the 8th of April, 1947, the local fishing fleet had put to sea in fine weather, but by nine o'clock a north-east gale had risen, causing a very rough sea, and at 9.40 the motor life-boat *Robert Patton—The Always Ready* was launched. She came up with five fishing cobsles four miles north-east of Runswick, escorted them to Runswick, and arrived back at her station at 1.40 that afternoon.—Rewards, £20 6s. 6d.

**Whitby, Yorkshire.**—On the 8th of April, 1947, the fishing fleet put to sea at about 6.0 in the morning, but by nine o'clock a gale was blowing from the east, and a heavy sea was making the harbour entrance dangerous. As the tide was too low for the motor life-boat to get out, the pulling life-boat *Jacob and Rachael Vallentine* was launched at 10.45 to stand by on the bar while the boats came in. Several boats entered before the water got too low for them to cross the bar. About 1.30 in the afternoon more boats came in, and others hove to outside, but one, the *North Star*, was not accounted for, and at 1.45 the motor life-boat *Mary Ann Hepworth* was launched to search for her. A mile east of the Rock Buoy she met her with her drogue out, moving very slowly and having a very bad time. Meanwhile the pulling life-boat had stood by while the other fishing boats made harbour and had then returned to her station at 2.40. The motor life-boat escorted the *North Star* into harbour and returned to her station at 3.15.—Rewards: motor life-boat, £6 9s.; pulling life-boat, £15 8s.

**Scarborough, Yorkshire.**—On the morning of the 8th of April, 1947, an easterly gale was blowing, with squalls of sleet, and heavy seas were breaking across the bay and harbour entrance. Three local cobsles, *Kingfisher*, *Maureen* and *Good Cheer* were out attending to their lines, and the motor life-boat *Herbert Joy II* was launched at 10.45 to their help. She found them three miles to the eastward, handed life-belts to their crews and escorted them into harbour, the last arriving at 1.30 in the afternoon. The life-boat remained afloat in the harbour for a time and was rehoused at four o'clock, but later news was received that the coble *Premier* and the fishing boat *Hyperion* were at sea, and as the weather was now worse the life-boat was launched again at 5.10. She met the *Hyperion* three miles off and escorted her home, but did not find the *Premier*, which had run to Filey Bay for shelter. The life-boat arrived back at her station at 7.40 that evening.—Rewards: First service, £29 16s.; second service £28 2s. 6d.

**LONDON BARGE ADRIFT**

**Southend-on-Sea, Essex.**—At 2.45 in the afternoon of the 8th of April, 1947, the motor life-boat *Greater London, Civil Service No. 3* put out in a strong west-south-west gale, with a very rough sea, to search for a missing fishing boat, last seen near Shoebury Boom. She found nothing, and it was learnt later that the fishing boat had got safely back. The life-boat returned to her station at five o'clock. Just before six o'clock, a barge was seen drifting in the fairway, and was a danger to shipping. At six o'clock the life-boat put out again and found the *Thetis*, of London, loaded with timber, a quarter of a mile east of No. 3 fairway buoy. There was no one on board. Four life-boatmen boarded her, and hove in the barge's anchor. The life-boat then took her in tow. By the time she had got the barge clear of the fairway they had drifted to Shoeburyness and there the life-boatmen anchored the barge. At the next tide the life-boat brought the *Thetis* to Southend, arriving at 2.0 next morning.—Property Salvage Case. Rewards for the first search, £9 14s. 6d.

**FRENCH FISHERMEN SHELTERED**

**St. Mary's, Scilly Islands.**—At about 8.0 in the evening of the 8th of April, 1947, the coastguard reported that a French fishing vessel, with a crew of twenty, was ashore on Queens Ledge Rocks. A moderate westerly gale was blowing, with a rough sea. The motor life-boat *Cunard* was launched at 8.18 and found the fishing vessel to be the *Yvette*, of Camaret. Twelve members of her crew had boarded another French fishing vessel for the night, and the life-boat brought the eight remaining men ashore at 9.30, gave them food and shelter and at 6.45 next morning took them back to the *Yvette*. Shortly afterwards she refloats and the life-boat left for her station arriving at nine o'clock.—Rewards, £18 4s.

**10,000-TON STEAMER HELPED**

**Bembridge, Isle of Wight.**—At 9.36 in the morning of the 15th of April, 1947, the Foreland coastguard reported that a message had been received from

the Atherfield coastguard that a vessel was ashore 400 yards west of Rocken End. A later message said that the life-boat was not needed, but at 10.32 the naval commander-in-chief at Portsmouth asked that the life-boat should put out to join a sloop in a search for the vessel. A light south-south-west breeze was blowing and there was a ground swell. The motor life-boat, *Jesse Lumb*, was launched at 10.52 and found the S.S. *Georgie*, of Panama, a vessel of about 10,000 tons. She was making water, and the life-boat stood by until tugs arrived. She then returned to her station, arriving at 6.0 that evening.—Rewards, £16 13s.

**THE VALUE OF WIRELESS**

**Selsey, Sussex.**—At 8.8. in the evening of the 15th of April, 1947, the Selsey coastguard reported that on the previous evening a motor launch with a small boat in tow had anchored one and a half miles south of Shelley Buoy, but had not been seen since. An hour later the coastguard asked that a search be made and the motor life-boat *Canadian Pacific* was launched at 9.35 in a light south-westerly breeze. The sea was smooth but there was fog. The life-boat found nothing, and when at 11.20 a wireless message from the Owers Light-vessel reported a steamer burning flares about three miles north by west of her, the life-boat went to that position. Here at 12.10 next morning she found the Greek steamer *Nicolaos G. Kulukundis*, hard aground. She was a ship of 10,000 tons, carrying a crew of twenty-seven and bound, laden with coal, from South America to Belgium. At the request of her master, who thought that she might break her back, the life-boat remained with her until 6.0 that evening. Then another wireless message came that two boats, believed to be those for which the life-boat had been searching earlier, had been seen off Littlehampton. Leaving the Greek steamer the life-boat went in search of the boats and found them five miles to the south-east of Littlehampton. They were the yacht *Silver Spray*, of Littlehampton and a motor launch which was towing her to Portsmouth, with one man on board.

He had run out of fuel and asked that a wireless message should be sent for more fuel. The life-boat did this through Niton Radio, and a supply in due course arrived, enabling the launch to go on with her tow before darkness set in. It was now eight o'clock and the life-boat was able to return to the Greek steamer, which she reached at 9.30. Although two tugs were now in attendance the life-boat was asked to remain, and she stood by until eleven o'clock on the morning of the 17th, when two more tugs came out and the steamer was refloated. The life-boat then escorted her clear of the rocks. After her crew had been given a meal on board the steamer the life-boat left at 3.20 in the afternoon and arrived back at her station at five o'clock. She had been out for forty-four hours.—Rewards, £76 17s.

#### DRIFTING ON TO THE NORE SANDS

**Southend-on-Sea, Essex.**—At 5.35 in the afternoon of the 18th of April, 1947, the coastguard reported that a yacht was drifting on to the Nore Sands. The motor life-boat *Milburn*, on temporary duty at the station, was launched at 6.10. A strong easterly wind was blowing, with a rough sea. The life-boat found the ex-motor launch *Prince Siki*, off East Nore Buoy, with no one on board. Three life-boatmen boarded her, a tow-rope was passed, and the life-boat towed her to Sheerness, arriving back at her station at 7.30 that evening.—Property Salvage Case.

#### SKIPPER HELPLESS WITH UNCONSCIOUS CREW

**Ramsgate, Kent.**—While returning from the fishing grounds early in the morning of the 20th of April, 1947, two members of the crew of three of the fishing boat *Amorel*, of Ramsgate, were overcome by fumes from a damaged exhaust pipe. The skipper was unable to leave the wheel, as his boat was approaching harbour, so he circled round to attract attention, and at 2.45 in the morning the motor life-boat *Prudential* came out. A light south-west wind was blowing, with a slight sea. The life-boat put three of her crew on board the *Amorel* and they stopped her engine. The life-boat then took her in tow and brought her into

harbour at 3.45. The unconscious men were taken to hospital, where they recovered.—Rewards, £8 3s.

#### ENGINE-ROOM FLOODED

**Selsey, Sussex.**—At 2.35 in the afternoon of the 20th of April, 1947, the coastguard reported a boat in distress between the eastern entrance to Chichester Harbour and Wittering Beach. A moderate south-westerly breeze was blowing and there was a swell. The motor life-boat *Canadian Pacific* was launched at three o'clock and found an ex-naval picket boat at the east side of the harbour bar. She had a crew of three and was on passage to Liverpool. Heavy seas had flooded her engine-room and stopped the engine, and the crew had been about to swim for the shore, although one of them was injured. The life-boat rescued the three men, and returned to her station, arriving at 4.15.—Rewards, £12 17s.

#### RESCUED BOAT SINKS

**Margate, Kent.**—At 5.15 in the afternoon of April the 20th, 1947, the coastguard telephoned that two small vessels were in distress three miles north-east of Margate. The motor life-boat *The Lord Southborough, Civil Service No. 1*, was launched at 5.30 in a moderate breeze and rough sea. She found the motor boats *Aleeta Noot*, with two persons aboard, and *La Falaise*, with a crew of five. Both boats' engines had broken down and *La Falaise* was half full of water. The life-boat rescued the crew of *La Falaise* and took both boats in tow, but the *La Falaise* sank and the tow-rope had to be cut. With the *Aleeta Noot* in tow the life-boat made for Margate and after landing the seven persons, one of whom was suffering from exposure, returned to her station at 7.30 in the evening.—Rewards, £10 3s.

#### MAROONED ON THE ROCKS

**Donaghadee, Co. Down.**—At 1.43 in the afternoon of April the 22nd, 1947, the Ballycastle coastguard reported that a man, who had been missing in a small boat since the 20th had been reported on the Maidens Rocks, off Larne. The motor life-boat *Civil Service, No. 5* was launched at 1.55,

and in a north-westerly breeze and very rough sea made for Larne. There she embarked a pilot, and with his help the life-boat was safely navigated through Maidens Rocks. She took off the missing man and landed him and the pilot at Larne. She reached her station again at 8.15 that evening.—Rewards, £13 16s.

#### FISHING BOATS IN DANGER

**Bridlington, Yorkshire.**—At about 1.30 in the afternoon of the 23rd of April, 1947, with a southerly gale blowing, heavy seas and an ebbing tide, an open fishing coble and seven other fishing boats were seen outside the harbour and the motor life-boat *Stanhope Smart* was launched at 2.15. She made for the coble. A life-boatman boarded her and life-belts were given to her crew. The gale was getting worse and the life-boat pumped oil on the heavy seas. She then escorted the eight fishing boats into harbour. Putting out again she escorted in a ninth and returned to her station at 6.35 that evening.—Rewards, £17 19s.

#### LIFE-BOAT HERSELF IN DANGER

**Arbroath, Angus.**—During the afternoon of the 23rd of April, 1947, a moderate south-easterly gale was blowing, with a very rough sea and the motor life-boat *John and William Mudie* was launched at 2.40 and escorted seven local fishing boats into harbour. As the life-boat was about to enter it herself a heavy sea hit her, smashing her forward tiller, bending the drop keel and damaging her drogue. She was out of control and in danger. The fishing boats *Helen Cargill* and *E. & T. S.* at once put out again and the *Helen Cargill* passed a rope to the life-boat. Another rope was passed to her by the coastguard on the quay, and she was towed into the harbour, arriving back at her station at 4.30. Letters of thanks were sent to the coastguard and the skippers of both fishing boats.—Rewards, £6 9s. 6d.

#### VELLUMS FOR THE WALTON CREW

**Walton and Frinton, Essex.**—At about 2.45 in the afternoon of the 23rd of April, 1947, the Walton-on-the-Naze coastguard received information from the Felixstowe look-out that a

barge was in distress near the Cork Light-vessel. A whole south-westerly gale was blowing and a very rough sea was running. The life-boatmen had great difficulty in boarding the motor life-boat *E.M.E.D.* which lies afloat, but she left her moorings at 3.25. She found the sailing barge *Will Everard*, of London, with her mainsail and topsail blown away. The barge had two anchors down, but they were dragging, and she was only one hundred yards from the light-vessel. The gale was so fierce that no shout could be heard, so the coxswain took the life-boat up to the barge and the mate jumped into her. The life-boat sheered off, went in again and rescued the two men of the crew. She went in a third time and rescued the master. The barge had to be abandoned, and the life-boat made for Harwich where she landed the rescued men at 5.35. While she was making for Harwich the life-boat heard the light-vessel calling for the Trinity House steamer *Alert* as the barge was foul of her moorings. The *Alert* took the *Will Everard* in tow, but she broke away. Next morning the *Alert* again got her in tow. After spending the night at Harwich the life-boat left for her station arriving at 9.30 next morning. In the meantime the boarding boat, which had been left on the life-boat's moorings, had sunk, and the life-boat went to the back-water to make ready for service and to await an improvement in the weather. At 4.30 in the afternoon, with a pump aboard, she left the river and saved the boarding boat. The work was not finished until 8.0 that evening. It was a trying and arduous service, in which the whole crew ran considerable risk, and the Institution awarded each of the men its thanks inscribed on vellum. It also gave each of them £3 15s. and 13s. subsistence.—Rewards, £48 0s. 6d.

#### FOUR SERVICES IN SEVENTEEN HOURS

**Southend-on-Sea, Essex.**—At 2.30 in the afternoon of the 23rd of April, 1947, a resident of Leigh telephoned that a fishing boat was ashore at Marsh End, off Leigh. A strong south-south-west gale was blowing, with a very rough sea. The motor life-boat *Milburn*, on temporary duty at the station in place of the *Greater London*, Civil Service No. 3,

was launched at two o'clock, but found no trace of the fishing boat. As she returned she saw a barge in difficulties close inshore, the motor barge *Maid of Munster*, of Rochester, with a captain and mate on board. After several attempts the life-boat rescued the two men and arrived back at her station at 4.30. Half an hour later another barge was seen to be in difficulties a quarter of a mile south of the Gas Works Pier, and the life-boat was launched again. The barge was the *Asphodel*, of London, with two men on board, one injured. She was being swept by heavy seas. With great difficulty the life-boat rescued the two men and returned to her station at 6.10. At 10.15 the coastguard reported a vessel making S O S signals off East Blyth Buoy. The wind had veered to west-south-west and had increased. A big sea was running and when the life-boat was launched for the third time at 11.0 at night, she hit the sand and three of her crew were slightly injured. She stuck on the sands for an hour, pounded by heavy seas, but then refloated and in spite of bad visibility found the sailing barge *Adriatic* of London. Two men and a woman were on board her, hanging on for their lives, up to their waists in water, and the barge was continually swept by the seas. She was down by the stern, and it was with great difficulty that the coxswain took the life-boat alongside and rescued the three people and a dog. The life-boat herself was slightly damaged while doing it. She made for her station and arrived at 1.20 next morning. She again put out at 2.55, this time on a report from the rescued skipper of the *Adriatic* that there was another barge west of East Blyth Buoy making heavy weather. The life-boat found there the motor barge *Vigilant*, of Harwich, but her crew did not require help, and the life-boat finally arrived back at her station at 5.50 that morning. It had been a very trying and arduous series of services lasting seventeen hours in weather as bad as any that the crew could remember, and they had carried out the last two with three of them injured. The Institution awarded each of them its thanks inscribed on vellum and £5.—Rewards, £59 9s. 6d.

### FISHING BOATS ADRIFT

**Valentia, Co. Kerry.**—During a north-west gale with a rough sea on the 23rd of April, 1947, several fishing boats broke adrift. One drifted towards the mainland and was in danger of being wrecked. The motor life-boat *City of Bradford I*, on temporary duty at the station, put out at 4.0 in the afternoon to pick up the boat, which had no one on board. She towed her to safety and returned to her moorings at 5.45. No expense to the Institution.

### ANOTHER YACHT IN PERIL

**Appledore, Devon.**—At 8.50 in the evening of the 23rd of April, 1947, the yacht *Hawk*, of Southampton, which was moored in the pool, made distress signals. A strong west-north-west gale was blowing, with a very rough sea. The motor life-boat *Violet Armstrong* was launched at 9.10 and found the *Hawk* in danger of breaking from her moorings. She helped her crew of two to unmoor the yacht and then towed her to Bideford Harbour, moored her there, and arrived back at her station at 12.40 next morning.—Rewards, £9 16s.

### HULL TRAWLER WRECKED IN THE HEBRIDES

**Tobermory, Inner Hebrides.**—At 12.35 in the morning of the 24th of April, 1947, the Kyle coastguard telephoned that a vessel was ashore on Fladda Island near Culipool and was firing distress rockets. The motor life-boat *Sir Arthur Rose* slipped her moorings at 1.30 in a moderately strong westerly gale, with a rough sea and heavy rain squalls. She reached the position at six o'clock that morning and found the Hull trawler *Benghazi*, pounding heavily on a reef alongside the Fladda lighthouse. The trawler was bound for Fleetwood from Iceland laden with fish and she carried a crew of sixteen. By signalling the life-boat learned that three of the crew were on the island, and that the remainder were adrift in the ship's boat. She searched for the boat among the neighbouring islands and at nine o'clock received a wireless message that the missing men had landed safely on Luing Island. She then returned to

Fladda and with the help of a small boat took aboard the three men who had landed there. After landing the men at Oban at 3.10 in the afternoon she made for her station arriving at 6.30 that evening.—Rewards, £28 9s.

#### BOAT WITHOUT LIGHTS OR SIGNALS

**Broughty Ferry, Angus.**—At 10.30 on the night of the 25th of April, 1947, information was received from the owner of a fleet of sand-boats that he was anxious about the safety of one of his smaller boats, the S.S. *Lintie*, of Dundee, which, with a crew of four, was dredging two and a half miles west of Tay Bridge. The motor life-boat *Mona* was launched at eleven o'clock. A squally south-westerly gale was blowing, with heavy seas, and it was very dark. As the *Lintie* carried no lights or signals the life-boat had great difficulty in finding her, but she succeeded half an hour after midnight. She decided to stand by during the night, but by 5.30 the gale was so bad that the master of the *Lintie* decided to go to Dundee, and the life-boat returned to her station, arriving at 6.40 that morning.—Rewards, £13 18s.

#### MORE FISHING BOATS IN PERIL

**Thurso, Caithness-shire.**—Just before midnight on the night of the 25th of April, 1947, anxiety was felt for the safety of the local motor fishing boats *Venture* and *Undaunted* which had not returned. A strong north-north-westerly gale was blowing, with a very rough sea. The motor life-boat *H.C.J.* was launched at 12.50 on the morning of the 26th and went in search of them. She found the *Undaunted* making for harbour and went on until she found the *Venture* off Brims Ness. She escorted her to Scrabster Harbour and arrived back at her station at 1.40 that morning.—Rewards, £8.

**Swanage, Dorset.**—At 5.5 in the afternoon of the 27th of April, 1947, the coastguard reported that a motor fishing boat had broken down one and a half miles west of St. Albans Head, and at 5.30 another message came that the fishing boat was drifting towards Kimmeridge Ledges. The motor life-boat *Thomas Markby* was launched at

six o'clock in a fresh south-south-westerly breeze and heavy swell, and found the motor fishing boat *Varona*, of Weymouth, with three men on board, on her way to Weymouth. The life-boat towed her there and returned to her station, arriving at 1.45 the following morning.—Rewards, £17 7s.

#### ALONE FROM SALCOMBE TO SKYE

**Appledore, Devon.**—At 10.15 on the night of the 27th of April, 1947, the coastguard reported that a yacht appeared to be in difficulties three miles west-south-west of the Westward Ho look-out. The motor life-boat *Violet Armstrong* was launched at 10.25 in a westerly gale, with a rough sea. There was no sign of the yacht at the position given, but the life-boat continued the search and found her at midnight a mile off Rocks Nose. She was the *Kanwara*, of London, bound from Salcombe to Skye, with only the owner on board. He asked that a life-boatman should be put on board to help him navigate her to a safe anchorage. The life-boat then escorted the yacht to Appledore Pool, and returned to her station at 1.30 the following morning.—Rewards, £11 8s.

#### FOOD TO MAROONED SHEPHERDS

**Barra Island, Outer Hebrides.**—At 12.30 in the afternoon of the 28th of April, 1947, word was received from the relatives of two shepherds, marooned on Mingalay Island by the bad weather, that the men's food must be very low, and at one o'clock the motor life-boat *Lloyds* was launched with a supply. A south-westerly gale was blowing, with a very rough sea, and the life-boat could not get close inshore at the island, owing to rocks. She fired a line to the shepherds and by this means they were able to haul the food ashore in a waterproof sack. The life-boat arrived back at her station at 5.30 that evening.—Rewards, £10 8s.

#### THE WHITBY FISHING BOATS AGAIN

**Whitby, Yorkshire.**—In the early morning of the 30th of April, 1947, several fishing boats put out to move their crab-pots into deep water as stormy weather was pending. About 10.30 two of the boats were seen

returning, and a third one, the *Prosperity*, was expected. She was seen three miles off at eleven o'clock making slow progress, and as a northerly gale was blowing with a heavy swell the motor life-boat *Mary Ann Hepworth* was launched at 11.30. She escorted the *Prosperity* into harbour and returned to her station at 12.30 in the afternoon.—Rewards, £6 7s. 6d.

During April twenty-six other life-boats went out on service but could find no ship in distress or were not needed. The figures in brackets are the rewards given to their crews:

Walmer (£19 18s. 6d.); Weymouth (£5 5s.); Fowey (£5 5s.); Southend-on-Sea (£18 4s.); The Mumbles (£12 2s.); Margate (£25. 18s.); Filey (£17 10s.); Filey (£15 14s.); Bridlington (£11 7s.); Donaghadee (£5 7s. 6d.); Holy Island (£13 7s.); Newhaven (£24 6s. 6d.); Ramsgate (£9 18s.); Llandudno (£27 10s. 6d.); Wicklow (£11 6s.); Arklow (£14 18s.); Aldeburgh (£47 9s. 6d.); Douglas (£10 6s.); Minehead (£11 15s. 6d.); Broughty Ferry (£8 13s.); Helvick Head (£6 8s.); Newhaven (£11 14s. 6d.); Margate (£14 14s.); Clovelly (£25 15s.); Margate (£11 18s.); Seaham (£10 6s.).

#### May

During May life-boats went out on service thirty-six times and rescued thirty-six lives.

#### ENGINES STOPPED AND SAILS BLOWN AWAY

**Kilmore, Co. Wexford.**—After four fishing boats had gone out in the morning of the 1st of May, 1947, a strong off-shore wind sprang up. All the boats were dragging their trawls before the wind when the coxswain, who was out in his own boat, saw the *Guillemot* ship a heavy sea at her stern. It stopped her engine and she set sails, but these were carried away and she started to drift. Realising that he could not tow her in with his own boat, the coxswain made for shore and launched the motor life-boat *Ann Isabella Pyemont* at 12.45 in the afternoon. She picked up the *Guillemot* three miles north-west of the Great Saltee Island and towed her home. The life-boat then went out to another fishing boat,

the *Helvic*, which was on the East Bank with her engine broken down. The life-boat's mechanic repaired it and the life-boat escorted her in, arriving at 4.30 that afternoon.—Rewards, £23 14s. 6d.

#### ON THE WHITBY BAR AGAIN

**Whitby, Yorkshire.**—At 8.45 in the morning of the 2nd of May, 1947, a small motor coble was seen approaching. The tide was one hour before low water and there was broken water for three hundred yards outside the harbour entrance, making it dangerous. The pulling life-boat *Jacob and Rachael Vallentine* was launched at nine o'clock and after warning the coble, the *Floral Queen*, escorted her into harbour. She then stood by the harbour bar until 11.30, escorted in the coble *Royal Empire*, and stood by while seven keel boats came in. She returned to her station at 12.15 in the afternoon.—Rewards, £15 8s.

#### FRENCH FISHING VESSEL IN ST. IVES BAY

**St. Ives, Cornwall.**—For several days before the 2nd of May, 1947, the French motor fishing vessel *L'Entente Cordiale*, of Lorient, had been anchored in St. Ives Bay, and had been a cause of anxiety during a series of northerly gales, as her engines had broken down. She had a crew of eight on board. At 5.15 in the afternoon of the 2nd when a north-easterly gale was blowing, with a heavy swell, the coastguard reported that she was three-quarters of a mile south-south-east of St. Ives Head and was in danger of being driven ashore. The motor life-boat *Caroline Oates Aver and William Maine* was launched at 5.35, and brought ashore six of the crew, leaving behind the engineer-owner, and the captain. They had no food and the life-boat put out again to them with some. She found that now they were anxious to leave their vessel, and she brought them ashore getting back to her station at 8.30 that evening.—Rewards, £17 1s.

#### LOBSTER BOAT'S CREW LOST

**Dunmore East, Co. Waterford.**—On the morning of the 2nd of May, 1947, news was received from Brownstown Head

by the civic guard that a lobster fishing boat had not been heard of since seven o'clock the previous evening, and the motor life-boat *Annie Blanche Smith* was launched at 10.30 in a north-east gale, with a very rough sea. She went to the position where the boat had last been seen, but found nothing. She made a wide search and called at Helvick for news, but she still found nothing, and returned to her station, arriving at 8.30 in the evening. Several days later the missing boat came ashore at Ballycotton, but there was no trace of her crew of two.—Rewards, £20 7s. 6d.

### THREE CANOES IN DISTRESS

**Yarmouth, Isle of Wight.**—During the afternoon of the 3rd of May, 1947, three young men, visitors, got into difficulties while out in canoes off Colwell Bay. One of the three canoes got ashore safely; another capsized, but the man clung to it and was rescued by a boat; the third drifted away towards the Needles Channel. This was reported by the coastguard, and the motor life-boat *S.G.E.* was launched at 4.45. A moderate south-south-east breeze was blowing, with a moderate sea, and the tide was ebbing. The life-boat found the canoe drifting, but no one in it. She continued the search without result and returned to her station at 8.45.—Rewards, £9 18s. 6d.

### CUT OFF BY THE TIDE

**Holyhead, Anglesey.**—Just after mid-day on the 4th of May, 1947, the coastguard reported that two men had been cut off by the rising tide at Porth Towyn, and the motor life-boat *A.E.D.* left her moorings at 12.30, in a heavy ground swell and a southerly breeze. Twenty minutes later she found the men on a rock, and rescued them by means of a line. She returned to her station at 1.30.—Rewards, £4 10s.

### FISHING BOAT BROKEN DOWN

**Flamborough, Yorkshire.**—At one o'clock in the morning of the 9th of May, 1947, the Bridlington coastguard reported that a fishing boat was overdue and the motor life-boat *Elizabeth and Albina Whitley* was launched at 1.30. A fresh north-easterly wind was

blowing, with a moderate sea. In Filey Bay, about a mile off shore, the life-boat found the Bridlington fishing boat *Express*, with a crew of six. She was at anchor with her engines broken down and her sails blown away. The life-boat towed her to Bridlington and returned to her station, arriving at 7.5.—Rewards, £23 11s. 6d.

### A LOST PROPELLER

**Montrose, Angus.**—At 6.8 in the evening of the 10th of May, 1947, the Scurdy Ness Lighthouse keeper reported that a motor yacht about a mile off-shore was making distress signals, and the No. 1 motor life-boat *The Good Hope* was launched at 6.19 in a strong easterly breeze and rough sea. She found the motor yacht *Hazok*, of Aberdeen, with a crew of five, her propeller gone, in danger of being driven on to the rocks. She towed her in, and arrived back at her station at 7.20.—Rewards, £9 19s.

### ENGINE FAILED

**Padstow, Cornwall.**—At 3.55 in the afternoon of the 11th of May, 1947, information was received from the coastguard at Trevose Head that a small boat off Bude was firing red rockets, and the No. 1 motor life-boat *Princess Mary* left her moorings at 4.25 in a light north-north-east wind, with a slight sea. She found a motor launch, with a crew of two, in tow of the fishing boat *Patricia*. The rope had parted once and the life-boat took over the tow, after supplying the fishing boat with paraffin to enable her to make for Appledore. The motor launch had been on her way from Plymouth to Weston-super-Mare when her engine failed. The life-boat put a life-boatman on board to help her crew, and then towed her to Padstow, arriving at 11.20 that night.—Rewards, £7 17s. 6d.

### FISHING BOAT AGROUND

**Whitehills, Banffshire.**—At 12.30 in the afternoon of the 13th of May, 1947, a fisherman reported that a boat was aground on Salt Stones Reef about half a mile from the harbour entrance, and the motor life-boat *Civil Service No. 4* was launched at 12.45 in a light southerly breeze. The sea was calm

but there was fog. She found that the boat aground was the local motor fishing boat *Comfort*, with a crew of four. The life-boat and a fishing boat passed ropes to her and with the help of another fishing boat towed her off. She was damaged and making water. The life-boat towed her into harbour, and returned to her station at 2.0 that afternoon.—Rewards, £7 5s.

#### WHALE FACTORY SHIP AGROUND

**Great Yarmouth and Gorleston, Norfolk.**—At 10.26 on the night of the 14th of May, 1947, the coastguard telephoned a report from the Newarp Light-vessel that a vessel was aground on Winterton Bridge, three miles east-north-east of the light-vessel. A few minutes later he reported that flares for help had been seen, and the motor life-boat *Louise Stephens* was launched at 10.46. A fresh west-north-west breeze was blowing, with a rough sea. Two hours later the life-boat reached the vessel. She was the British whale-factory ship *Balaena*, of nearly 15,000 tons, with about four hundred men on board, and was on her way to Norway to take home Norwegian members of her crew. The life-boat stood by her, until she refloated shortly after three o'clock the following morning, and then returned to her station, arriving at seven o'clock.—Rewards, £25 19s.

#### FOUR MEN AND TWO WOMEN DRIFTING

**Weston-super-Mare, Somerset.**—At 7.0 in the evening of the 17th of May, 1947, a resident at Sandbay telephoned that a cabin cruiser was drifting and making distress signals in the channel. The motor life-boat *Fifi and Charles* was launched at 7.15 in a light westerly breeze and calm sea, and found the local motor cruiser *Stormcock*, with four men and two women on board, one mile west of Sand Point. Her engine had broken down and the life-boat took her in tow. The cruiser's engine was re-started while she was being towed, the rope was cast off and the life-boat escorted her to the River Axe, arriving back at her station at 9.15.—Rewards, £11 14s.

#### BOY FALLS FROM THE CLIFFS

**Wicklow.**—On the evening of the 18th of May, 1947, a boy fell from the

cliffs into the sea near the Wicklow Head Lighthouse. A life-buoy was thrown to him by a keeper and, although exhausted, the boy was able to support himself on it. The keeper then telephoned to the life-boat station and the motor life-boat *Lady Kylsant* was launched at 6.20 in a light south-east wind and a smooth sea, but the tide was low, and she grounded at the toe of the slipway. A motor boat, with a crew of five and the second coxswain in charge, was at once sent off by the coxswain, followed a few minutes later by the life-boat herself, with a doctor on board. The motor boat picked up the boy and transferred him to the life-boat for the doctor's care. With the small boat in tow the life-boat got back to harbour at 7.30 and the boy was sent to hospital.—Rewards, £12 2s.

#### TANKER ON FIRE

**Ramsgate, Kent.**—At 7.27 in the morning of the 24th of May, 1947, the coastguard telephoned a message from the S.S. *Newhall Hills*, of San Francisco, that she was on fire to the southward of South Falls Buoy, the result of an explosion after colliding with an unknown vessel, and that her crew were abandoning her. The motor life-boat *Prudential* left her moorings at 7.45 in a calm sea and no wind. She found the *Newhall Hills*, a tanker of 10,441 tons, three miles north-east of the buoy. Her No. 1 and No. 2 tanks had blown up, killing a man, and the crew were fighting the fire. The life-boat stood by, but at 1.40 in the afternoon the bow and foremast of the tanker broke off. By this time her crew had got the fire under control but the master asked the coxswain to continue to stand by and await the arrival of tugs. Five life-boatmen boarded the tanker. By two o'clock the tugs had not arrived and the coxswain, at the master's request, went on board and gave the master his ship's approximate position for transmission to them. Shortly after three o'clock three tugs arrived and the life-boatmen helped to secure them. They then re-boarded the life-boat and she again stood by as the tugs made for Sheerness. When they arrived off that harbour, during the night, the life-boat took a pilot aboard from a naval tug and transferred him to the tanker, which

hove to until daylight on the 25th and was then towed to Sheerness and secured to a buoy at 8.45. At 9.55 the life-boat left for her station where she arrived at 3.5 in the afternoon, after a service lasting thirty-two hours. —Rewards £1. 8s.—Property Salvage Case.

#### NINE RESCUED FROM IRISH STEAMER

**Galway Bay, Co. Galway.**—At 1.25 in the afternoon of the 24th of May, 1947, a message was received from the master of the S.S. *Dun Aengus*, of Galway, that his ship had run aground at Inishmaan. He asked for immediate help. The motor life-boat *K.E.C.F.* was launched at 1.45 in a strong south-easterly breeze and rough sea and found the steamer on the south side of Inishmaan. Her passengers had been taken ashore, but her crew of nine were still on board. The life-boat ran out an anchor and cable and made an unsuccessful attempt to tow the *Dun Aengus* clear. She then stood by, but at high tide the steamer filled with water and she rescued the crew. She took on board the twenty-one passengers, and with them and the rescued men the life-boat returned to her station which she reached at 9.0 in the evening. —Rewards, £14 4s.

#### A LONG SEARCH

**Margate, Kent, and Walton-on-the-Naze, Essex.**—At 2.50 in the afternoon of the 24th of May, 1947, the coastguard telephoned that the American steamer *John Lefarge* had reported that she had collided with and sunk a fishing boat, the *Oceanic II*, of Ostend, about twenty-four miles north-east of North Foreland. She asked for help in a search for survivors. The Margate motor life-boat *The Lord Southborough, Civil Service No. 1*, was launched at 3.25 in a light south-south-west breeze and calm sea, and the Walton and Frinton motor life-boat, *E.M.E.D.*, at 3.30. Both life-boats carried out an extensive search in which, later, they were joined by aeroplanes, and the *E.M.E.D.* found a capsized dinghy, with two men clinging to it, four and a quarter miles south south-east of the Galloper Light-vessel, and rescued them. One of them was exhausted and the life-boat made at once for her station,

arriving at 2.15 the following morning. Three more men were said to be in the water about five miles east by south of the light-vessel and the Margate life-boat continued the search. She found wreckage, and spoke several vessels, one of which had picked up a waterlogged boat of the *Oceanic II*, but there was no trace of the three men. At 11.10 at night the life-boat returned to the light-vessel and was told that it had received a message recalling her. She arrived at her station at three o'clock next morning. Rewards, Margate, £27 13s.; Walton and Frinton, £28 5s.

#### A CAPSIZED YACHT

**Plymouth, Devon.**—At 5.12 in the afternoon of the 24th of May, 1947, the Yealm coastguard reported that a yacht had capsized a quarter of a mile north-east of Mewstone at the mouth of Yealm River, and the motor life-boat *Robert and Marcella Beck* left her moorings at 5.30. A strong east-south-east wind was blowing, with a moderate sea. Half a mile west of the position given she found the yacht *Chota*, with a motor boat standing by. The crew of two of the yacht had already been rescued. With the *Chota* in tow the life-boat returned, arriving back at her station at 8.10. Letters of thanks and donations were received from the two men.—Rewards, £6 13s.

#### BOAT BEING SWEEPED OUT TO SEA

**Holyhead, Anglesey.**—At 10.50 on the night of the 30th of May, 1947, the coastguard reported that a sailing boat was becalmed and drifting off the breakwater. The motor life-boat *A.E.D.* was launched at eleven o'clock in a light variable breeze and a swell. She found the local sailing boat *Junior* off North Stack, in danger of being swept out to sea, took off her crew of three and towed the boat to Holyhead, arriving at 12.10 next morning.—Rewards, £4 10s.

#### ASHORE IN DENSE FOG

**Holy Island, Northumberland.**—At 9.22 in the morning of the 31st of May, 1947, the coastguard telephoned that a vessel was sounding her siren, and the motor life-boat *Gertrude* was launched

at 9.43 in a light northerly wind, with a slight sea, and a dense fog. On the Plough Rock a mile to the eastward of the island, the life-boat found the S.S. *Moorlands*, of Methil, with a crew of ten, bound, in ballast, from Leith for Sunderland, aground. She stood by until, with the rising tide, the steamer got off. Although the steamer was holed in two places she was able to make for Blyth when the fog lifted. At one o'clock in the afternoon the life-boat left her and got back to her station at 1.45.—Rewards, £11 16s. 6d.

During May sixteen other life-boats went out on service, but could find no ship in distress or were not needed. The figures in brackets are the rewards given to their crews:

Padstow (£5 8s.); Holy Island (£11 16s. 6d.); Skegness (£13); Port St. Mary (£22 17s.); Ballycotton (£9 18s. 6d.); Torbay (£4 17s. 6d.); New Quay (£4 12s.); Douglas (£8); Padstow (£10 6s.); Newhaven (£10 1s. 6d.); Amble (£6); Dunbar (£10 17s.); Falmouth (£8 10s.); Plymouth (£3 15s.); Poole and Bournemouth (£12 7s.); Swanage (£12 14s.).

#### June

During June life-boats went out on service forty-six times and rescued eleven lives.

#### LANDING AN INJURED MAN

**Teessmouth, Yorkshire.**—On the morning of the 1st of June, 1947, a wireless message came from the S.S. *Fort Ellice* that she wished to land a man with a broken leg and other injuries. The case was urgent and the motor life-boat *J. W. Archer* was launched at 12.35 with a reduced crew in foggy weather. At one o'clock she reached the steamer and took on board the injured man and his son. Returning to Teessmouth she completed her crew, arranged for an ambulance to be in readiness at Middlesbrough and took the man there. She returned to her station again at 4.5 in the afternoon.—Rewards, £12 10s. 6d. A donation of £10 10s. was received from the owners of the steamer.

#### A DANGER TO TRAFFIC

**Blackpool, Lancashire.**—On the afternoon of June 5th, 1947, the life-boat

coxswain and others had under observation a boat which could be seen several miles to the south-west. There was no sign of life on board, but as, after dark, the boat, being in the steamboat route, would be a danger to traffic, it was decided to launch the motor life-boat *Sarah Ann Austin*. She was launched in a strong westerly wind with a rough sea at 3.30, but before she left it was learned that the boat was the fishing boat *Clarion* and that her crew of three had been landed at Fleetwood by a coaster. The life-boat towed the boat to Fleetwood, arriving back at her station at 1.40 the following morning.—Rewards, £19 1s. 6d.

#### DRIFTING WITH FOULED PROPELLER

**Moelfre, Anglesey.**—At midnight on the 7th of June, 1947, the coastguard reported flares, and the motor life-boat *G.W.* was launched at 12.15 on the morning of the 8th in a strong north-north-west wind with a moderate sea. Four miles south-south-east of the life-boat station she found the motor launch *Loadstar*, of Beaumaris, with four men on board. Her propeller was fouled with a rope, and she had two anchors down, but she was drifting. The life-boat towed her in, arriving at her station at 2.30 in the morning.—Rewards, £9 13s.

#### YACHTS IN DISTRESS

**Southend-on-Sea, Essex.**—In the morning of the 8th of June, 1947, the Warden Point coastguard reported a yacht ashore on the Spile Sands, and the motor life-boat *Milburn*, on temporary duty at the station, was launched at 11.45. A moderate gale was blowing, with a rough sea. The life-boat found the yacht *Joass*, of Chatham, half a mile north of West Middle Sand buoy, with three men on board. She was at anchor, but she was hitting the sand and her dinghy was sunk astern. The life-boatmen got up the dinghy and towed the *Joass* to a safe anchorage at Leigh.—Property Salvage Case.

**Walton and Frinton, Essex.**—About 1.50 in the afternoon of the 8th of June, 1947, the coastguard telephoned that a small yacht had capsized two or three miles out, south of the Medusa Buoy, and the motor life-boat

*E.M.E.D.* left her moorings at 2.10 in a west-south-west breeze, with a moderately rough sea. She found the yacht *Oyster Catcher*, of Burnham-on-Crouch, with a man clinging to her. With difficulty the life-boatmen got him on board, and he said that his companion had been swept away. After landing him the life-boat went out again but could not find the missing man. She then tried to save the yacht but did not succeed.—Rewards, £12 11s. Letters of thanks were received from the parents of the rescued man and the man lost.

#### MOTOR LAUNCH ON THE SCROBY SANDS

**Great Yarmouth and Gorleston, Norfolk.**—Shortly after three in the morning of the 10th of June, 1947, the coast-guard reported flares, and the motor life-boat *Louise Stephens* was launched at 3.35 in a light north-westerly wind with a slight swell. She found the motor launch *No. 1305* aground near the Scroby Elbow Buoy, with a crew of five on board, attempted to refloat her, failed, and stood by. She tried again and at 1.5 in the afternoon the launch was afloat and able to go on her way to Gooles. The life-boat reached her station again at 2.58.—Property Salvage Case.

#### AEROPLANES IN COLLISION

**Padstow, Cornwall.**—At 12.55 in the afternoon of the 11th of June, 1947, the St. Merryn Royal Naval Air Station reported that two aeroplanes had collided in mid-air off Holywell Bay and asked the life-boat to help in a search for survivors. The motor life-boat *Princess Mary* was launched at 1.10 in a moderate south-easterly breeze and slight sea. She made a wide search, guided by an aeroplane, but found nothing except a petrol tank and propeller blade, and returned to her station at 6.30 in the evening.—Rewards, £5 13s. A letter of thanks was received from the Royal Naval Air Station.

#### RUBBER DINGHY CARRIED OUT TO SEA

**Barmouth, Merionethshire.**—During the afternoon of the 12th of June, 1947, an aircraftsman got into difficulties while bathing. He found himself unable to swim ashore and got into a

rubber dinghy, but he was carried out to sea. Information was sent to the life-boat station from Llanbedr R.A.F. Station and the motor life-boat *Lawrence Ardern, Stockport*, was launched at 3.30, in a strong easterly wind with a slight sea. Directed by aeroplanes she found the dinghy three miles off Mochras Point, rescued the now exhausted man, and returned to her station at seven o'clock in the evening.—Rewards, £14 11s.

#### TWO YACHTS RESCUED

**St. Ives, Cornwall.**—At 3.27 in the afternoon of the 12th of June, 1947, the coastguard reported that a yacht, which had been in the neighbourhood of Cape Cornwall since early morning, had last been seen at 12.20 three and a half miles north-north-east of the cape apparently unable to reach St. Ives. At 3.40 the motor life-boat *Caroline Oates Aver and William Maine* was launched. She searched in a moderate breeze and calm sea and eventually found the yacht *Fubbs*, anchored close inshore on the eastern side of Pendean Point. Her sails were torn, she had lost one of her anchors, she was in a dangerous place and the two men on board were exhausted. Life-boatmen helped them to raise their anchor, and with one life-boatman remaining on board the yacht, the life-boat towed her to St. Ives arriving at midnight.—Rewards, £25 19s. 6d.

**Port St. Mary, Isle of Man.**—At 1.15 in the morning of the 13th of June, 1947, the Castletown coastguard reported that a boat entering Castletown Bay was burning a flare. She was close inshore and it was thought that she would reach the beach, but at 1.45 the coast-guard reported again that she had gone on to the Seal Rocks, still burning flares, and that her crew were calling for help. The motor life-boat *Sir Heath Harrison* was launched at 2.30, but the bowman's foot was badly crushed under a wheel of the carriage and he had to be taken to hospital. The life-boat made for the Seal Rocks in a fresh easterly breeze and slight sea and found the motor yacht *Rosina* with two on board, aground, with her engine-room awash and her propellers damaged. She was in danger of

sinking. The life-boat pulled her clear of the rocks and towed her to the harbour, arriving back at her station at 5.30.—Rewards, £22 19s.

#### MOTOR BOAT BROKEN DOWN

**Newhaven, Sussex.**—At about eleven o'clock on the night of the 13th of June, 1947, the coastguard reported a boat in distress burning flares two miles south-west by west of Newhaven, and the motor life-boat *John and Mary Meiklam of Gladswood*, on temporary duty at the station, was launched at 11.8 in a strong easterly breeze and choppy sea. She found the local motor boat *Mayflower*, four miles south of Portobella, took her crew of two on board and towed her to Newhaven, arriving at one o'clock the following morning.—Rewards, £9 7s. 6d.

#### FISHING BOAT TOWED IN

**Portrush, Co. Antrim.**—At 5.30 in the evening of the 16th of June, 1947, the coastguard reported that the local fishing boat *C.E. 44* was overdue. A later message said that she had last been seen one mile off the Royal Air Force Radio Buoy, and at seven o'clock the motor life-boat *T.B.B.H.* was launched. A fresh south-south-west breeze was blowing, with a rough sea. She found the fishing boat ten miles north-west of Portrush, drifting with her engine broken down. She had three men on board. The life-boat towed her in, arriving at 9.2 that night.—Rewards, £7 18s. 6d.

#### A NINE HOURS' SEARCH

**Portpatrick, Wigtownshire.**—A few minutes after five in the morning of the 17th of June, 1947, information was received through Portpatrick Radio Station and the coastguard, from a vessel, eight and a half miles north by west of Corsewall Point Lighthouse, that she had heard shouts and was searching for survivors from an unknown vessel. The motor life-boat *Jeanie Speirs* was launched at six o'clock in a strong southerly wind with a rough sea. She made a wide search, but found only wreckage and patches of oil. Aircraft and other craft put out, but nothing more was found except one body picked up by the steamer

which had heard the shouts, and the life-boat returned to her station arriving at three in the afternoon. She had been out for nine hours. Later the body was identified as that of the engineer of the yacht *Aarla*, which had left Tighna Cruiaich the previous day.—Rewards, £15 19s.

#### FRENCH FISHING BOAT DRIFTING FOR TWO DAYS

**Weymouth, Dorset.**—At 4.10 in the morning of the 18th of June, 1947, the coastguard reported that distress signals were being made seventeen miles south-east of Weymouth, and that Niton Radio Station had reported a French fishing vessel broken down and asking to be towed to Weymouth. No tug was available so the motor life-boat *William and Clara Ryland* was launched at 4.35. There was no wind and the sea was calm. She found the motor fishing vessel *Elaine Therese*, of Boulogne, with eight on board, about eleven miles from Weymouth. She was bound for Brixham, but her engine had broken down and she had drifted for two days while the crew attempted to repair it. The life-boat towed her to Weymouth, arriving at 9.30 in the morning.—Rewards, £10 17s.

#### FISHING BOAT OVERDUE

**Thurso, Caithness-shire.**—At 12.48 in the afternoon of the 21st of June, 1947, the Wick coastguard reported that the motor fishing vessel *Primula*, of Wick, last seen on the night of the 18th off Sandside Head, had been due at Scrabster on the 20th but had not arrived, and at 3.45 the motor life-boat *H.C.J.* was launched. She searched in a light northerly breeze and moderate sea and found the *Primula* twelve miles north-west of Holborn Head, with six men on board. Her engine had broken down. The life-boat towed her to Scrabster and arrived back at her station at 6.30 in the evening.—Property, Salvage Case.

#### THREE SEARCHES FOR AN AEROPLANE

**Cloughy, Co. Down.**—At 8.12 in the evening of the 27th of June, 1947, the Tara coastguard reported that an Aerovan aeroplane on a flight to Newtownards was believed to have crashed

one mile east of Craig Buoy at the entrance to Strangford Lough. The motor life-boat *Herbert John* was launched at 8.45 in an easterly breeze. The sea was smooth, but there was a dense fog. She searched, but found nothing, and decided to renew the search the next morning. She returned to moorings at 11.20 and at 5.30 the next morning put out again. It was still foggy. Aeroplanes took part in the search, but again nothing was found and the life-boat arrived back at her station at 11.30. At 12.45 in the afternoon the coastguard reported an aeroplane circling five miles south-east of South Rock Lightship and the life-boat crew assembled. Later it was reported that a ship was alongside some wreckage below the aeroplane, but the life-boat was not needed and the crew dispersed about 1.30. At 2.50 the coastguard reported that an object had been seen by an aeroplane, two miles east of Ballyquinton Point north of Whistle Buoy, and the life-boat was again launched at 3.20. The fog had now lifted. She found parts of the crashed aeroplane and after taking them on board, made for her station which she reached at 6.40 in the evening. It was later reported that the aeroplane's crew of two had been rescued by a passing steamer which was not fitted with wireless and had been landed at Torbay, Devon.—Rewards: First service, £16; second service, £22 15s.; third service, £18. The owners of the aeroplane, Ulster Aviation, Ltd., sent a donation.

#### GREEK AND DANISH STEAMERS IN COLLISION

**Dover, and Walmer, Kent.**—On the morning of the 28th of June, 1947, the steamer *Heron*, of Piræus, was in collision with the Danish steamer *Stal*, of Copenhagen, and sank fourteen miles east-south-east of Dungeness, at 6.56. She sent out wireless calls for help which the coastguard passed to the life-boat stations at Dover and Walmer. The Walmer motor life-boat *Charles Dibdin*, Civil Service No. 2 was launched at 10.25. The sea was calm, but it was foggy. The life-boat searched, but found nothing and at 11.20 her station recalled her as it had learned that a motor vessel had picked up survivors.

Meanwhile the Dover motor life-boat *J. B. Proudfoot* put out at 11.10. This was her first service since the re-opening of the station after the war. On her way out she received a wireless message that the British motor vessel *Suavity* had picked up the *Heron's* crew, except for one man missing, and was making for Dover. The life-boat met her two miles off Dover, took on board from her the twenty-three men of the *Heron* and a pilot, and landed them at Dover at 12.25. She also brought in a ship's boat.—Rewards, Dover, £5; Walmer, £13 17s.

#### MOTOR CRUISER ON THE GOODWINS

**Ramsgate, Kent.**—At 5.48 in the morning of the 29th of June, 1947, the coastguard reported a small vessel aground on the Goodwin Sands about three miles west by north of the East Goodwin Light-vessel and the motor life-boat *Prudential* was launched at 6.5 in a light westerly breeze and slight sea. She found the motor cruiser *Amice*, with three on board, bound for Shoreham. Her engine had broken down and she had grounded, but had refloated on the rising tide and was now drifting over the sands. The life-boat towed her to East Gully and after mooring her there she returned to her station, arriving at 8.15.—Rewards, £9 18s.

#### FISHING BOAT'S ENGINE FAILED

**Peel, Isle of Man.**—At 7.45 in the evening of the 29th of June, 1947, it was reported that a vessel was flying distress signals and making flares about five miles north-east of Peel, and the motor life-boat *Helen Sutton* was launched at 8.30 in a west-south-west breeze and moderate sea. She found the motor fishing vessel *Clarion*, of Chester, with a crew of three, four miles north-east of Stack Point. Her engine had broken down and the life-boat towed her to the harbour, arriving back at her station at 10.15.—Rewards, £14 1s.

During June twenty-four other life-boats went on service, but could find no ship in distress or were not needed. The figures in brackets are the rewards given to their crews:

Salcombe (£10 8s.); Donaghadee (£5 16s.); Berwick-on-Tweed (£7 18s. 6d.); Rhyl (£16 16s. 6d.); Wells (£23 15s.); Port Erin (£6 9s.); Torbay (£6 2s. 6d.); Sennen Cove (£9 19s.); Campbeltown (£9 5s. 6d.); Shoreham Harbour (£11 13s.); Portrush (£9 8s.); Peel (£14 4s.); Bembridge (£10 11s.); Selsey (£13 9s. 6d.); Shoreham Harbour (£10 10s.); Shoreham Harbour (£7 12s. 6d.); Selsey (£11 12s.); Anstruther (£13 8s.); New Brighton (£7 3s.); Padstow (£6 13s.); Galway Bay (£18 9s. 6d.); Hastings (£33 9s.); Portpatrick (£6 13s.); Fishguard (£13 14s.).

### July

During July life-boats went out on service forty-eight times and rescued twenty-two lives.

### AGROUND WHILE RACING

**Lowestoft, Suffolk.**—At 4.14 in the afternoon of the 2nd of July, 1947, a sailing yacht was seen aground one mile south-south-east of the coastguard station, and the motor life-boat *Michael Stephens* left her moorings at 4.25 in a light south-easterly breeze and smooth sea. She found the sailing yacht *Helgoland*, of H.M.S. *Ganges*, a naval training establishment at Shotley. She had a crew of twelve and had been racing. The life-boat made fast to her and when, at 6.40 in the evening, the yacht refloated, towed her to harbour and returned to her station at 8.30 that evening.—Rewards, £7 7s.

### IN DANGER OF CAPSIZING

**Ramsgate, Kent.**—At 7.10 in the evening of the 5th of July, 1947, it was reported that a vessel had grounded on Quern Shoal. The tide was ebbing, the vessel was listing dangerously, and at 7.20 the motor life-boat *Prudential* was launched in a light west-south-west breeze and slight sea. She found the *Bountiful*, an ex-naval drifter, bound for Southampton with a crew of five, on the Brake Sands. There was a heavy cross swell on the sands and it was feared that the drifter would capsize. The life-boat ran out a kedge anchor for her and when the tide had risen towed her clear and escorted her to harbour, arriving back at her station

at 12.45 next morning.—Rewards, 15s. Property Salvage Case.

### ENGINE FAILED AND NO SAIL

**Seaham, Durham.**—At 11.56 in the morning of the 5th of July, 1947, the coastguard reported information from Hawthorn Towers that a boat was adrift and in need of help, and the motor life-boat *Elizabeth Wills Allen* was launched at 12.20. A strong west-north-west breeze was blowing, with a rough sea. The life-boat found the fishing boat *Hopeful*, with a crew of three, about eight miles south-east of Seaham. Her engine had broken down and she had no sail. The life-boat towed her to Seaham, arriving at 2.45 in the afternoon.—Rewards, £9 17s.

### SMALL BOAT HELPLESS

**Dungeness, Kent.**—At 3.10 in the afternoon of the 6th of July, 1947, the Lade coastguard reported a small boat flying a signal of distress about one and a half miles north-north-east of the coastguard station, and the motor life-boat *Charles Cooper Henderson* was launched at 3.25 in a strong west-south-westerly wind, with a choppy sea. She reached the small boat ten minutes later and found her to be the *Water Lily* with a crew of three. She was dragging her anchor. The life-boat took the three men on board, and with their boat in tow, arrived at Dungeness at 4.25.—Rewards, £17 19s.

### FISHING VESSEL ON FIRE

**Fleetwood, Lancashire.**—At 3.0 in the afternoon of the 6th of July, 1947, a message was received from the Wyre Lighthouse that a motor fishing vessel, the *Wyvern*, of Ramsgate, bound for Fleetwood, was making distress signals in the shallows of Pilling Sands. The motor life-boat *Ann Letitia Russell* was having her engines overhauled, but she was launched at 3.25 on one engine, in a moderate west-north-west gale, with a heavy sea. The *Wyvern's* engine had broken down, she had rapidly drifted into the shallows and there her crew set fire to fishing nets as a distress signal, and in doing so set fire also to their vessel. When the life-boat arrived she found the flames spreading rapidly in

the gale, and the three people on board—one of them the owner's wife—were exhausted. The life-boatmen attempted, without success, to put out the fire, so she rescued the three people and brought them to Fleetwood, arriving at 4.5 that afternoon.—Rewards, £9 12s. 6d.

#### MOTOR YACHT'S ENGINES FAILED

**Shoreham Harbour, Sussex.**—At 8.25 in the evening of the 6th of July, 1947, the Kingston-on-Sea coastguard telephoned information, received by the Worthing police from a resident, that he had seen a motor yacht making a distress signal, by flying her ensign upside down, four miles south-south-east of Worthing pier. She was also seen to fire a rocket, and at 8.45 the motor life-boat *Rosa Woodd and Phyllis Lunn* was launched, in a fresh south-westerly breeze, with a moderate sea. She found the motor yacht *Loyang*, with a crew of four, with her engines broken down. The life-boat towed her to Shoreham Harbour, arriving at 10.30.—Property Salvage Case.

#### SPEED BOAT WITH PROPELLER GONE

**Ramsgate, Kent.**—At 3.45 in the afternoon of the 10th of July, 1947, the coastguard reported a small motor boat in difficulties one mile off Dumpton Gap and a man on board waving a flag. The motor life-boat *Prudential* was launched at 3.58, in a fresh south-westerly breeze and a rough sea, and found the motor speed-boat *Flying Spray*, of Broadstairs. She had lost her propeller and was anchored. There was only the one man on board. The life-boat towed him into the inner harbour and returned to her station, arriving at 5.45.—Rewards, 13s. Property Salvage Case.

#### AN INEXPERIENCED CREW

**Stromness, Orkneys.**—At midnight on the 15th of July, 1947, the Kirkwall coastguard telephoned that the motor boat *Curlew*, of Kirkwall, had left Rousay at about nine o'clock for Kirkwall but that nothing had been heard of her since. There was dense fog, but the sea was smooth, with a moderate south-easterly breeze blowing. At

12.13 the coastguard reported that there was still no news of the boat and that she was said to be manned by an inexperienced crew. The wind was freshening, and at 12.30 the motor life-boat *J.J.K.S.W.* was launched. She found the *Curlew*, which had been on a pleasure cruise, anchored between Odin Ness and the Taing, Gairsay. Two persons were on board and seven others had gone ashore. The two persons doubted the seaworthiness of the boat and asked to be towed to Kirkwall. After the seven people ashore had been brought out to her by a local boat, the life-boat towed the *Curlew* to Kirkwall and returned to her station, arriving at 1.10 in the afternoon.—Rewards, £20 15s.

#### IN THICK FOG

**North Sunderland, Northumberland.**—At noon on the 16th of July, 1947, with a very thick fog, the Seahouses coastguard reported that he could hear men shouting, a klaxon sounding and a bell ringing, about a quarter of a mile east-south-east of the coastguard station. The noises were believed to come from a fishing vessel. At 12.5 the motor life-boat *W.R.A.* was launched in a light southerly breeze and slight swell. She found the fishing vessel *Bonny Lass*, of Fisherrow, and escorted her to harbour. She then went in search of the fishing vessel *Good Design*, of Pittenweem, known to be fishing in the neighbourhood, and escorted her in, returning to her station at 1.45 that afternoon.—Rewards, £24 6s. 6d.

#### MOTOR BOAT TOWED IN

**Torbay, Devon.**—At 1.24 in the morning of the 18th of July, 1947, the Brixham coastguard reported that an SOS signal had been flashed close under Berry Head to the eastward, and the motor life-boat *George Shee* was launched at 1.50 in a light northerly breeze and slight sea. Three miles east-south-east of Berry Head she found the motor boat *Peggy*, of Brixham, returning to that harbour, with two men and two women on board. The petrol-pipe was choked and the engine had stopped. The life-boat towed her in, arriving back at her station at 3.10.

The owner of the *Peggy* expressed his thanks and made a donation to the funds of the Institution.—Rewards, £2 6s.

#### YACHT WITH BROKEN TILLER

**Fowey, Cornwall.**—At 8.30 in the evening of the 20th of July, 1947, the Looe coastguard reported that a yacht was anchored in a very dangerous position between Looe Island and Hannafore Point and that she would break up if she remained there until the tide ebbed. The motor life-boat *C.D.E.C.* was launched at nine o'clock in a moderate to fresh southerly breeze, with squalls and a slight sea. She found the auxiliary yacht *Easting*, with only her owner on board, and her tiller broken. Two life-boatmen went on board her and the life-boat towed her to Mixtow Reach, arriving back at her station at 2.40 the following morning.—Property Salvage Case.

#### ESCORTING YACHTS IN A FOG

**Howth, Co. Dublin.**—At 11.30 on the night of the 24th of July, 1947, it was reported that two small sailing yachts from Howth were lost in fog, and the motor life-boat *R.P.L.* was launched at 11.45. There was no wind and the sea was calm. The life-boat found the yachts off Baldoyle Spit and escorted them back, arriving at one o'clock in the morning.—Rewards, £6 1s.

**Rosslare Harbour, Co. Wexford.**—At 3.40 in the afternoon of the 25th of July, 1947, distress signals made by a steam whistle could be heard. In a dense fog the motor life-boat *Mabel Marion Thompson* was launched at 4.5. A light south-westerly breeze was blowing, with a swell. The life-boat found the tug *Minerva*, of Rotterdam, aground on the Splaugh Rock. She had been towing a hopper, and when she struck had cast the hopper adrift with her chief engineer on board. The life-boat went alongside the tug, and bumped on the rock herself but without doing any damage. She found that the tug was holed, the water was rising in her engine-room, her fires had been drawn, and she was rolling heavily. Her master decided to abandon her, and

the life-boat rescued him and the two men of his crew, arriving back at her station at eight o'clock that evening. The hopper was later taken in tow by a fishing boat, but the tug became a total wreck.—Rewards, £5 18s.

#### ABANDONED ON SCROBY SANDS

**Great Yarmouth and Gorleston, Norfolk.**—At 6.27 in the morning of the 29th of July, 1947, the Great Yarmouth coastguard reported that a sailing yacht appeared to be aground on the Scroby Sands one and a half miles east by north of the coastguard station, and the motor life-boat *Louise Stephens* was launched at 6.50. A light northerly breeze was blowing and the sea was slight, but a heavy swell was breaking on the sands. The yacht was the auxiliary yacht *Corsair* with two men on board. She was hard aground on Scroby Elbow and making water fast. The life-boat dropped anchor and veered down to her but grounded herself ninety yards away. The yacht's crew then put off in their dinghy and the life-boat took them on board. She arrived back at her station at 9.30.—Rewards, £10 13s. 6d.

During July thirty-four other life-boats went out on service but could find no ship in distress or were not needed. The figures in brackets are the rewards given to their crews:

Margate (£8 8s.); Rosslare Harbour (£4); Port St. Mary (£20 19s. 6d.); Kirkcudbright (£18 11s.); Angle (£15 15s.); New Brighton (£7 3s.); Lowestoft (£6 4s.); Shoreham Harbour (£13 12s.); Ballycotton (£11 12s.); Clacton-on-Sea (£12 2s. 6d.); Ramsgate (£11 12s.); Hastings (£34 1s.); Anstruther (£9 14s.); Girvan (£5 13s.); Arklow (£12 5s. 6d.); Torbay (£2 6s.); Coverack (£8 15s. 6d.); Ballycotton (£11 12s.); Fraserburgh (£7 18s. 6d.); Walmer (£13 17s.); Filey (£17 15s.); Clacton-on-Sea (£16 13s. 6d.); Southend-on-Sea (£11 16s.); New Brighton (£4 5s.); St. David's (£8 2s.); Barrow (£10 3s. 6d.); Anstruther (£11 7s.); Clacton-on-Sea (£9 5s. 6d.); Wells (£20 8s.); Fleetwood (£8 9s.); Dungeness (£24 8s.); Llandudno (£31 13s.); Moelfre (£19 11s.); Port St. Mary (£32 4s.).

## Life-boat Broadcasts during the War

FOUR appeals were made for the Life-boat Service during the war in "The Week's Good Cause," in the Home Service of the B.B.C. They were made by Sir Godfrey Baring, Bt., chairman of the Institution, Lord Winster, a member of the committee of management, Coxswain Henry Blogg, G.C., B.E.M., of Cromer, and Coxswain Robert Cross, G.M., of The Humber. The four appeals brought a response of £17,052.

### Coxswain Blogg Talks to the World

Besides these appeals, there was a large number of broadcasts. The first was by Coxswain Blogg in November, 1939. In the series called *In England Now*, he described, in an interview, three of his rescues, from the *Fernebo*, in the war of 1914-1918, from the *Sepoy* in the years between the wars, and from the *Mount Ida*, the first life-boat service in the 1939-45 war to win a medal for gallantry. This talk was broadcast direct to Europe, the West Indies, South America (north of the Amazon), Africa, India, Malaya, Western Australia, Eastern Canada, United States of America, and the Far East. A record was taken and it was later broadcast twice again, first to Europe, Africa, the whole of Canada, and the United States, and then to all Australia, New Zealand, Oceania, Africa, the Near East (Palestine, Turkey, etc.), and the Far East.

### "Into Battle"

Coxswain Blogg again spoke, in October, 1941, in *In Town To-night*, describing the rescue of the crew of six steamers wrecked in convoy on the Haisborough Sands on 6th August 1941. On 4th March (the birthday of the Institution), 1942, a recorded talk by him was broadcast in the Foreign Service. His broadcast appeal came eleven days later, and at the end of the month in an interview he again described the service to the six steamers, and the work of the station since the outbreak of war, in the series *Democracy Marches*, in the North American Service. Then, in August of the same year, the stories of this same service, and of the service to the *English Trader*,

in October, 1941, when Coxswain Blogg and four of his crew were washed overboard, were told in the series *Into Battle*. Coxswain Blogg was also one of the characters (described as the "all-time Superman of the Life-boat Service") in a half-hour sketch called "An American in England—Life in an East Coast Town," in which the narrator described the life of Cromer, and talked with various Cromer people. The parts of the people, including Coxswain Blogg, were taken by actors. The sketch was broadcast throughout the United States by the Columbia Broadcasting System in December, 1942, and was given in the British Home Service in the following January.

### In the Humber and the Thames

In December, 1941, Coxswain Robert Cross spoke of the work in war of the station on The Humber in the one o'clock news in the Home and Forces Programmes. Coxswain Sydney Page, of Southend-on-Sea, spoke twice. In March, 1940, he was in *In Town To-night*, in the Home Programme, describing the work of his station in peace and war, and in January, 1943, he spoke about it again in the Forces Programme in *A Call for the Life-boat*. Southend was again on the air in October, 1940, when the Joint Broadcasting Committee made a trip in the life-boat and recorded it, the record being broadcast to foreign countries.

Coxswain Albert Spurgeon, of Lowestoft, did a short recorded talk describing how he won the bronze medal for rescuing the crew of a naval vessel, and carried on for nine hours with a three-inch cut in his jaw. This talk went out on the Radio News Reels North American Service in November, 1943, and in the Pacific Service in December.

### Scottish Coxswains on the Air

Three Scottish coxswains broadcast, Andrew Mearns, of Montrose, in the postscript to the one o'clock news, in the Home and Forces Programmes, in January, 1942, describing how he and two of his crew were thrown out of the life-boat when she nearly capsized, in the previous November; Francis Mair, of Buckie, describing in the Scottish

Magazine in December, 1942, how he rescued the crew of an R.A.F. launch in the previous September; and James Coule, of Broughty Ferry, taking part in the description of a visit which he and his crew paid to an Air Force Station. Captain A. Stephen, honorary secretary at Fraserburgh, who won the silver and bronze medals for gallantry, broadcast twice, describing rescues at Fraserburgh, in *In Town To-night* in December, 1940, and in the one o'clock news in the following January.

Another speaker in *In Town To-night* was Commander J. D. Upton, R.D., R.N.R., in December, 1940, describing the work of the stations on the east coast since the outbreak of war, and his own experiences on service as a district inspector.

#### Margate's Four Broadcasts

Margate was on the air four times. In May, 1940, in the fortnightly *News Letter* for the Empire and Overseas, and later in the Magazine for the Empire and Overseas, an account was given of the work of the station since the outbreak of war. In October, 1942, Mr. Raymond Glendenning visited the station and did a fifteen-minute broadcast called *Launching of the Margate Life-boat*, which included the words of command and sounds of the launch, and talks with Coxswain Edward Drake Parker, D.S.M., and his crew. Later, extracts from this broadcast were given in the weekly review, in the *Overseas Services*, of life in Great Britain, called *Behind the Battle Front*. Coxswain Parker was also heard in *Here in Britain* in May, 1942, in an account on the eastern transmission of the history and work of the Life-boat Service. It included a recorded talk by Coxswain Parker on the Margate life-boat helping to bring off the British Expeditionary Force from Dunkirk, and a recorded talk by Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, on the Institution's work.

#### An Irish Coxswain's Bravery

A distinguished Irish coxswain, Patrick Murphy, of Newcastle, Co. Down, who, during the war, won the gold medal, and the bronze medal twice, figured in the series *Marching*

*On in the Home and Forces Programmes* in August, 1942, in a broadcast called *Life-boatman Murphy*.

Mr. H. M. Smardon, M.B.E., the honorary secretary of the Torbay station was twice on the air, speaking about a war service by his life-boat in the series *Transatlantic Call*; *People to People* from Devon, in the *Home Service* in March, 1944, and again in December of the same year, when he spoke of another Torbay service in the *Forces Programme* in *World News* and *Home News* from Britain and Canada.

In the *Children's Hour* in May, 1941, Mr. John Drew, the motor mechanic at Penlee, gave two talks on the Penlee life-boat. In September, 1942, in a programme *The Fair Flower of Northumberland*, there were accounts in dramatic form of Grace Darling's rescue of the survivors of the *Forfarshire*, and the meetings of the Gentlemen of the Lawe House, at South Shields, at which the first life-boat was designed. There was also an interview with Mrs. Nannie Lisle, of Cullercoats, holder of the Institution's gold badge for collecting. In January, 1944, the *Children's Hour* had a half-hour talk on how the life-boat was invented, with stories of rescues on the north-east coast of England.

#### "Strange to Relate"

Another historical talk was in January, 1940, in the series *Strange to Relate*. It was on the remarkable journey of the Lynmouth life-boat, which was dragged across Exmoor to Porlock Weir and there launched, on the night of 12th January, 1899. The talk was repeated in September, 1941. Lynmouth was again on the air in June, 1943, when the coxswain spoke in a programme on the history of Exmoor. In January, 1944, there was a talk on the Pacific Service called *St. Ives—Cornwall*, which included the work of the *St. Ives* life-boat station. A general talk on the work of the Institution was given to Latin America in August, 1940, and in March, 1942, Brigadier-General Sir Wyndham Deedes, C.M.G., D.S.O., broadcast a general life-boat talk to Turkey in Turkish. In June, 1943, there was a short general talk to Canada by the Canadian Broadcasting

Corporation, transmitted from the B.B.C., and in October of the same year, a short description of the Sheringham station in the war was broadcast to Canada in French by the Overseas Unit of the Canadian Broadcasting Corporation.

#### "Fishers of Men"

Finally, in June, 1941, there was a half-hour programme in the Home Service, written by A. P. Wilson and W. Farquharson Small, called "Fishers of Men, a Short Tribute to the Work of our Life-boats in War Time." It included the share of the life-boats in bringing off the B.E.F. from Dunkirk;

the first war service at Aldeburgh; the service by the Troon life-boat to the *Moyallon* in December, 1940, with the motor mechanic speaking; the Whitby service to the Belgian steamer *Charles* in February, 1940, when two life-boatmen lost their lives; a service by Selsey to an airman in June, 1940, and the airman's message of gratitude; talks with Coxswain Blogg, Mr. J. R. Barnett, O.B.E., M.I.N.A., the Institution's Consulting Naval Architect, the wives of the coxswain and bowman of Newbiggin, and a dialogue between the Scottish organizing secretary (not speaking in person) and a life-boat day worker.

### The Shipwrights' Exhibition

By the kindness of the Worshipful Company of Shipwrights, the Life-boat service had a space at the exhibition of ships' models and equipment which the Company held in London from 28th January to 8th February of this year.

The Institution showed models of the *Original* (the first life-boat, built in 1789), a pulling and sailing life-boat of the nineteenth century, the modern

46-foot Watson cabin life-boat, a diagram in relief showing the interior of a Watson cabin boat, and portraits of life-boatmen.

When the commentator of the B.B.C. visited the exhibition on the first day, he was allowed to take away the *Original* to be televised, and she was seen in the B.B.C.'s "Picture Page" that afternoon and evening.

### Metal Collecting Boxes : An Appeal

It is impossible at present to get more of the small metal life-boat collecting boxes. Nor will it be possible to get them for a long time. Meanwhile the Institution has none. If any branches have boxes which they are not using, will they very kindly return them to Royal National Life-boat Institution, Life-boat Depot, Boreham Wood, Herts.

If they are damaged they can be repaired.

Honorary secretaries who have damaged boxes which they want to use should return these also, and the depot will repair them and send them back. Though there are no metal boxes in stock, the Institution has cardboard collecting boxes on stands which can be used in place of the metal boxes.

### The Old Firm

IN 1789 William Wouldhave of South Shields, house-painter and teacher of singing, made his model of a life-boat which would self-right. In the same year Henry Greathead of South Shields built the first life-boat, the *Original*. The Institution has just received from West Africa the following letter:

"With much respect and humility I beg to apply for your book on painting. I kindly communicate Mr. William Wouldhave to send me a book on painting and if there is any amount to be sent to you let me hear quickly and also Mr. Henry Greathead."

### Portrait on the Cover

THE portrait on the cover is of Coxswain George Lamey, of Clovelly. He has been an officer of the life-boat for eighteen years, and coxswain for the past twelve years. In 1944 he was awarded the Institution's thanks on vellum for rescuing the crew of eight

men from a phoenix—a 6,000-ton concrete caisson—which was driven into Clovelly Bay by a gale when being towed from Liverpool to Normandy to form part of the port built at Arromanches for the landing of the allied troops in Normandy.

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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 December, 1947.*