

THE LIFE-BOAT

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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 December 31st, 1947 - - - 75,690

H.R.H. The Duchess of Kent's Presidential Address*

THE meeting to-day has a twofold purpose; to hear about the work of the Institution during 1946; and to pay our tribute to the gallant self-sacrifice of The Mumbles life-boat crew, for whose families we all have the deepest sympathy.

Two years ago I presented a gold medal on your behalf to the coxswain of that crew, William Gammon, for conspicuous gallantry and seamanship during the war.

You will remember hearing the wonderful story of his achievements, and of other coxswains who received medals, and you will, I know, share with me the pride of being connected with the Royal National Life-boat Institution, which can produce such men, who in war and peace are always prepared to face dangers to rescue lives from the sea.

It has been a sad duty to me to present to the families of these men of The Mumbles life-boat certificates recording the heroism of their deaths this year, but in so doing, with a heavy and understanding heart, I pray that they may be comforted by the world-wide tributes paid to their menfolk, tributes which we in the Institution so sincerely share. We shall not forget them, or their relatives.

The record of the Institution in 1946 was an impressive one, and it is remarkable that, in spite of all inventions to help navigation, and to make travel by sea safe, there were more calls for life-boat assistance than ever before in a year of peace.

We are very glad that the boats were able to rescue 234 lives from the ships of other countries than our own, and in the long record of service to foreign nations there is not a country in the world that does not owe the lives of some of its seamen to British life-boats.

To the crews we express our gratitude and admiration; some of them, I am glad to be able to say, I have had the opportunity of meeting during the last two years, when I visited various stations in the British Isles, and I was greatly impressed with these splendid and cheerful men. Our hopes and prayers are with them for the future.

In conclusion, may I add my sincere thanks to all who have given their help in many ways during the past year, and to the generous British public, on whose support we depend.

Everyone connected with the Institution, as well as the public, must feel proud that they have a share in the achievements of the Life-boat Service, in which I take such a deep interest.

* Read at the Annual Meeting on the 24th of October, 1947. (See page 88.)

The Fifth International Life-boat Conference

By COMMODORE THE DUKE OF MONTROSE, K.T., C.B., C.V.O., V.D., LL.D.,
R.N.V.R., Treasurer of the Royal National Life-boat Institution and Chair-
man of the Scottish Life-boat Council.

THIS has been a great event in the life-boat history of the world, the International Conference held at Oslo from July 5th to July 12th, 1947; for it was the first occasion since the war on which it has been possible to gather together delegates from a number of nations to consider the most effective way of saving life from shipwreck, and to compare all that had been done, learnt and discovered since the last conference held in Gothenburg eleven years before. We had delegations from eleven countries: Belgium, Denmark, Finland, France, Great Britain, Holland, Iceland, Norway, Sweden, Turkey and the United States of America.

Each country had the opportunity, in the papers and in the discussions which followed each paper, of putting before the Conference its latest designs and developments. Prominence was given to the new inventions made during and since the war, and the Conference was particularly interested in the American paper on its use of "ducks" and helicopters, working in co-operation with life-boats.

Wireless and Twin-Screws

It was clear that radio telephony, the use of which has been for long much restricted in life-boat work, principally because of the difficulties of protecting the apparatus from the sea, is now coming into full use.

The papers of the British Service put forward twin-screws, which are now used by it in all boats large and small, as the most important development in design which we have made. We found that some other Services were doing the same, but some were not.

The old controversy between wood and steel as the best material for life-boats was again debated and, as at previous conferences, Great Britain stood firmly by wood, and Holland as firmly by steel. The most impressive fact in these discussions was that though all Life-boat Services are united in the purpose and spirit of their work the

different coasts present them with entirely different problems in carrying it out.

It is not only in the exchange of plans and ideas that the different services can work together. The greater range of present-day life-boats, and the possibility of the use of helicopters (although that is still in the air in both senses) opened up the question of different life-boat services, in such an area for instance as the North Sea, actually co-operating in the work of rescue, and we discussed whether an agreed plan of intelligence and action could be drawn up.

Life-boats in War

Among the larger questions we discussed was whether the rules of the Hague Convention of 1907 afforded life-boats adequate protection in time of war. It was felt in some quarters that the rules might be strengthened, and that life-boats should be respected and protected by all belligerent nations in the same way as the Red Cross. The question was raised by the Dutch Service in their paper which described the struggle which it had with the German occupiers of its country to prevent its boats from being used in belligerent activities, and a paper on the same subject was read by a French delegate. The feeling was that the position needed close examination and the conference passed a resolution which has been brought to the notice of the Governments concerned. It was, however, appreciated that the question is a complicated one and there are many points to be considered.

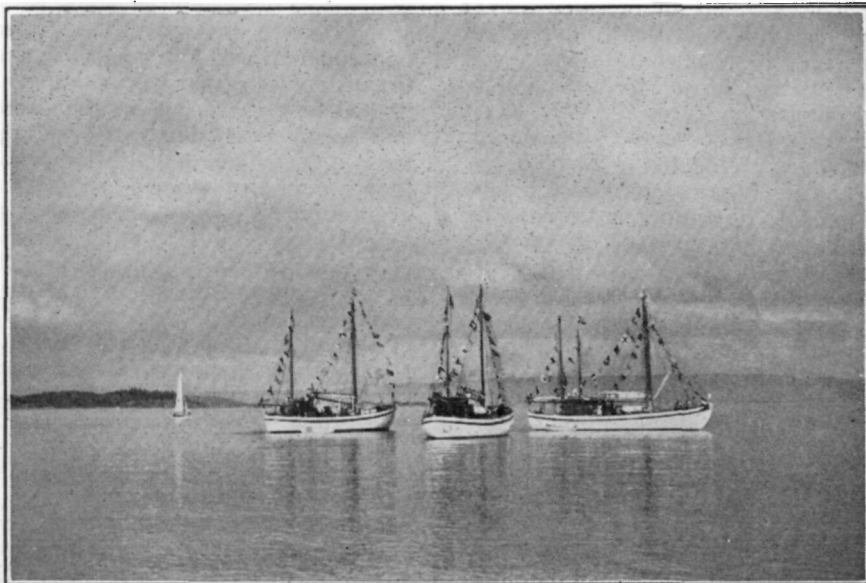
Voluntary or State

We discussed too the question whether life-boat services should be maintained by voluntary effort, or by the governments. The service in the United States is and always has been maintained by the government, and is part of the coastguard service, but the general feeling was that voluntary

THE OSLO CONFERENCE



THE DELEGATES



NORWEGIAN LIFE-BOATS AT HVALSTRAND

From photographs by Captain E. W. Swan, C.B.E., V.D., D.L., R.N.V.R., a member of the Committee of Management and Chairman of the Tynemouth Branch.

effort was still best, being much more flexible than working to government rules and schedule. It was recognized, I think, by the Conference that British life-boat experience was not only older, but larger than any other, that our boats were among the best, and our practical experience in administration second to none. But each nation felt that it must work in the way it found to suit its own circumstances best, though I think also that each of us felt that it was of immense value to understand the problems, and their solutions, of other services, even if their problems were quite different from our own.

A Royal Welcome

Our Conference was welcomed on the first day by His Majesty King Haakon in person, who addressed us in a splendid speech. Then the Mayor of Oslo entertained us to a sumptuous Civic Banquet, at which the Crown Prince Olaf attended. The Mayor, in perfect English (learnt at Oxford University), and the Crown Prince gave us two more splendid addresses. Our meetings were held in the palatial quarters of the Norwegian Shipowners Association, and we elected Mr. Dagfinn Paust, a ship-owner of Oslo and the president of the Norwegian Life-boat Institution, as our chairman. He fulfilled the office greatly to the satisfaction and pleasure, and indeed admiration, of us all. The whole business of the Conference, it is worthy of note, was conducted in English.

When we were not in conference we had much to do and much to see. We were entertained by the Royal Oslo Yacht Club in its most beautiful clubhouse, and were taken to see the famous Viking ships and the *Fram* of Nansen's arctic exploration. These vessels were most interesting, and magnificently preserved in special buildings. One of

the most striking features of the whole conference was the mobilization of eleven Norwegian life-boats, in which we were taken down the beautiful Oslo Fjord. On the way we were treated to a life-saving demonstration with rockets, line-throwing guns, coloured flares, and even men in the water with life-buoys, life-saving jackets, Værey lights and sea torches, whom we saw rescued. These Norwegian boats are an example of the great diversity in the work of the different life-boat services. They keep at sea during the winter, moving with the fishing fleets, have full cabin accommodation for their crews, and are maintained like yachts, all beautifully clean and bright. Norway now has under construction one big cruising life-boat, larger than anything that we have on the coasts of Great Britain. She is to be employed on special winter service in the Spitzbergen waters.

Magnificent Hospitality

We shall remember with special pleasure and gratitude the magnificent hospitality shown to us on all sides, hospitality in many cases not only to the delegates but to their wives and daughters. It was a generous act, so soon after the war and all that Norway had suffered, and the good spirit and friendship were marvellous. Many of us had never seen one another before, and knew very little about each other, but we parted the best of friends, and found ourselves singing on the last evening, hand in hand, "The Banks of Loch Lomond" and "Auld Lang Syne."

Just before that final meeting the news reached Norway of the royal engagement, and that assembly of eleven nations most heartily drank to the health and happiness of our Princess Elizabeth and her future husband.

The Bravest Life-boat Deed of 1947

THE annual award for the bravest life-boat deed of 1947, known as the "Miss Maud Smith's reward for courage, in memory of John, 7th Earl of Hardwicke," has been made to Coxswain Edwin F. Madron, of Penlec, for the rescue on the 23rd of April of eight men from H.M.S. *Warspite*, which had got

adrift from her tugs while on her way to the shipbreaker's yard and gone ashore. It was Coxswain Madron's first service as coxswain. He had already been awarded the Institution's silver medal for this service, of which a full account was published in the September number of *The Life-boat*.

A Rescue from a Fort in the Mersey

ON the afternoon of the 22nd of September, a south-westerly gale was blowing in the mouth of the Mersey with rain squalls and breaking seas twenty feet high. In those heavy seas the military authorities were afraid for the safety of one of the forts, Queen's Fort, built out in the estuary, and asked the New Brighton life-boat station to take off the crew. An attempt had already been made, without success, by a launch of the Mersey Docks and Harbour Board. The motor life-boat, *William and Kate Johnston*, left her moorings at 2.45 in the afternoon under Second-Coxswain W. S. Jones. It was the first time he had been in command on service.

The fort consists of a group of towers each on four tubular piles leaning inwards. The towers themselves project beyond the piles. The life-boat came up on the lee side of the lee tower, but the piles, of course, gave her no shelter from the gale; and with the piles leaning inwards, and the towers projecting, it was peculiarly difficult to get and keep the life-boat in position for the rescue. A line was thrown to the fort, but as it was almost straight upwards, it was of little use, and the second-

coxswain could only hold the life-boat in position by working his engines, and the second-coxswain had to manoeuvre the life-boat alongside the piles afresh for each of the men to jump into her.

At times the life-boat was more than twenty feet below the fort, but on the top of a big wave the men on her fore-deck were in danger of being crushed under the massive superstructure. The actual rescue took forty minutes. No one was injured, but the life-boat damaged her stem.

The second-coxswain handled the boat with great skill in a series of dangerous manoeuvres, and the Institution made the following awards:

To SECOND-COXSWAIN W. S. JONES, the bronze medal for gallantry, a copy of the vote of the medal inscribed on vellum, and a reward of £1 9s. in addition to the ordinary reward of £1 11s.

To the motor mechanic, W. McDONALD, who was single-handed at his engines, the thanks of the Institution inscribed on vellum and £1 10s.;

To each of the six members of the crew £1 9s., in addition to the ordinary scale reward of £1 11s.;

Standard rewards, £12 18s.; additional, £11 13s.; total rewards, £24 11s.

A Single-handed Rescue by a Skye Fisherman

THE Institution has awarded its bronze medal for gallantry to Mr. Kenneth Macleod, a fisherman of Pooltiel, Isle of Skye, for rescuing single-handed in a small rowing boat three fishermen whose boat had been wrecked. On the afternoon of the 14th of October the three men were out lobster fishing in the motor fishing boat *Village Bell* when a rope fouled their propeller. They were then at the entrance to Loch Pooltiel. A strong wind was blowing, with a moderately rough sea, and though the men anchored, the anchor chain carried away, and the boat was thrown on to the rocks. The three men were able to scramble on to them, but they were at the foot of unclimbable cliffs.

Their danger was seen, and Mr. Macleod put out at once. Six other

men followed in a larger rowing boat. Mr. Macleod had two miles to pull, and in that sea it was a feat needing extraordinary strength. Only a very powerful and active man—he is 6 ft. 7 ins. tall—could have done it. The larger boat could not get close to the rocks, but Mr. Macleod signalled to the three men to climb to a projecting rock and three times he backed his boat to it, taking the men off one by one and rowing them out to the other boat. He ran great risks, for he was right in the broken water and the backwash of the seas. The rescuers had a hard pull to get back, and they were out altogether for three and a half hours. Besides the bronze medal—and with it a copy of the vote inscribed on vellum—to Mr. Macleod, the Institution awarded ten guineas to him and the other six men.

Henry Blogg, G.C., B.E.M., of Cromer

HENRY GEORGE BLOGG, coxswain of the Cromer life-boat, retired at the end of last September, at the age of 71, after serving for over fifty-three years as a life-boatman. His record is unequalled in the 124 years of the Life-boat Service and his name is known far beyond the British Isles.

Henry Blogg became a member of the Cromer life-boat crew in January, 1894, at the age of 18. He was appointed second coxswain in 1902 and coxswain in December, 1909, so that he served in command of the boat for thirty-eight years. During his fifty-three years the Cromer life-boats went out on service 387 times and rescued 873 lives.

Three Gold, Four Silver Medals

No life-boatman has won so many medals for gallantry. He won the gold medal of the Institution, given only for conspicuous gallantry, three times. No other man, except Lieut.-Colonel Sir William Hillary, Bt., the Institution's founder, has won three gold medals. Henry Blogg also won the Institution's silver medal four times, was awarded by the King the George Cross and the British Empire Medal, and was presented with a gold watch by the Queen of Holland. For the services in which he won these medals his crew won three silver and forty-one bronze medals.

Here are the details of his many awards:

In 1917 he won the gold medal for the first time for the rescue of eleven men of the crew of the Swedish steamer *Fernebo*.

In 1924, the year in which the Institution celebrated its centenary, he, and the seven other living gold medallists, were awarded the Empire Gallantry Medal which they received in person from the King at Buckingham Palace. In October, 1941, Blogg received the George Cross, which had been instituted the year before, in place of his Empire Gallantry Medal.

In 1927 he won a clasp to his gold medal for the rescue of fifteen men from the Dutch oil-tanker *Georgia*. For this service he was also presented with a gold watch by the Queen of The

Netherlands, and twelve silver watches were presented to his crew.

In 1932 he won the silver medal for the first time for the rescue of thirty men from the Italian steamer *Monte Nevoso*. He also rescued a dog from the steamer, and was awarded the silver medal of the Canine Defence League.

In 1933 he won a clasp to his silver medal for the rescue of the two men of the barge *Sepoy*, of Dover.

In 1939 he won a second clasp to his silver medal for the rescue of the crew of twenty-nine of the Greek steamer *Mount Ida*. This was the first life-boat medal to be awarded in the war of 1939-45.

In September, 1941, he won a second clasp to his gold medal for rescuing 88 lives from six steamers of a convoy which had been wrecked on the Haisborough Sands. For this service he was also awarded the British Empire Medal.

Washed Overboard

In October, 1941, he won a third clasp to his silver medal for the rescue of the crew of forty-four men of the steamer *English Trader* wrecked on Hammond Knoll. In the course of this service Coxswain Blogg and four of his crew were washed overboard. As soon as he had been hauled back into the boat he again took command.

Such is the brief record of a great career.

Coxswain Blogg's portrait was painted for the Institution by Mr. T. C. Dugdale, R.A., and exhibited at the Royal Academy Summer Exhibition in 1942. It now hangs in the offices of the Institution. Mr. Dugdale is painting a copy and the Institution will present it to Coxswain Blogg. It has also awarded him an annuity and a certificate of service.

The Viscount Templewood, president of the Cromer Branch, and a committee of Cromer people, have opened a testimonial fund, and contributions to it should be sent to Barclays Bank Limited, Cromer, Norfolk. The fund will be put to such purposes as Coxswain Blogg himself shall decide.



HENRY BLOGG, G.C., B.E.M., OF CROMER

From the painting by Mr. T. C. Dugdale, R.A.

The Annual Meeting

THE Annual Meeting was held at the Central Hall, Westminster, on the 24th of October, 1947. Sir Godfrey Baring, Bt., chairman of the Committee of Management, presided, supported by the Mayor and Mayoress of Westminster, Lady Nathan, Chairman of the London County Council, the Mayors and Mayoresses of over thirty Metropolitan Boroughs, the Mayor of Swansea, the Duke of Montrose, a vice-president and honorary treasurer of the Institution, the Duchess of Montrose, a vice-president of the Ladies' Life-boat Guild, The Earl Howe, a vice-president of the Institution and deputy chairman of the Committee of Management, the Countess Howe, Lady Baring, and other members of the Committee of Management.

H.R.H. The Duchess of Kent

The Duchess of Kent, President of the Institution, was to have presented the awards for gallantry, but was prevented by illness and the following telegram from her was read by the chairman:

"I am terribly disappointed that I cannot be with you all this afternoon but I have been forbidden to go out for the next few days. Please tell all those to whom I was to have presented medals and certificates, and in particular the families of The Mumbles life-boat crew, how sorry I am I cannot be present but I shall be thinking of them. I hope you will have a very successful meeting and I trust I shall be with you next year."

A telegram of sympathy, thanks and good wishes was sent to the Duchess by the meeting.

A telegram was also read from the Countess Mountbatten of Burma, C.I., G.B.E., D.C.V.O., President of the Ladies' Life-boat Guild, from Delhi:

"My thoughts and good wishes are with you all on the twenty-fourth."

The Chairman's Address

I have the honour and privilege to present to the governors of the Institution this afternoon the report of the work of the Life-boat Service in the first full year of peace. That year, 1946, was the busiest which our life-boats have ever had in time of peace. If

there should be any who thought that, with the end of the war, our Life-boat Service would be less needed, this report gives them the answer.

Not only does our work go on, but its dangers remain. Just six months ago we lost our life-boat at The Mumbles with the whole of her crew. You will hear shortly an account of that disaster, but there is one thing that I should like to say now. Within two months another life-boat was at the station, and another crew had volunteered, all of them men of The Mumbles. (Applause.) Although the dangers remain, so does the spirit of the Life-boat Service.

That disaster brought us one of the greatest proofs that we have ever had of the interest and pride which the British people take in our work. To supplement the pensions given by the Institution to the wives, children and mothers of those eight men, the Mayor of Swansea opened a fund. Over £90,000 has been subscribed to it. I am very glad that the Mayor of Swansea is with us, and that I am able, on behalf of you all, to thank him personally and, through him, all who responded to his appeal. We have with us, too, the Mayors and Mayoresses of many of the London Boroughs. It was in the City of London that the Institution was founded 123 years ago, and their presence here is proof of the unfailing interest which the people of the whole of London take in the Service.

I welcome also the speakers to our main resolution—Colonel John Astor, the chairman of *The Times*, and Commander Douglas Marshall, M.P., who represents in the House of Commons one of the divisions of Cornwall, a county with a very great life-boat record.

Report and Accounts, and Elections

The report and accounts for 1946 were adopted, the president, vice-presidents, treasurer and other members of the Committee of Management and the auditors were elected.

The Wreck of The Mumbles Life-boat

COLONEL A. D. BURNETT BROWN, M.C., T.D., M.A., the secretary of the Institution, read an account of the wreck of the life-boat at The Mumbles on the 24th of April, and the MAYORESS OF WESTMINSTER (the HON. MRS. GREVILLE HOWARD), presented to the widows of six of the eight men who lost their lives, and a sister of another man, the certificates recording the men's devotion to duty and the supreme sacrifice which they had made. The widow of the eighth man had been prevented from coming by illness.

Medals for Penlee and Fowey

The secretary read the accounts of services by the Penlee and Fowey life-boats for which medals had been awarded, and the medals were presented by the Mayoress of Westminster.

TO COXSWAIN EDWIN MADRON, of PENLEE, CORNWALL, the silver medal for rescuing eight men from H.M.S. *Warspite* when she was wrecked in a gale on the 23rd of April last.

TO JOHN DREW, the motor mechanic, of PENLEE, CORNWALL, the bronze medal for the same service.

TO COXSWAIN JOHN WATTERS, of FOWEY, CORNWALL, the bronze medal for rescuing seven men from the London motor vessel *Empire Contamar* in a gale on the 22nd of March last, after his life-boat had been damaged.

The President's Address

The secretary then read the President's address, which is on page 81.

Colonel the Hon. J. J. Astor

I am proud, as anybody would be, to propose a resolution expressing our admiration for and gratitude to the coxswains and crews of the Institution's life-boats, and our deep obligation to the honorary officers and members of local committees, of station and financial branches, and the Ladies' Life-boat Guild. England's Life-boat Service has led the world in the work of rescue and life-saving at sea for a century and a quarter. Throughout it has set a high example in devotion and gallantry and in efficient administration. We are all proud of the Institution's achievements. Every successful rescue thrills us. We are sometimes apt to forget the other occasions, and there are many, when the life-boats put out, it may be, on some unnecessary call; it may be on some hopeless quest. We almost take these things for granted until some tragedy wrings the nation's heart, and one incident in this afternoon's proceedings was a sad reminder of the most recent of these.

We salute the men who of their own free will are ever ready to face storm and danger. They deserve, and must have, the finest boats and equipment and support of every kind. They have the finest of hearts, and that the public conscience is keenly alive to the debt it owes to them is shown by its response to the rising needs and costs of the Service. Life-boats, I believe, used to cost a few hundred pounds; they now cost from £10,000 to £20,000. This Institution neither asks nor receives any financial help from the State; it is a voluntary organisation and, as such, it is an outstanding instance of the people themselves assuming a great national duty and discharging it with success and every credit year by year in peace and war. We here would warmly thank all who play their part in this service to mankind. (Applause.)

Comdr. D. M. Marshall, R.N.V.R., M.P.

You have seen fit to ask me this afternoon to second this resolution, and I realize the great honour that you have paid to South-East Cornwall in so doing. At the same time, as we have a motto in Cornwall which is "One and All," I would like to couple with that the great pride that I know will be felt by Mr. Alec Beechman, member of

parliament for St. Ives, for the great courage and gallantry of his constituents off Penlee.

I think it is right and proper to realize the vitalness of this Service and of all those who serve in it. It is right to try to find proper and fitting words to describe it, but they are very difficult to find. But if we take note that the patrons of this Service are His Majesty The King, Her Majesty The Queen, and Her Majesty The Queen Mother, and the president is Her Royal Highness The Duchess of Kent, there, indeed, in brief, we have the reason why this Service is so vital. (Applause.)

I have always felt very deeply the importance of our small ships, and their maintenance, and the importance of our fishing industry, and I see in reading through the report that the main strength of the life-boat crews is drawn from that fishing industry. It must have been a great comfort in this year of 1946 that the Life-boat Service itself has 134 times gone to the rescue of fishing vessels and saved from them 93 lives. (Applause.) Not only 93 lives, but let us think as well of what that means to the next-of-kin and the beloved of those who are saved.

At the same time as we have heard the stories of gallantry this afternoon, we have been reminded how tragedy can play its part. As a representative of South-East Cornwall, which, as you know, is Celt, perhaps I might be allowed to dwell upon this point that some believe that the word "Cornwall" was, in fact, derived from "Corn-Welsh," and perhaps I might humbly suggest that at the same time one can pay that compliment in the same way to that great Celtic race of Wales, for we have seen this afternoon how great tragedy occurred there.

In conclusion I would like to say this: We all know that great anxiety is in the hearts of our great nation to-day, but while men of the spiritual and martial qualities that we have seen to-day still live amongst us, we can survive any turbulent storm. (Applause.)

The resolution was then carried:

"That this Meeting, fully recognizing the important services of the Royal National Life-boat Institution, in its national work of life-saving, desires to record its hearty appreciation of the gallantry of the Coxswains and Crews of the Institution's life-boats, and its deep obligation to the Local Committees, Honorary Secretaries, and Honorary Treasurers of all Station Branches, and to the Honorary Officers and hundreds of Voluntary Members of the Financial Branches and of the Ladies' Life-boat Guild in the work of raising funds to maintain the Service."

Presentations to Honorary Workers

Since the last annual meeting four honorary workers had been appointed honorary life governors of the Institution, and the Mayoress of Westminster presented the vellums, signed by the president, recording their appointment to:

ALDERMAN SIR CHARLES McREA, J.P., of the CITY OF LONDON.



By courtesy of]

[Fox Photos

THE WOMEN OF THE MUMBLES



By courtesy of]

[Fox Photos

SILVER AND BRONZE MEDALLISTS

Coxswain Edwin Madron, of Penlee, and John Drew, the motor mechanic



By courtesy of]

[Graphic Photo Union

IN MEMORY OF COXSWAIN GAMMON, OF THE MUMBLES

The Mayoress of Westminster presents a Certificate to his widow



By courtesy of]

[Sport and General

RAPT ATTENTION

Coxswain Madron, John Drew, and Coxswain Watters of Fowey

MRS. R. BEVAN JOHN, of LLANELLY.
 MR. C. E. FIELDING, of MANCHESTER.
 LADY FRANCIS GODOLPHIN OSBORNE, of
 BERWICK-ON-TWEED, was not able to be
 present.

MRS. MARSDEN, of HUDDERSFIELD.
 EX-BAILLIE THOMAS BIMSON, of IRVINE.
 MISS H. COTTON, of KIDDERMINSTER.
 MRS. D. J. WILKES, of LLANDUDNO.
 MISS W. F. SHAND, of LYMM.



By courtesy of]

[Fox Photos

COXSWAIN JOHN WATTERS, OF FOWEY

The gold badge had been awarded to the Institution's Consulting Naval Architect and ten honorary workers, of whom eight were present to receive their badges. The Mayoress of Westminster presented them to:

MR. J. R. BARNETT, O.B.E., M.I.N.A., of GLASGOW, CONSULTING NAVAL ARCHITECT for the past forty years.

CAPTAIN HERBERT TURNBULL, M.B.E., of GRIMSBY.

ARCHDEACON HAROLD S. WILLIAMS, of THE MUMBLES.

MRS. STANLEY BELL, of WIGAN.

A vote of thanks to the Mayoress of Westminster was proposed by Admiral of the Fleet the Earl of Cork and Orrery, G.C.B., G.C.V.O., and Mr. H. S. H. Burdett-Coutts, members of the Committee of Management.

Life-boat Stamp Bureau

MISS MARGARET POWER, of Mount Royal, Old Common, Cobham, Surrey, founder of the Life-boat Stamp Bureau, will be very glad of gifts of colonial

and foreign stamps from readers of *The Life-boat* and their friends. All the proceeds of the Stamp Bureau go to help the Life-boat Service.

Life-boat Services in August, September, October and November.

During August, life-boats went out on service 64 times and rescued 20 lives.

A FAMILY BARGE IN PERIL

Fishguard, Pembrokeshire.—At 8.7 in the morning of the 2nd of August, 1947, the coastguard reported that a sailing barge was in difficulties and had asked for help three to four miles east-north-east of Strumble Head. At about 8.20 she flashed the S O S. signal and at 8.30 the motor life-boat *White Star* was launched, in a fresh to strong south-south-east breeze with a choppy sea. She found the sailing barge *Gladys*, of London, bound for the Clyde with the owner, his wife, three men and two children on board. The barge had been converted into a house-boat and fitted with a small motor. Her sails had been blown away and she was making heavy weather. At the owner's request the life-boat towed her to Fishguard, and arrived back at her station at 1.30 in the afternoon.—Property Salvage Case.

CUT OFF BY THE TIDE

Ramsgate, Kent.—At 12.25 in the afternoon of the 3rd of August, 1947, the police reported that two men had been cut off by the rising tide on a rock off the western undercliff. The motor life-boat *Prudential* left her moorings at 12.33, with a rowing boat in tow, in a light south-westerly breeze, but heavy ground swell, and found the two men on a rock about one mile from the harbour entrance. Neither could swim. The life-boatmen took them off in the rowing boat, and rowed them to the life-boat which arrived back at her station at 1.25.—Rewards, £6 13s.

TWO MOTOR YACHTS BROKEN DOWN

Newhaven, Sussex.—At 1.55 in the afternoon of the 3rd of August, 1947, the coastguard reported that a motor yacht in difficulties off Peacchaven, and the motor life-boat *Cecil and Lilian Philpott* was launched at 2.5 in a light south-westerly wind with a slight sea. She found the motor yacht *Lady Betty*, of

Southampton, bound for Newhaven from Littlehampton with a party of five on board, with her engine broken down, and towed her to Newhaven, arriving at four o'clock.—Rewards, £10 6s. 6d.

Dungeness, Kent.—At 4.40 in the afternoon of the 3rd of August, 1947, Lloyd's Signal Station reported that a motor yacht was in distress and dragging her anchor one hundred yards off the station. The motor life-boat *Charles Cooper Henderson* was launched at 4.55 in a strong south-westerly breeze and rough sea, and found the motor yacht *Mabruki*, bound for Dover with a crew of five, half a mile west-by-south of the life-boat station, and only fifty yards off shore. Her engine had broken down. At the skipper's request the life-boat towed her to Dover, and arrived back at her station at 12.30 the following morning.—Property Salvage Case.

EXHAUSTED ROWERS

Wicklow.—At 6.35 in the evening of the 10th of August, 1947, a telephone message was received from the light-keeper at Wicklow Head that two rowing boats were in difficulties south of Wicklow Head in a very strong ebb tide. The motor life-boat *Lady Kysant* was launched at 6.50 in a south-easterly breeze and a calm sea. She came up with the two boats half a mile south of the head. Their crews were exhausted. She took them on board and, with the boats in tow, reached her station again at 7.55 that evening.—Rewards, £8. 7s.

SKIPPER'S BROKEN ARM

Ramsey, Isle of Man.—At 3.45 on the morning of the 14th of August, 1947, the coastguard reported that a red flare had been seen about two miles east-north-east of Queen's Pier, and the motor life-boat *Lady Harrison* was launched at 4.25 in a dead calm. She found the motor fishing boat *Capella*, with two men on board, three miles east of the life-boat station. The skipper had broken his arm and the

other man could not start the engine. The life-boat towed the *Capella* to the pier, and when the injured man had been landed the life-boat's mechanic re-started the fishing boat's engine. She escorted her to the harbour and returned to her station at 5.35.—Rewards, £22 17s.

LOBSTER FISHERS ADRIFT ALL NIGHT

St. David's, Pembrokeshire.—At 6.40 on the morning of the 14th of August, 1947, information was received that two men, who had left Solva in their motor fishing boat *Don* to attend to their lobster pots, were about twelve hours overdue. The coastguard had seen nothing of them. The motor life-boat *Civil Service No. 6*, was launched at 8 o'clock in a light south-easterly breeze and a calm sea, and found the *Don* off Carreg-y-Rhosson. Her engine had broken down and she had been drifting all night. The life-boat gave the two men cocoa and towed the fishing boat to Porth Stinnan. She arrived back at her station at 9.30.—Rewards, £6 14s.

ASHORE IN A THICK FOG

North Sunderland, Northumberland.—At 7.20 on the morning of the 15th of August, 1947, the Seahouses coastguard reported that a tug was ashore on Bush Rock, and that three women and two boys had been taken off by a fishing boat, but that seven members of her crew were still aboard. The motor life-boat *W.R.A.* was launched at 10.10 in a very thick fog, with a slight south-south-east breeze and a calm sea. She found the tug *Alexandra*, of Queensferry, two miles north-north-east of the harbour, stood by until she re-floated, and escorted her to the harbour, arriving back at her station at 12.30 in the afternoon.—Rewards, £25 15s.

A PRIVATE AEROPLANE CRASHES

St. David's, Pembrokeshire.—At 8.15 on the night of the 15th of August, 1947, a resident telephoned that her husband had taken off in his aeroplane, with the life-boat's assistant motor mechanic as a passenger, but the aeroplane had been lost to sight. The motor life-boat *Civil Service No. 6* was launched at 8.40, in a light north-easterly breeze with a

calm sea and found that the aeroplane, an Auster Autocrat, had crashed into the sea off Gull Rock. The two men had climbed on the rock. The passenger swam to the life-boat and was hauled aboard exhausted. The life-boat then took the pilot off the rock and returned to her station, arriving at 10.40 that night.—Rewards, £8 4s.

STEAMERS IN COLLISION IN FOG

The Humber, Yorkshire.—At about 9.25 in the morning of the 16th of August, 1947, the Mablethorpe coastguard reported that the S.S. *Keila*, of Glasgow, had been in collision in a fog with the S.S. *Lady Anstruther*, also of Glasgow, of 527 tons bound for Sunderland, about twenty-two miles east-north-east of Spurn Point, and that the *Lady Anstruther* was sinking. The motor life-boat *City of Bradford II* was launched at 9.50 in a light north-easterly breeze and moderate sea, but received a wireless message that she was not needed and returned, anchoring off her station at 11 o'clock. At 3.15 in the afternoon the Filey coastguard asked her to take off the *Lady Anstruther's* crew from the *Keila*, which had picked them up, and she left her anchorage at 3.35. The *Keila* was then eleven miles east-north-east of Spurn Point. The fog was still dense, but the life-boat found her, went alongside, took on board the *Lady Anstruther's* crew of fourteen and her captain, who was badly injured, and gave them rum and biscuits. She then made for Grimsby where she landed the men at 8.30 in the evening. It was too foggy for the life-boat to return to her station so she remained in Grimsby until day-break and arrived back at her station at 6.45 the following morning.—Permanent Paid Crew.

A LONG SEARCH IN FOG

Filey, and Flamborough, Yorkshire.—At 8.35 in the evening of the 17th of August, 1947, the Filey coastguard reported that a sailing dinghy, in which two men had put out fishing at 2.0 in the afternoon, should have returned and had not. There was a thick fog. The Filey motor life-boat *The Cuttle* was launched at 9.0 in a light north-westerly breeze. The sea was smooth,

but the fog was getting thicker. The life-boat searched, but found nothing and returned twice for news. On her second return it was decided that she should lie off her station until daylight and then renew the search, but a radar report said that the dinghy was off Flamborough, and as the fog had lifted slightly the life-boat put out for the third time. She still found nothing, and about 6 o'clock next morning she was recalled to investigate what was believed to be an overturned boat. A fishing coble also put out, but fog hampered their search, and after finding nothing they arrived back at about 8 o'clock. Aeroplanes were also searching, and when the life-boat had refuelled about 10.45 she again put out.

The coastguard also informed the Flamborough life-boat station at 10.40 in the morning of the 18th, and the motor life-boat *Elizabeth and Albina Whitley* was launched at 11.10 in a light northerly breeze and choppy sea. There was still a dense fog and although an extensive search was made by both life-boats no trace of the dinghy or her crew was found. After a search lasting for over nineteen hours the Filey life-boat arrived back at her station at 4.20 in the afternoon of the 18th. Finally a report was received that the dinghy had been found upturned by a pleasure steamer three miles south of Scarborough, and the Flamborough life-boat also returned to her station, arriving at 7 o'clock in the evening. A letter of appreciation and a donation to the funds of the Institution were received from the relatives of one of the men lost.—Rewards, Filey, £53 5s. 6d.; Flamborough, £34 5s. 6d.

GULLS MISTAKEN FOR GIRL

Appledore, Devon.—At 9.27 in the morning of the 18th of August, 1947, the Westward Ho coastguard reported a girl adrift on a raft in Croyde Bay, and the motor life-boat *Violet Armstrong* was launched at 9.37 in a light westerly breeze and calm sea. A later message to the station said that no girl was missing from Croyde, and that what had been seen was gulls on floating wreckage. The life-boat was recalled and arrived back at her station at 10.30.—Rewards, £7 16s.

COLLISION IN A FOG

Peterhead, Aberdeenshire.—At 5.5 in the afternoon of the 20th of August, 1947, the coastguard received a message from a vessel five miles north-east of Rattray Head that she was sinking after collision with a trawler. The motor life-boat *Julia Park Barry*, of Glasgow was launched at 5.15 in a dense fog, with a light north-easterly breeze blowing and a calm sea. She received a wireless message that the vessel was making for the beach and found her ashore three and a half miles south of Rattray. She was the *S.S. Wilh. Colding*, of Copenhagen, of 2,500 tons, bound for Greenland with a crew of 20. Her engine-room and boiler-room were flooded and she was lying bows on to the beach. The life-boat helped her to run out an anchor from her stern to prevent her swinging and stood by her for twelve hours. She then returned to her station for food. The following morning she put out again at 8.30 and stood by for another ten hours until a salvage vessel arrived. As she was no longer needed she returned to her station, arriving at 7.10 in the evening of the 21st.—Property Salvage Case.

A FOUR HOURS' SEARCH

Swanage, Dorset.—At 5.24 in the morning of the 21st of August, 1947, the coastguard reported distress signals about five miles south-by-west of the station. The motor life-boat *Thomas Markby* was launched at 5.45 in an east-north-east breeze and a slight sea and made a wide search. She found no vessel in distress but came upon the motor launch *Marlene Dorlores*, broken down and anchored east of Pevril Ledge Buoy. The launch did not require immediate help, but after the life-boat had continued her search and still found nothing, she towed the launch to Swanage Bay, arriving back at her station at 10 o'clock.—Rewards, £12 14s.

A TRAWLER ASHORE

Fraserburgh, Aberdeenshire.—At 9.0 in the morning of the 21st of August, 1947, a vessel was reported ashore at Lackie Head, near Kinnaird Head, and the motor life-boat *John and Charles*

Kennedy was launched two minutes later. There was neither wind nor sea, but the weather was foggy. The life-boat found the steam drifter *Ex-chequer*, of Banff, aground with a heavy list to port, and the skipper asked her to stand by while the tide was making. She first put back to harbour, brought out a surveyor, then put him ashore again, and then, returning, stood by until the trawler refloated and escorted her into harbour, where she arrived at 1.10 in the afternoon.—Property Salvage Case.

ANOTHER STEAMER ASHORE IN FOG

Newburgh, Aberdeenshire.—At 9.18 in the morning of the 21st of August, 1947, the Collieston coastguard reported a vessel ashore near Hackley Bay Head in thick fog. The motor life-boat *John Ryburn* was launched at 10.35, in a light easterly breeze and slight sea, and found the S.S. *Holdernook*, of Hull, a coaster of 900 tons bound for Londonderry loaded with oilcake, on the rocks three miles north of the River Ytham. She took off two passengers, landed them at Collieston, returned to the *Holdernook* and took off nine of her crew. After she had put them ashore she returned to the *Holdernook* and, at the request of her captain, stood by until high water. The captain and three of the crew still preferred to stay aboard, but the life-boat took off the chief engineer, landed him at Collieston, and arrived back at her station at 7 o'clock in the evening.—Rewards, £23 13s.

MORE LOBSTER FISHERS IN DISTRESS

Helvick Head, Co. Waterford.—At about 1.15 in the afternoon of the 21st of August, 1947, the civic guard reported that the salmon yawl *Morning Star*, of Helvick, which had been lobster fishing, was in difficulties in Ardmore Bay, and drifting towards rocky cliffs. Accompanied by Mr. P. J. Morrissey, the honorary secretary, the motor life-boat *H. F. Bailey* was launched at 1.25 in a strong east-south-east breeze and choppy sea. She found the yawl at Glencorran, only about twenty yards off a lee shore. One of her oars and two rowlock pins had been broken, and she had two anchors down. Her

crew of three had been without food for twelve hours. The life-boat passed her a rope, and when her crew had weighed the anchor they were taken on board the life-boat and given cocoa, chocolate and biscuits. Then, with the yawl in tow, the life-boat made for Helvick Head and anchored off her station at 4.25 that afternoon.—Rewards, £10 3s.

TWO BOATS TOWED IN A ROUGH SEA

Ramsgate, Kent.—At 9.45 on the night of the 21st of August, 1947, the coastguard telephoned that flares had been seen three-quarters of a mile east-south-east of Kingsgate look-out, and the motor life-boat *John and Mary Meiklam of Gladswood*, on temporary duty at the station, was launched at 9.53. A fresh north-easterly breeze was blowing, with a rough sea. The life-boat found two boats at anchor, but dragging towards the shore, the motor boat *Gondolier Princess*, and the motor fishing boat *Flying Fish*, with a crew of three. The *Flying Fish* had towed the other boat from Scotland, and was making for the Thames when her engine failed. Life-boatmen boarded the *Gondolier Princess* and slipped her anchor. Then the life-boat took both boats in tow. Twice the tow-rope parted, but eventually the boats reached Ramsgate twenty-five minutes after midnight.—Property Salvage Case. Rewards, 14s.

INJURED MAN BROUGHT ASHORE

Peterhead, Aberdeenshire.—Just before noon on the 23rd of August, 1947, the coastguard reported a message from the S.S. *Wilh. Colding*, of Copenhagen, which three days previously had been in collision and had been beached three and a half miles south of Rattray. The message was that one of her men had been badly injured. With a doctor on board, the motor life-boat *Julia Park Barry*, of Glasgow, was launched at 12.5 in a dense fog, with a light easterly breeze blowing and a calm sea. She brought the injured man ashore and returned to her station just after one o'clock in the afternoon.—Rewards, £7 10s. 6d.

LIFE-BOATS SMOTHERED IN OIL

Stromness, and Longhope, Orkneys.—At 7.34 in the morning of the 24th of

August, 1947, the Kirkwall coastguard telephoned to the Stromness life-boat station that the Norwegian tanker *Gundine*, of Arendal, was ashore at Berry Head, Høy Island, and the motor life-boat *J.J.K.S.W.* was launched at 7.55 in a light north-westerly wind, with a smooth sea. At 8.28 the coastguard rang up the Longhope station. The motor life-boat *Thomas McCunn* was launched two minutes later, and found the *Gundine* at 9.30. She had a crew of 43, was bound for Copenhagen from Philadelphia, and had run ashore in a fog. The Stromness life-boat arrived immediately after the Longhope boat, and both stood by. The *Gundine* pumped 2,000 tons of crude oil overboard, and the life-boats were smothered with it. The Stromness boat left at 10.45 and arrived back at her station at 1.15 in the afternoon, where the National Fire Service lent a pump to help to clean her of the oil. The Longhope boat stood by until the *Gundine* refloated, about 5 o'clock, escorted her to Lyness, and returned to her station, arriving there at 7 o'clock that evening.—Rewards, Stromness, £15 11s.; Longhope, £32 3s. 6d.

DRIFTING FOR TWO DAYS

Margate, Kent.—In the morning of the 28th of August, 1947, information came from the British Steamer *Hillcrest Park* through the North Foreland Radio and the coastguard that the motor cabin cruiser *Aloha*, of Lowestoft, was at anchor in distress three-quarters of a mile south of Tongue Sand Tower. She was said to be without drinking water and to have been drifting for two days. No tug was available at Ramsgate and at 9.25 the Margate motor life-boat *The Lord Southborough*—*Civil Service No. 1* was launched. Mr. A. C. Robinson, the honorary secretary, went with her. A moderate north-easterly wind was blowing with a moderate sea. The life-boat reached the *Aloha*, which had a crew of six, to find that a naval launch had come out from Sheerness. The launch stood by while members of the life-boat crew boarded the *Aloha* and then the life-boat took her in tow. She arrived back at Margate at 12.15 that afternoon.—Property Salvage Case.

MEN AND CHILDREN ON THE ROCKS

Port Erin, Isle of Man.—At 10.35 on the night of the 29th of August, 1947, it was reported that a rowing boat, which had left at 6.30 with two men and two children on board, had not returned, and later a message came from the Cregneish wireless station that a rowing boat had been seen at 9.30 near Chicken Rock Lighthouse, but had been lost to sight in the dusk. At 11.25 the motor life-boat *Matthew Simpson* was launched in calm weather, searched for the boat and found the two men and two children ashore on the rocks of Calf Island. She took them on board and, with their boat in tow, arrived back at her station at 2.45 the following morning.—Rewards, £11 3s.

IN DISTRESS ON A PLEASURE TRIP

Swanage, Dorset.—At 2.25 in the morning of the 30th of August, 1947, the coastguard reported a small boat flashing the S O S signal in Durlston Bay, and the motor life-boat *Thomas Markby* was launched at 2.50 in a light east-north-east breeze with a swell. She found an ex-naval whaler, bound for Lulworth on a pleasure trip, with three on board. She had anchored but was dragging towards the shore. The life-boat towed her to an anchorage in Swanage Bay and arrived back at her station at 3.30.—Rewards, £9 12s.

During August the following 37 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 the crews:

Aldeburgh (£32 4s. 6d.); Eastbourne (£28 7s. 6d.); Girvan (£10 3s.); Selsey (£10 4s. 6d.); Port Ellen (£17 15s. 6d.); Weston-super-Mare (£15 8s.); Caister (£14 16s.); Skegness (£15 1s.); Torbay (£4 13s.); Berwick-on-Tweed (£7 4s.); Sennen Cove (£10 7s.); Eastbourne (£15 4s.); Newhaven (£12 10s. 6d.); Caister (£12 10s. 6d.); Newburgh (£9 1s.); Salcombe (£6 16s.); Dunbar (£5 5s.); Appledore (£9 7s. 6d.); Sennen Cove (£16 18s. 6d.); Sennen Cove (£12 13s.); Dunbar (£8 1s.); Ramsgate (£8 5s. 6d.); Port Ellen (£24 3s. 6d.); Stromness (£5 9s.); Yarmouth (£5 11s. 6d.); St. Ives (£14 11s.);

Weston-super-Mare (£14 19s.); Cullercoats (£21 13s.); Bembridge (£10 11s.); Sennen Cove (£10 8s.); Aldeburgh (£33 6s. 6d.); Margate (£9 3s.); Anstruther (£14 19s.); Walmer (£14 11s.); Longhope (£26 0s. 6d.); Bridlington (£19 12s.); Swanage £(11).

September

During September life-boats went out on Service 54 times and rescued 27 lives.

REFLOATING A TRAWLER

Peterhead, Aberdeenshire.—At 6.20 in the morning of the 2nd of September, 1947, the coastguard reported a trawler ashore south of Rattray Head, with a bad list to port. The motor life-boat *Julia Park Barry*, of Glasgow, was launched at 6.35 in a light southerly wind, with a slight swell and haze. She found the steam trawler *Astros*, of Granton, on the outer rocks of Scotston Head and ran out an anchor for her. An hour before high water the trawler hove herself off and made for Peterhead Harbour escorted by the life-boat, arriving there at 12.30 in the afternoon.—Property Salvage Case.

CAUGHT IN A STRONG EBB

Swanage, Dorset.—At 3.23 in the afternoon of the 2nd of September, 1947, the coastguard telephoned that a small yacht was flying a distress signal, and the motor life-boat *Thomas Markby* was launched at 3.35 in a light easterly wind. She found the auxiliary sloop *Mignonette*, of Southampton, with a crew of four, in a very rough confused sea about two miles south-east of Pevril Point. While bound for Swanage she had been carried over Pevril Ledge by the strong ebb tide and was in considerable danger. The life-boat towed her into Swanage Bay, arriving at 4.30.—Rewards, £7 12s.

YACHT TOWED IN

Great Yarmouth and Gorleston, Norfolk.—At 4.15 in the afternoon of the 7th of September, 1947, the coastguard reported the steamer *St. Abbs Head*, with a wherry yacht in tow, signalling for help outside the harbour. The motor life-boat *Louise Stephens* was

launched at 4.24 in a moderate south-easterly breeze with a moderate sea, and found the steamer about a mile off the harbour entrance. The yacht was the *Golden Hind*, of Wroxham, with a crew of four. The life-boat took over the tow and brought her into harbour at 5.25.—Rewards, £13 12s. 6d.

A letter of appreciation and a donation of £5 5s. were received from the owner of the *Golden Hind*.

EX-TORPEDO-BOAT DRIFTING

Arklow, Co. Wicklow.—At 4.40 in the afternoon of the 7th of September, 1947, information was received by wireless, telegraph and telephone that a motor vessel had been seen drifting by the steamer *Eddystone*, when off the Arklow Buoy. The motor life-boat *Inbhear Mor* was launched at 5.5 in a southerly wind with a moderate sea, and at 6.40 reached the position given, three miles south-south-east of the North Arklow Buoy, and about twelve miles from the life-boat station. Here she found the ex-naval motor torpedo boat *Marlene Dolores*, with a crew of five, on her way to Dublin where she was to be converted. The men had lost an anchor and ropes, were short of food and fuel, and with their boat out of control, were in danger of drifting on to the Arklow Banks. The life-boat towed them into Arklow Harbour, arriving at 9.50.—Property Salvage Case.

ENGINE FAILED, SAIL CARRIED AWAY

Walmer, Kent.—At 8.17 on the night of the 9th of September, 1947, the Deal coastguard telephoned that the auxiliary yacht *Amulet* needed a tow one mile east of St. Margarets Bay. The motor life-boat *Charles Dibdin* (*Civil Service No. 2*) was launched at 8.25 in a moderate south-west breeze, with a moderate sea, and found the yacht with her main sail carried away and her engine broken down. She had a crew of two and was bound from Plymouth to Rochester. Two life-boatmen went on board the *Amulet* and the life-boat towed her into Ramsgate. She arrived back at her station half an hour after midnight.—Property Salvage Case.

EXPLOSION ON TRIAL RUN

Donaghadee, Co. Down.—At 6.5 in the evening of the 11th of September, 1947, a message came that the S.S. *Reina del Pacifico*, of Liverpool, running trials about twelve miles north of the Cope-land Islands, after being refitted by Messrs. Harland & Wolff, had reported an explosion in her engine-room, injuring about sixty persons, and was asking for doctors. With two doctors on board, the motor life-boat *Civil Service No. 6* left her moorings at 6.25 in a light westerly breeze, but heavy ground swell, and found the steamer sixteen miles north of the islands. She put the doctors aboard, and other doctors, stretchers and medical supplies were brought out by tugs which then took the steamer in tow. The life-boat escorted her to Belfast Lough and returned to her station, arriving at midnight. It was learnt later that twenty-four persons had been killed, and thirty-four injured by the explosion.—Rewards, £11 12s.

Messrs. Harland & Wolff sent a letter of thanks to the Institution and £50 to the Donaghadee Station, and the Pacific Steam Navigation Company also sent £50.

SPEEDBOAT BROKEN DOWN IN HEAVY SWELL

Newhaven, Sussex.—At 12.50 in the afternoon of the 14th of September, 1947, the coastguard reported that a small boat appeared to be in difficulties off Saltdean and that persons aboard were waving. The motor life-boat *Cecil and Lilian Philpott* was launched at 1 o'clock, in a south-westerly breeze and choppy sea, and found the speedboat *Firefly II*, of Newhaven, with a skipper and two passengers aboard. She was four miles west of Newhaven, off a rocky coast, a heavy swell was running and her engine had broken down. The life-boat hauled her clear, took the passengers on board, and towed the speedboat and her skipper into Newhaven, arriving back at her station at 3 o'clock.—Rewards, £9 7s. 6d.

10,000-TON STEAMER AGROUND

Sheringham, Norfolk.—At 1.15 in the afternoon of the 14th of September,

1947, a vessel was reported apparently ashore on Sheringham Shoal, about six miles south-east of the town. She was kept under observation, and at 2.32 the motor life-boat *Foresters Centenary* was launched. The sea was smooth, but a moderate south-westerly wind was blowing. An American oil-tanker—the S.S. *El Morro*, of Portland, Oregon—was found aground. She was a vessel of 10,000 tons and bound for Newcastle from the Dutch East Indies. Life-boatmen boarded the steamer, but she did not need help. The life-boat stood by until, when the tide turned, the *El Morro* refloated, and then made for her station, arriving at 5.45 p.m.—Rewards, £28 15s.

YACHT AGROUND

Yarmouth, Isle of Wight.—At 5.15 in the evening of the 14th of September, 1947, the Lymington police telephoned that a yacht was in distress near Warren Beach, and the motor life-boat *Hearts of Oak*, on temporary duty at the station, was launched at 5.45 in a fresh south-westerly breeze and choppy sea, and found the cutter yacht *Tigris*, stranded at Beaulieu Spit. Her crew of four were waving flags and shouting, but they would not leave her, and asked to be towed off. A life-boatman boarded the yacht to help in slipping the anchor cable, and the life-boat towed her into deeper water. The yacht then set sail for Hamble and the life-boat returned to her station, arriving at 8.20.—Rewards, £7 1s. 6d.

ONE MAN IN A BOAT

Eastbourne, Sussex.—At about 10.20 on the night of the 14th of September, 1947, the coastguard reported that a small sailing boat was in danger, dragging her anchor off Beachy Head, and the motor life-boat *Jane Holland* was launched at 10.47. The weather was fine, and the sea smooth. The life-boat found one man, the owner, in the boat, took him on board and his boat in tow, and reached her station again at 12.25 next morning.—Rewards, £14 4s.

YACHT'S ENGINE FAILED

Lowestoft, Suffolk.—At 3.38 in the afternoon of the 16th of September,

1947, the coastguard reported that a small motor yacht was in difficulties, drifting towards the Inner Shoal, and the motor life-boat *Michael Stephens* was launched at 3.48. A strong southerly wind was blowing, with a rough sea. The life-boat found the motor cruiser *Elsquir*, with a crew of three aboard. She had shipped a sea which stopped her engine, but her crew had got it working again by the time the life-boat arrived. The life-boat escorted her over the harbour-bar, and returned to her station at 4.30. The crew of the yacht expressed their thanks.—Rewards, £4 17s. 6d.

R.A.F. DESERTERS RESCUED

Southend-on-Sea, Essex.—At 4.35 in the afternoon of the 16th of September, 1947, the coastguard at Warden Point reported a small yacht, with her engine broken down, drifting near forts on the Shivering Sands, and the motor life-boat *Greater London, Civil Service No. 3* was launched at 4.55 in a strong south-west wind, with a rough sea. On reaching Shivering Sands the life-boat found that the yacht—the *Bellbo*, of Upnor—had fouled the piles of the forts, and the men on the forts had rescued the two men in the yacht, who were deserters from the R.A.F. The yacht was full of water and had to be abandoned, but the life-boat brought the two airmen ashore, handed them over to the police and returned to her station at 10 o'clock.—Rewards, £16 2s.

FRENCH FISHING BOAT IN PERIL

St. Helier, Jersey.—At 8.10 in the evening of the 16th of September, 1947, a message was received from the harbour office that two men had rowed ashore at La Rocque from the fishing boat *Cormorant*, of Dinan, France, and had reported that the *Cormorant* was anchored with her engine broken down and her sails blown away one mile south of Icho Tower. The motor life-boat *Howard D.* was launched at 8.25 in a moderate south-westerly breeze, with a slight swell. She made a wide search, found nothing, and was recalled to her station. At 9 o'clock next morning she renewed the search, and while she was out she received a wireless message from her station that a

boat with another in tow could be seen east of Jersey. There she found the *Cormorant*, with a crew of fourteen, in tow of another French fishing vessel, and escorted them to the harbour, arriving back at her station at 1.10 in the afternoon of the 17th.—Rewards, £26 14s.

CRASHED AEROPLANE

Poole and Bournemouth, Dorset.—At 11.20 in the morning of the 17th of September, 1947, the Swanage coastguard reported that an aeroplane had crashed into the sea off Bournemouth, and the motor life-boat *Thomas Kirk Wright* was launched at 11.25, in a south-westerly breeze and calm sea. A hundred yards south of Bournemouth pier the life-boat found a part of the aeroplane's engine, but that was all. She gave it to a R.A.F. launch and returned to her station, arriving at 2.45 in the afternoon. The aeroplane, a Spitfire, had dived into the sea while doing a victory roll.—Rewards, £8 5s.

FISHING BOAT ADRIFT

Dunmore East, Co. Waterford.—During the afternoon of the 17th of September, 1947, the pilot on watch reported that the local motor fishing boat *St. Joseph* was being carried out to sea by the easterly wind and ebbing tide. The motor life-boat *Annie Blanche Smith* was launched at 4.40 in a calm sea. She found the fishing boat six miles south-east of Dunmore East with her tail-shaft broken and her small sail useless for sailing to windward. The life-boat towed her back to Dunmore East, arriving at 6.30 that evening.—Rewards, £5 5s.

YACHT ADRIFT IN ROUGH SEA

Margate, Kent.—At 10.46 in the morning of the 20th of September, 1947, the coastguard telephoned that a Norwegian steamer had reported through the North Foreland Radio Station that three men were adrift in a disabled yacht inside Knock John Buoy. The motor life-boat *Milburn*, on temporary duty at the station, was launched at 11.10 in a fresh south-easterly wind with a rough sea. She went to the position given, about fourteen miles from Margate, and found a small outboard

motor boat, with three men on board. They had no petrol and had been at sea all night. The life-boat took them on board, and with the small boat in tow, returned to Margate, arriving at 3.50 in the afternoon. While the life-boat was out, information was received that a steamer was putting three naval men ashore at Gravesend. They, too, had been picked up near the Knock John Buoy, and it was not known which of the two casualties was the one reported by the Norwegian steamer.—Rewards, £18 18s.

A CAREFUL WATCH

Sheringham, Norfolk.—During the early morning of the 21st of September, 1947, a motor ketch left Yarmouth for Wisbech, in fine weather, but the wind got up, and when, about 10 o'clock, she was off Sheringham, she was kept under observation. She continued on her way, but at one o'clock in the afternoon the Cley coastguard reported that her engine appeared to have broken down for she had anchored about two hundred yards off shore. The anchor was dragging but he thought that there was no immediate danger. However, the weather got worse and at 2.17 the motor life-boat *Foresters Centenary* was launched. A strong north-west breeze was then blowing, with a very rough sea. The life-boat found the ketch—*Livre*, of Burnham-on-Crouch, with a crew of two—six miles off Salthouse. She was about two hundred yards from the shore. The life-boat took her in tow, and made for Wells. The tow-rope parted twice, but she arrived off Wells at 5.10 in the evening. There she had to wait, as it was low water, but at 7.10, when the tide had flowed sufficiently, she towed the *Livre* to the harbour entrance, put her in charge of the harbour pilot, and returned to her station, arriving at 9.30.—Rewards, £36 16s.

COCKLE-GATHERERS IN PERIL

Beaumaris, Anglesey.—Early in the morning of the 22nd of September, 1947, two men put out in a rowing boat to gather cockles, but a strong south-west wind blew up and at one o'clock in the afternoon the men were seen to be in difficulties on the Lavan Bank.

The motor life-boat *Field Marshal and Mrs. Smuts* was launched at 1.45 and, in a rough sea, rescued the two men who were nearly exhausted. She landed them and their boat at Gallows Point, and, owing to the weather, remained there herself until the following day, arriving back at her station at 2.45 that afternoon.—Rewards £7 18s. 6d.

HELPLESS IN A HEAVY SEA

Fraserburgh, Aberdeenshire.—At 6.40 in the evening of the 22nd of September, 1947, the fishing boat *Victoria* was seen approaching harbour with the seine-net motor fishing boat *Atomic Star* in tow. A fresh north-westerly gale was blowing, with a heavy sea. A quarter of an hour later the coastguard telephoned to the life-boat station that the tow-rope had parted, the *Victoria* was making for harbour alone and the *Atomic Star* had anchored, but the anchor was dragging. Five minutes later the motor life-boat *John and Charles Kennedy* put out and found the *Atomic Star*, which was firing red Very lights, five miles east of Fraserburgh. She took the boat in tow, but the tow parted. Again the tow was fixed, but the life-boat could make little headway against the gale so she cast off the tow and at 10.30 returned to harbour to get help. Four minutes after midnight she again put out with the steam drifter *Crannock*, and they brought the *Atomic Star* and her crew of four into harbour. The life-boat arrived back at her station at 5.14 in the morning.—Rewards, £23 4s.

JUST IN TIME

Weymouth, Dorset.—At 8.30 in the morning of the 26th of September, 1947, the Grove Point coastguard reported that a motor boat had broken down, and that signals were being made by the people on board. The motor life-boat *William and Clara Ryland* left her moorings at 8.40 in a strong north-easterly wind with a rough sea, and found the motor boat *Tarka*, with two persons aboard, only twenty yards from the shore to the north-east of Grove Point. She towed the *Tarka* into Weymouth, arriving at 10.30.—Rewards, £5 5s.

YACHT TOWED IN

Dover, Kent.—At 2.49 in the afternoon of the 28th of September, 1947, the Sandgate coastguard reported that a yacht was making distress signals one mile south of Folkestone. The motor life-boat *J. B. Proudfoot* was launched at 3.20 in a light south-westerly breeze with a moderate sea. She found the motor yacht *Arosita* broadside to the sea and rolling heavily. Her engines had broken down. Another motor vessel was standing by her. She had two men on board. The life-boat took her in tow, and after she had seen her moored in the harbour, returned to her station, arriving at 5.10.—Property Salvage Case.

During September the following 31 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 the crews:

Dover (£2 10s.); Margate (£20 17s.); St. Helier (£26 14s.); Ramsgate (£9 18s.); Hartlepool (£5 14s.); Portrush (£18 9s.); Baltimore (£9 17s.); Margate (No rewards granted); Ramsgate (£6 13s.); Sunderland (£17 7s.); Peel (£20 2s. 6d.); Walton and Frinton (£13 9s.); Yarmouth (Isle of Wight), (£6 2s. 6d.); Angle (£10 4s.); Ramsgate (£11 10s. 6d.); Rosslare Harbour (Partly paid permanent crew, £2 1s.); Margate (£16 19s.); Bembridge (£8 15s. 6d.); Valentia (£13 13s.); Arbroath (£6 9s.); Kingstown (£7); Montrose (£43 2s.); Skegness (£9 6s.); Clacton-on-Sea (£16 13s. 6d.); Great Yarmouth and Gorleston (£23 16s.); Lowestoft (£6 15s.); Caister (£21 7s.); Torbay (£6 4s.); Hoylake (£18 12s.); Ramsgate (£11 12s.); Weymouth (£16 9s.).

October

During October life-boats put out to the rescue 33 times, and rescued 7 lives.

STEAMER TOWED IN

St. Mary's, Scilly Islands.—At about 10.40 on the night of the 4th of October, 1947, the Round Island Lighthouse wirelessed that a vessel was firing distress signals about two miles north of the island, and the motor life-boat

Cunard was launched at 11 o'clock. A moderate south-easterly breeze was blowing, with a moderate sea. The life-boat found the *S.S. Radstock*, of Bridgwater—a vessel of one hundred tons, with a crew of seven—out of control with a broken cylinder head, and towed her in, arriving back at her station at 2.15 the following morning.—Property Salvage Case.

AGROUND IN DENSE FOG

Lowestoft, Suffolk.—At 1.47 in the morning of the 7th of October, 1947, the coastguard reported a steam trawler aground near the end of the North Pier. There was a dense fog with a light westerly wind and a calm sea. The life-boat coxswain went to see the position of the vessel and learned from the skipper that he needed a tug. The trawler was the *Ireland's Eye*, of Lowestoft. Later it was decided to send out the life-boat and the *Michael Stephens* was launched about 3 o'clock, and ran out an anchor from the trawler. After she had stood by for a time the skipper said that he needed no further help, so she returned to her station at 5.10.—Rewards, £10.

LONG SEARCH IN A FOG

Margate, Kent.—At 9.32 on the night of the 12th of October, 1947, the coastguard reported that a boy who had gone fishing in a dinghy off the Ness at 8 o'clock that morning, had not been seen since. The motor life-boat *Milburn*, on temporary duty at the station, was launched at 9.45. The weather was calm, but there was fog. The life-boat found nothing and returned to her station at midnight for news. At 2.55 the following morning she went out again, but again found nothing, and it was decided to discontinue the search until daylight. When the life-boat put out for the third time it was still foggy. Again she found nothing, and she was recalled, arriving back at her station at 10 o'clock. It was learnt later that the boy and his dinghy had been picked up by a steamer. The boy gave £10 to the Life-boat Service—the amount for which he sold the dinghy.—Rewards, £37 7s.

COASTER RE-FLOATED

Caister, Norfolk.—At about 10.30 in the morning of the 12th of October, 1947, a motor vessel was seen stranded on the west side of Scroby Sands, two miles east of the life-boat station, and the motor life-boat *José Neville* was launched at 10.47, in a moderate south-easterly breeze and slight sea. She found the motor coaster *Cyprian Coast*, of Newcastle, a vessel of 508 tons, bound for London with a crew of nine. It was low water and she was hard aground. The life-boat stood by, and, as the tide flowed, the coxswain gave advice to the captain, and the coaster eventually refloated under her own power. She went on her way, and the life-boat returned to her station at 6.10 that evening.—Rewards, £26 6s.

DOCTOR TO A SCALDED SEAMAN

Berwick-on-Tweed, Northumberland.—At about 7 o'clock in the evening of the 13th of October, 1947, the coastguard reported that the S.S. *Grosvenor*, which was lying off the harbour entrance, had signalled for a doctor to attend to a scalded man, and the motor life-boat *J. and W.* was launched with a doctor on board at 7.10 in a light breeze and smooth sea. She put him on the steamer, waited while he had attended to the patient, and brought him ashore, returning to her station at 8.30.—Rewards, £11 19s.

PROPELLER FOULED BY FISHING NET

Peterhead, Aberdeenshire.—At midnight on the 17th of October, 1947, it was learned that the motor fishing boat *Watchful* had not returned, and at 9.40 next morning the motor life-boat *Julia Park Barry*, of Glasgow put out to look for her in a fresh southerly wind with a moderate sea. While she was searching she received a wireless message from the shore giving the position of the missing boat, about eighteen miles east-south-east of Buchanness. There she found her, disabled by a net which had fouled her propeller, and towed her, and her crew of five, into harbour at 3.30 in the afternoon.—Rewards, £16 12s. 6d.

ANOTHER FISHING BOAT TOWED IN

New Quay, Cardiganshire.—At 9.45 on the night of the 21st of October, 1947, the coastguard reported a vessel burning signals of distress three miles to the north of Aberayron. The pulling and sailing life-boat *William Cantrell Ashley* was launched at 10.10 in a strong south-easterly breeze with a choppy sea, and at 11 o'clock found the motor fishing boat *Seabreeze*, of Aberayron, with a crew of two aboard, her engine broken down. She towed her into New Quay at 1.15 the following morning.—Rewards, £31 5s.

FLOATS MISTAKEN FOR MEN

Rosslare Harbour, Co. Wexford.—At 9.40 in the morning of the 21st of October, 1947, information was received that what appeared to be a partly submerged boat with three men clinging to it had been seen in Ballytrent Bay. The motor life-boat *Agnes Cross*, on temporary duty at the station, was launched at 9.58. A fresh southerly breeze was blowing and the sea was rough. The life-boat searched but all she found was a trawler's dan buoy with three floats. She arrived back at her station at 11 o'clock that morning.—Rewards, £2 11s.

FISHING-BOAT REFLOATED

Barrow, Lancashire.—At about 2.45 in the morning of the 22nd of October, 1947, the Walney Island coastguard reported flares to the south of Hilpsford Point, and at 3.10 the motor life-boat *N.T.* was launched. The south-easterly breeze was light, but the sea was choppy. At 3.40 the coastguard reported that the vessel was the motor fishing boat *Eleanora*, of Fleetwood. She had gone aground and her crew had been rescued by line from the shore. The life-boat was recalled and arrived back at her station at 4.30, but about noon the master asked the life-boat to stand by while the *Eleanora* was refloated. The life-boat again put out, at 3 o'clock in the afternoon, refloated the *Eleanora*, and, as she was leaking, towed her into the harbour, where she was beached. The life-boat arrived back at her station at 7.30 that evening.—Rewards, First service, £10 5s.; Second service, £16 5s.

SWEDISH YACHT IN PERIL

Hastings, Sussex.—On the 22nd of October, 1947, the Swedish yacht *Polstjarnan* was alongside the pier with her engine broken down. At 9.15 in the morning the coastguard reported that she was bumping badly against the pier. An increasing south-westerly breeze was blowing, with a moderate sea, and a gale was expected, so the motor life-boat *Cyril and Lilian Bishop* was launched at 10 o'clock and towed the yacht to Rye Harbour, returning to her station at 4.10 in the afternoon.—Rewards, £44 10s.

CROMER OUT FOR EIGHTEEN HOURS

Cromer, Norfolk.—At 5.20 in the evening of the 26th of October, 1947, the Palling coastguard reported that the motor vessel *Gold Gnome*, of London, was flying distress signals off Happisburgh and the No. 2 motor life-boat *Harriot Dixon* was launched at 6.25. A strong easterly breeze was blowing, with a rough sea. The life-boat found the vessel, which was bound for Littlehampton with a crew of seven, anchored one and a half miles north-east by north of Happisburgh Lighthouse, with her engine broken down. The master asked the life-boat to stand by. The engine was got going again by 9.20. and with the life-boat in attendance the *Gold Gnome* made for Yarmouth. Her engine broke down again at one o'clock next morning, and in worsening weather she anchored about three-quarters of a mile north-east of the coastguard station. Then the master asked the life-boat to send for a tug, and one arrived at 10.45. The *Gold Gnome's* anchors had been dragging, and by this time she was nearly ashore. The seas were heavy, and the life-boat helped the tug to pass a tow rope to her. With the *Gold Gnome* in tow the tug made for Yarmouth, and the life-boat returned to her station arriving at 12.40 in the afternoon. She had then been out for over eighteen hours.—Property Salvage Case.

TO THE HELP OF A COBLE

Flamborough, Yorkshire.—On the morning of the 27th of October, 1947, the weather became bad while the local fishing coble *Pioneer* was at sea, and

at 11.55 the motor life-boat *Elizabeth and Albina Whitley* was launched in a freshening easterly wind and a rough sea. She found the coble about three miles east-north-east of the life-boat station. She had just completed hauling her gear. The life-boat escorted her to the harbour arriving back at her station at 2.15 in the afternoon.—Rewards, £16 6s.

MOTOR VESSEL REFLOATED

Ramsgate, Kent.—At about 7.20 in the morning of the 27th of October, 1947, the coastguard reported that the motor vessel *Guernsey Coast*, of London, was ashore five miles north-east of North Foreland with her steering gear damaged, and that she had asked for two tugs. The motor life-boat *Prudential* was launched at 7.30. A fresh north-easterly gale was blowing, with a very rough sea. The life-boat found the motor vessel on Margate Sands, and the master said that she was now unmanageable. The tide was flowing and, with the coxswain giving advice, her master was able to manoeuvre her into safe water and anchor. The life-boat then stood by until the tugs arrived to tow the *Guernsey Coast* to London, and returned to her station, arriving at 2.53 that afternoon.—Property Salvage Case.—Rewards, 16s.

MOTOR YACHT WITHOUT FUEL

Selsey, Sussex.—At 4.5 in the morning of the 31st of October, 1947, the coastguard reported that a motor yacht, short of fuel and moored to the stern of the Owers Light-vessel, needed help, and the motor life-boat *Canadian Pacific* was launched at 4.20 in a fresh easterly breeze with a choppy sea. She found the motor launch *Marita*, bound from Chichester to Rye with a crew of four, and towed her to Shoreham Harbour. She then returned to her station, arriving at 5.10 that afternoon.—Rewards, £32 1s. 6d.

During October the following 17 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 the crews:

Galway Bay (£18 1s.); Port Ellen (£7 18s. 6d.); Peel (£22 14s.); Padstow

(£4 16s.); Donaghadee (£9 7s.); Hoylake (£24); Rosslare Harbour (Partly permanent paid crew, £5 3s.); Thurso (£12 17s. 6d.); Dover (£21 5s.); Aberdeen (£15 10s.); Southend-on-Sea (£12 5s.); Southend-on-Sea (£19 19s.); Harlepool (£3 4s.); Torbay (£5 8s. 6d.); Margate (£35 5s. 6d.); Dungeness (£32 17s.); Sheringham (£34 2s.).

November

During November life-boats put out to the rescue 53 times and rescued 28 lives.

HELPLESS WITH BROKEN RUDDER

Peterhead, Aberdeenshire.—At about 4.30 in the morning of the 1st of November, 1947, the coastguard reported that a vessel was burning flares three miles south-east by east of the coastguard station, and the motor life-boat *Julia Park Barry*, of Glasgow, was launched at 4.45 in a strong south-south-east breeze, with a heavy swell. She found the motor fishing boat *Mark H. Leach*, of Inverness, bound for Aberdeen with a crew of five, two and a half miles east by north of Peterhead, with her rudder broken. With difficulty the life-boat took her in tow and, although the rope parted three times, towed her to the harbour, arriving back at her station at 6.35 that morning.—Property Salvage Case.

BOAT-THIEVES RESCUED

Walmer, Kent.—At 10.10 in the morning of the 1st of November, 1947, a wireless message from the South Goodwin Light-vessel said that she had picked up a small boat with two men aboard, and wanted the life-boat to go out. At 10.15 the motor life-boat *Charles Dibdin*, Civil Service No. 2, was launched in a south-westerly breeze and moderate sea. She found that the two rescued men had stolen a rowing boat, which belonged to the coxswain of the life-boat, had lost their oars and had drifted over the Goodwin Sands. The life-boat brought them and their boat to Walmer, arriving at 12 noon, and handed the two men over to the police.—Rewards, £18 2s.

FOUR RESCUED BY BREECHES BUOY

Yarmouth, Isle of Wight.—At 1.50 in

the afternoon of the 2nd of November, 1947, the Needles Naval Signal Station reported a motor launch, with the yacht *Orion* in tow, in need of help, and the motor life-boat *S.G.E.* was launched at 2 o'clock in a fresh south-westerly gale with a rough sea running. After she had left a message came to her station that there was no one on the yacht *Orion* but that a motor yacht was in distress off Lymington River, one mile east at Tanners Lake, and at 2.50 this information was passed to her by wireless. She altered course, and found the motor yacht *Binge* ashore with a crew of four. Heavy spray was breaking over her. A life-boatman threw the heaving cane with a line attached, into the yacht, the breeches buoy was rigged and the four men were hauled into the life-boat. The life-boat landed them at Yarmouth Quay at 5 o'clock in the afternoon.—Rewards, £10 19s.

DESTROYED BY HEAVY SEAS

Rhyl, Flintshire.—At 8.53 on the night of the 2nd of November, 1947, the coastguard reported a distress flare seen off the harbour and it was thought that the motor fishing boat *Girl Evelyn*, of Deganwy, known to be at sea, needed help. At 10 o'clock the motor life-boat *The Gordon Warren* was launched in a westerly gale with a very heavy sea. She found the fishing boat on a sand-bank about three hundred yards off the promenade, pounded by the seas. The life-boat rescued her crew of two, took them to Foryd harbour, anchored there until the next day and returned to her station at 5 o'clock that afternoon. The fishing boat became a total wreck.—Rewards, £16 5s.

VELLUM FOR BALLYCOTTON COXSWAIN

Ballycotton, and Courtmacsherry, Co. Cork.—At 5.40 in the afternoon of the 6th of November, 1947, Mrs. M. L. Blake, of Ballycotton picked up a wireless call from the Milford Haven steam trawler *East Coast*, that she was foundering, and passed it at once to the life-boat station. A further message gave the trawler's position as nineteen miles south of Ballycotton and the motor life-boat *Mary Stanford*

was launched at 5.50. A moderate southerly gale was blowing, with a confused sea, and it was very dark. Several other trawlers were going to the aid of the *East Coast*, and by means of their wireless they kept her and the shore informed of the position. At 7.15 the station learnt that a French trawler had reached the *East Coast*. On her way the life-boat spoke two trawlers and one, the *Caswell*, accompanied her in order to give her the use of her wireless. Meanwhile, on shore, Mrs. Blake kept the life-boat station informed of all messages passing between the vessels.

The life-boat and the *Caswell* reached the *East Coast* at 9.15 and found the trawler *Slebech* escorting her as she steamed slowly towards the land. The life-boat and the *Caswell* went with them. At 11.15 the captain decided to abandon his ship, as she seemed about to sink, and the life-boat took off the nine men aboard. She was damaged in doing so. The tenth, and only other member of the crew, had been taken off by the French trawler, which had then gone on her way. The *East Coast* did not sink, but her lights went out, and as she was a danger to navigation, the life-boat remained by her. The life-boatmen gave the rescued men stimulants from the life-boat's emergency rations, and tea was lowered to the life-boat by the trawler *Caswell*. At about 6 o'clock next morning the weather moderated, and an hour and a half later the skipper boarded his trawler. A tow-rope was passed from the *Slebech* to the *East Coast* and the skipper returned to the life-boat.

With her after-deck awash the trawler was towed to within 500 yards of Ballycotton Pier and there the *Slebech* let go. The skipper again boarded the *East Coast* and this time a life-boatman went aboard with him. They fixed a hawser and returned to the life-boat. The hawser parted, but was again fixed and the life-boat completed the tow to harbour, arriving at 11 o'clock. Ten minutes later the trawler sank. She was salvaged later.

The Courtmacsherry Harbour life-boat *Sarah Ward* and *David William Crossweller* was also launched, leaving at 7.20 in the evening. She had been given a position south of the Old Head of Kinsale, and after an unsuccessful search reached her station again at half

past three the following morning.—Rewards, Ballycotton, the thanks of the Institution inscribed on vellum to Coxswain Patrick Sliney, who already holds the Institution's gold, silver and bronze medals, and £39 19s. to him and his crew; Courtmacsherry Harbour, £20 8s. The Institution also sent letters of thanks to Mrs. M. L. Blake, and Skipper Albert Wiseman, of the *Caswell*.

HOUSE-BOAT ON THE GOODWINS

Walmer, Kent.—Early in the morning of the 9th of November, 1947, the ex-Brixham trawler *Toreador*, towing from Brixham to Southend another Brixham trawler, the *Red Gauntlet*, which had been converted into a house-boat, ran into bad weather off the Kentish coast. She found that the *Red Gauntlet* was making water and two of her crew of four launched a dinghy and took off the crew of two of the *Red Gauntlet*, one of them the woman owner. In order to pick up her dinghy the *Toreador* cut the tow, but she failed to get the dinghy, which made for the South Goodwin Light-vessel. The light-vessel sent to the coastguard the information that she had these people aboard. The coastguard passed it to the life-boat station and at 7.45 the motor life-boat *Charles Dibdin, Civil Service No. 2*, was launched. A strong south-westerly breeze was then blowing with a very rough sea. On her way to the light-vessel the life-boat passed the derelict *Red Gauntlet*, but after taking the people on board the coxswain decided to land them without delay, and left the derelict to drift. Meanwhile the *Toreador* had got into difficulties and was towed to Dover by a motor boat. The life-boat got back to her station at 10.15.—Rewards, £21 16s.

TWICE AGROUND

Walton and Frinton, Essex.—About 3.20 in the morning of the 10th of November, 1947, the coastguard telephoned that the motor vessel *Sodality*, of London, had been in collision with No. 39 Buoy near the Sunk Light-vessel and was leaking badly. The motor life-boat *E.M.E.D.* left her moorings at 3.40 in a light south-westerly wind with a slight sea and eventually found

the vessel on the Cork Sands, where her master had placed her to save her from sinking. At his request the life-boat stood by. On the rising tide the *Sodality* got off and made for Harwich, accompanied by the life-boat, only to go aground again just outside the harbour on Andrews Spit. There she remained until half-past seven in the evening, when she again refloated, got into harbour and was beached. The life-boat returned to Walton, arriving at 9.5 that night.—Rewards, £47 15s.

EMPTY YACHT ADRIFT

Wicklow.—At 10.30 in the morning of the 10th of November, 1947, the owner of the sailing yacht *Vega*, of Wicklow, reported that his yacht was adrift 5 miles to the east and, as no other boat was available, asked for the life-boat's help. The motor life-boat *Lady Kylsant* was launched at 10.45 in a north-westerly breeze and fine weather, and towed the yacht into harbour, arriving back at her station at 12.50.—Property Salvage Case.

FOUR LIFE-BOATS IN SEARCH OF A YACHT

Padstow, Cornwall, Clovelly, Appledore, and Ilfracombe, Devon.—On the 11th of November, 1947, the motor yacht *Ocean Spray*, with a crew of two men and a woman, ran into very bad weather off the north coast of Cornwall while on passage from Milford to Littlehampton. Her engine broke down off Trevoise Head and she signalled for help. The signal was seen by the Trevoise Head coastguard and passed to Padstow at 3.40 in the afternoon, and at 4.23 the No. 1 motor life-boat *Princess Mary* was launched. A strong south-westerly wind was blowing, with a moderately rough sea. The life-boat found the yacht with S.S. *Cranborne* standing by. They declined the life-boat's help and the *Cranborne* took the yacht in tow. The life-boat then returned to her station, arriving at 6 o'clock the same evening. The steamer and the yacht were reported later by the coastguard at Hartland Point to have passed up channel at 10.40 bound for Swansea.

At twenty minutes after midnight the

Cranborne reported that she was four miles north-east of Hartland Point, that the tow-rope had parted and that she had lost the yacht. This information was sent by the Hartland Point coastguard to the Clovelly life-boat station, and at ten minutes to one in the morning of the 12th the motor life boat *City of Nottingham* was launched. On the way down the beach—it was low water—she hit a stone and damaged her bottom. The gale was now blowing strongly from the west and the sea was rough. The life-boat spoke the *Cranborne* and was directed by her to a position between Lundy Island and Hartland Point. The coxswain now found that his damaged life-boat was leaking, and went under the shelter of the land to investigate. He pumped out the water and continued his search for the yacht, but the water that had come in had put his wireless out of action, so he returned to Clovelly for information. Here he learned that the yacht's crew had been rescued by the Appledore life-boat.

The information from the *Cranborne* which had been passed to Clovelly by the Hartland Point coastguard had been passed also by the Croyde coastguard to Appledore, and the motor life-boat *Violet Armstrong* had put out at 1.12. She made a hazardous, but successful, crossing of the bar, and just before four o'clock found the yacht, disabled and waterlogged, ten miles east of Hartland Point. She attempted to take the yacht in tow, but the rope parted. At a second attempt another rope was lost, and then, with great difficulty, the life-boat rescued the woman and the two men, and leaving the yacht to drift made for Clovelly. Here she landed the three rescued people. Owing to the heavy surf on Appledore Bar she waited until afternoon before she returned to her station. On her way she searched for the *Ocean Spray*, and found her wrecked on the sands at Woolacombe in Morte Bay. She reached her station at 4.30.

The life-boat station at Ilfracombe had been kept informed of what was happening and at 2.25 in the morning the motor life-boat *Richard Silver Oliver* was launched to search the Bull Point area in case the missing yacht should have drifted there with the flood

tide and south-westerly wind. When it was learnt that the crew of the yacht had been saved the life-boat was recalled and got back to her station at 6.10 in the morning.—Rewards. Padstow, £5 16s.; Clovelly, £31 18s.; Appledore, £39 10s. 6d.; and Ilfracombe, £29 15s.

NEARLY ON THE ROCKS

Arklow, Co. Wicklow.—At 7.30 on the night of the 11th of November, 1947, flares to the north of the harbour were seen, and the motor life-boat *Inbhear Mor* was launched at 7.40, in a southerly gale with a very rough sea. She found a local fishing boat with a crew of four, drifting on to the Porters Rocks. She got a rope to her and towed her into harbour, arriving back at her station at 8.45.—Rewards, £9 6s.

PROPELLER FOULED

Peterhead, Aberdeenshire.—At 9.40 in the evening of the 11th of November, 1947, the coastguard telephoned that a seine-net fishing boat had fouled her propeller and was signalling for help half a mile off Cruden Bay. The motor life-boat *Julia Park Barry, of Glasgow*, was launched at 9.55, in a freshening south-easterly breeze with a moderate sea, and found the local fishing boat *June Rose*. Her engine could go astern but not ahead, and her crew of two were trying to clear the propeller. The life-boat towed her to Cruden Bay and returned to her station, arriving at 12.55 the next morning.—Rewards, £11 6s. 6d.

ENGINE FAILED

Sunderland, Co. Durham.—At 8.7 on the night of the 13th of November, 1947, the coastguard reported a flare two miles east of Ryhope. Seaham life-boat was unable to launch owing to the lowness of the tide and the Sunderland motor life-boat *Edward and Isabella Irwin* was launched at 9.30, in a fresh north-westerly breeze with a slight swell. She found the fishing yawl *Alex*, of Seaham, with a crew of three, one mile north of Seaham. Her engine had broken down. The life-boat towed her to Sunderland, arriving back at her station at one o'clock the next morning.—Rewards, £12 15s.

TWICE IN TWO DAYS

Whitby, Yorkshire.—Shortly before mid-day on the 14th of November, 1947, the owner of the local fishing vessel *Pilot Me* reported that he had been told by wireless that her engine had failed. He had some new bolts being made for the engine, and they were nearly ready. As soon as they were ready the No. 1 motor life-boat *Mary Ann Hepworth* was launched. It was then 12.30 and a fresh west-north-west wind was blowing with a heavy swell. The life-boat found the *Pilot Me* drifting about six miles north-east of Skinningrove, transferred the new bolts to her by line and then took her in tow while the crew were carrying out the repairs. They were done before harbour was reached and the *Pilot Me* was able to go under her own power, the life-boat escorting her. They arrived at Whitby at 4.45 that afternoon.—Rewards, £11 18s. 6d.

Whitby, Yorkshire.—In the early morning of the 15th of November, 1947, several fishing vessels had put to sea in moderate weather, but wind and sea increased, the boats returned, and by 7.30 all had got safely into harbour except the *Pilot Me*. At 7.40 the No. 1 motor life-boat *Mary Ann Hepworth* was launched. A north-north-west gale was then blowing, with a very heavy sea. The life-boat went out to meet the *Pilot Me*, and escorted her through the dangerous seas at the harbour entrance, returning to her station at 8.45.—Rewards, £7 4s.

LANDING AN INJURED MAN IN A ROUGH SEA

New Brighton, Cheshire.—At 8.45 in the morning of the 15th of November, 1947, the Mersey Docks and Harbour Board asked for the life-boat to land the mate of the Bar Light-vessel, who had been severely burned. A strong west-north-west breeze was blowing, with a very rough sea, and the weather was too bad for a Docks Board Boat to put out. The No. 2 motor life-boat *Edmund and Mary Robinson* left her moorings at 9.10, brought the injured man ashore, and returned to her moorings at 1.45 in the afternoon.—Rewards, £14 3s. 6d.

FAMILY PARTY ADRIFT IN A GALE

Llandudno, Caernarvonshire.—On the morning of the 15th of November, 1947, a north-westerly gale was blowing, with a very rough sea, and at 10.30 the coastguard reported a vessel drifting. At 10.45 the motor life-boat *Thomas and Annie Wade Richards* was launched. She found a converted fishing vessel, *The Witch*, three miles out of Abergele, with the owner, his wife, their two children, and two young men on board. Their engines had broken down and they had drifted all the previous night. The owner asked for a tow but this was impossible in the heavy seas. With great difficulty he, his wife and children were taken into the life-boat, but the two young men decided to stay in *The Witch* and try to reach Llanddulas. The life-boat arrived at her station at 2.30 p.m. The two young men later swam ashore, and *The Witch* herself was driven ashore at Abergele and wrecked.—Rewards, £21 7s. 6d.

ANOTHER ENGINE BROKEN DOWN

Rhyl, Flintshire.—At 10.15 on the night of the 19th of November, 1947, the coastguard telephoned that flares had been seen two miles north-north-east of the pier, and the motor life-boat *The Gordon Warren* was launched at 11 o'clock in a light south-south-east breeze with a choppy sea. She found the local motor fishing vessel *Norcin* with her engines broken down and her mast broken. She had two men on board. The life-boat towed her to Foryd and returned to her station arriving at 1.45 the next morning.—Rewards, £14 9s.

LOBSTER BOAT DRIFTING IN A GALE

Barra Island, Outer Hebrides.—During the morning of the 20th of November, 1947, the relatives of two local men who had put out in a lobster fishing boat, reported that they were overdue and as a moderate south-westerly gale was blowing, with a rough sea, anxiety was felt for their safety. The motor life-boat *Lloyd's* was launched at 2 o'clock in the afternoon, and found the fishing boat drifting three miles off Castlebay, and took the two men aboard. With the boat in tow she returned to her station arriving at 5 o'clock.—Rewards, £8 15s.

SEARCHING FOR AIRMEN

Margate, and Ramsgate, Kent.—Shortly after 7.30 on the night of the 20th of November, 1947, the R.A.F. at Manston reported to the coastguard that a Wellington aeroplane was down in the sea north-east of North Foreland. The Margate motor life-boat, *Lord Southborough, Civil Service No. 1*, was launched at 8.28 with the bowman in charge, and the pilot boat, which was at sea, with the life-boat's second coxswain on board, joined in the search. A moderate south-westerly breeze was blowing, with a rough sea. The information had also been given by the coastguard to Ramsgate, and at 8.10 the motor life-boat *Prudential* had put out. A second report indicated that the aeroplane might have crashed off Birchington, and a wireless message was sent to the Margate life-boat to cruise in that area. About 9 o'clock she saw red flares near Margate Sands Beacon. Then, by the light of flares dropped by aircraft, she saw men in a rubber dinghy. She could not get to them owing to the shallow water on the sands, so signalled H.M.S. *Franklin* to send a small boat. This boat, piloted by a life-boatman, and held in the beam of the Margate pilot boat's searchlight, rescued four airmen and took them to the *Franklin*. The life-boat got back to her station at 2.30 the following morning.

In the meantime the Ramsgate life-boat, having searched and found nothing, spoke the North Goodwin Light-vessel and learned of the rescue, but as one man was reported still missing she made a further, but fruitless, search before returning to her station at 2.10 next morning. A letter of thanks was sent to the Margate coxswain by the Royal Air Force.—Rewards, Margate, £26 14s. 6d.; Ramsgate, £18 15s. 6d.

A TOW IN A ROUGH SEA

Girvan, Ayrshire.—About 5 o'clock in the evening of the 26th of November, 1947, a motor fishing boat was seen one mile to the westward, apparently broken down. On being signalled she replied that she did not need help, but about an hour later, in view of the freshening north-west breeze, and the

rough sea, it was thought advisable for the motor life-boat to put out, and the *Lily Glen—Glasgow* was launched at 6.40. She found the motor fishing boat *Rose*, of Inverness, with a crew of seven, one mile west-south-west of the harbour and towed her in, arriving back at her station at 7.40.—Rewards, £7 7s. 6d.

WITHOUT SLEEP FOR SEVENTY HOURS

Ramsgate, and Walmer, Kent.—At 5.56 in the evening of the 26th of November, 1947, the coastguard telephoned that information had been received from Margate that a barge with her topmast carried away was driving towards Ramsgate. She was said to be south of Longnose and not to be carrying any lights. The Ramsgate motor life-boat *Prudential* was launched at 6.8 in a westerly breeze, with a rough sea running. She searched unsuccessfully for two hours, put back for further information, resumed the search, but still without result, and returned to her station at 10.10.

About 8.45 next morning, the missing boat was seen drifting over the southern part of the Goodwin Sands, with her sails and topmast carried away. She was the yacht *Magnet*, of Faversham, a converted Thames sailing barge. The Walmer motor life-boat *Charles Dibdin*, *Civil Service No. 2*, was launched at 9 o'clock. A moderate westerly breeze was then blowing, with a moderate sea. The life-boat came up with the *Magnet* one mile north of the South Goodwin Light-vessel. She had been blown across the sands during the night. She had lost her anchor and chain. Her auxiliary motor had been swamped. Her crew of three had gone without sleep for seventy-two hours. Her skipper asked to be towed to Dover. Four life-boatmen then boarded the yacht to fasten tow-ropes and pump her out. When the life-boat had berthed her in Dover harbour she returned to her station, arriving at 2.15 in the afternoon.—Rewards: Ramsgate, £12 19s. 6d.; Walmer, Property Salvage Case.

DIFFICULT TOWS

Whitby, Yorkshire.—At 11.5 in the morning of the 28th of November,

1947, the life-boat coxswain picked up a message on his wireless from the local motor fishing vessel *Gem*, that her rudder had been broken, and the No. 1 motor life-boat *Mary Ann Hepworth* was launched at 11.45. A fresh north-westerly breeze was blowing, with a rough sea. The life-boat found the *Gem* four miles east of Skinningrove in tow of the motor fishing vessels *Success* and *Provider*, making for Whitby. The life-boat accompanied them. One and a half miles off the harbour she made fast to the *Gem*, to steer her from the stern when they went through the rough seas on the harbour bar. Before they reached them the *Provider* cast off her tow-rope, but at the harbour entrance the tow-rope from the *Success* parted. The *Provider* at once went alongside the *Gem*, got her in tow again, and with the help of the life-boat brought her into the harbour. The life-boat arrived back at her station at 3 o'clock that afternoon.—Rewards, £11 17s.

Whitby, Yorkshire.—At about 9.30 in the morning of the 29th of November, 1947, the Runswick life-boat station telephoned that the motor fishing vessel *Venus*, of Whitby, had broken down off Staithes and needed help. She was reported to be under sail but drifting to leeward. At 1.55 the No. 1 motor life-boat *Mary Ann Hepworth* was launched in a strong north-easterly breeze with a rough sea running, and found the *Venus* off Sandsend in tow of the motor fishing vessel *Galilee*, making for Whitby. The life-boat accompanied them. When they were only a hundred yards off the harbour the tow-line parted. The life-boat immediately went alongside the *Venus*, got another rope to her, and towed her into the harbour. She arrived back at her station at 1.10 that afternoon.—Rewards, £8 4s.

LANDING A THAMES PILOT

Ramsgate, Kent.—At 4 o'clock in the morning of the 30th of November, 1947, the coxswain received a telephone call from the Margate coastguard asking for help in landing a Thames pilot from the Norwegian steamer *Rolf Jarl*, of Trondheim. She was due off Margate at 5.30, but no boat was available there except the life-boat. As at Ramsgate

also no other suitable boat was available, the motor life-boat *Prudential* was launched at 4.45 in a strong northerly breeze with a very rough sea. She met the steamer, by arrangement, between the Elbow and Forcland Buoys, took the pilot on board and returned to her station, arriving at 7.15 in the morning. The pilot sent to the Institution the fee of ten guineas which he had received from the *Rolf Jarl*.—Rewards, £7 18s. 6d.

During November the following 22 life-boats went out on service, but could find no ships in distress or were not

needed. The figures in brackets are the rewards given to the crews: Portrush (£8 2s. 6d.); Dover (£7 5s.); St. Mary's (£12 6s.); Howth (£18 10s. 6d.); Stornoway (£20); Port Erin (£17 1s.); Peel (£22 14s.); Thurso (£10 12s. 6d.); The Mumbles (£15 14s.); Caister (£17 4s.); The Humber (permanent paid crew); Torbay (£4 8s.); Torbay (£7 16s.); Campbeltown (£27 19s.); Maryport (£14 1s. 6d.); Llandudno (£25 16s. 6d.); Dunbar (£8 15s.); Llandudno (£33 16s. 6d.); Newhaven (£15 6s. 6d.); The Humber (permanent paid crew); Scarborough (£29 7s. 6d.); Dunbar (£6).

Naming Ceremonies

CADGWITH, HOLY ISLAND, PWLLHELI AND THE MUMBLES

Four naming ceremonies of motor life-boats took place in the summer of 1947 at Cadgwith, Holy Island, Pwllheli and The Mumbles.

Cadgwith

The Cadgwith life-boat is of the 35-feet 6-inches, light, self-righting type, weighing under seven tons, for launching off the open beach, and has been built out of a gift of £5,000 from the Girl Guides of the Empire, subscribed during Empire Week in 1940. The boat was just completed in April, 1940, when the call came for boats to go to Dunkirk to help in bringing off the British Expeditionary Force, and she was sent straight from the building yard in Essex. She returned to the building yard for repairs and was stationed at Cadgwith in 1941. When the Girl Guides Association heard that their gift was to be used for this boat they asked that her name should be *Guide of Dunkirk*.

The naming ceremony was held on the 14th of June and the Rev. G. Birkett Roberts, L.Ph., a former honorary secretary of the station, presided. Mrs. Michael Rogers, the County Commissioner of Girl Guides for Cornwall, presented the life-boat to the Institution on behalf of the Girl Guides Association, and also unveiled a plaque recording the gift and the boat's share in the evacuation from Dunkirk on the doors

of the boathouse. The boat was received by Sir Arthur Reed, J.P., a member of the Committee of Management, and president of the Exeter branch. He in turn presented her to Mr. S. F. Watson, the honorary secretary of the station. The Bishop of Truro (Dr. J. W. Hunkin, O.B.E., M.C., D.D.), assisted by the Rector of St. Grade with St. Ruan Minor (the Rev. G. A. Harper), dedicated the boat, and Nancy, Lady Vivian, O.B.E., County President of Girl Guides, named her *Guide of Dunkirk*. A vote of thanks to those taking part was proposed by Admiral E. L. S. King, C.B., M.V.O., and seconded by the Rev. R. H. Luke, the Methodist Minister at Mullion.

Holy Island

The Holy Island life-boat station is one of the oldest on our coasts. It was established in 1802. It has had altogether ten life-boats, and its first motor life-boat went to the station in 1925, a life-boat of the 45-feet Watson cabin type. This boat was replaced in 1946 with a 46-feet life-boat, of the same type. She has been built out of a legacy from Lady Struthers, of London, who for many years was an active member of the Central London Women's Committee of the Ladies' Life-boat Guild.

The naming ceremony was held on

NAMING CEREMONIES



By courtesy of

MANCHESTER & SALFORD XXIX
The new Pwllheli Life-boat after the ceremony

[Jonathan Roberts, Pwllheli]

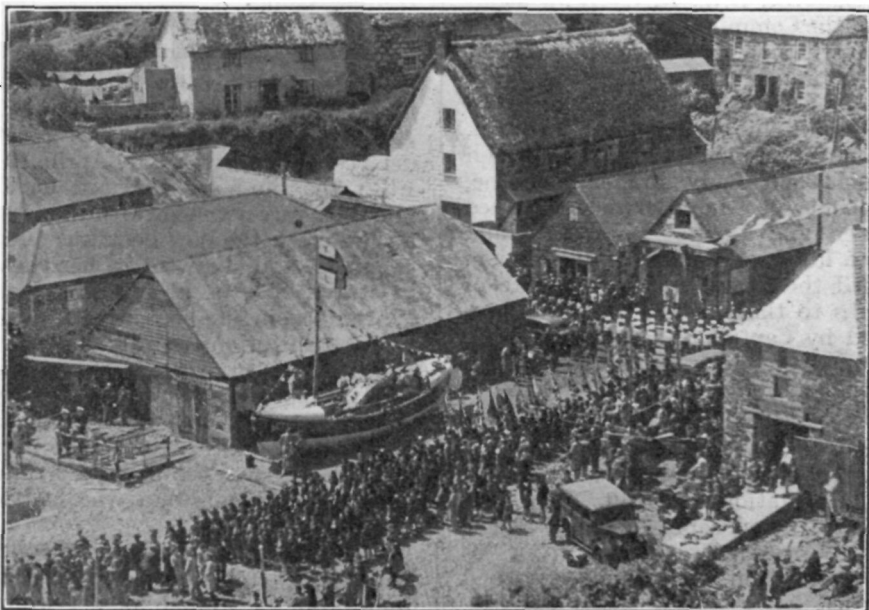


By courtesy of

WILLIAM GAMMON—MANCHESTER & DISTRICT XXX
Naming the new life-boat at The Mumbles

[South Wales Evening Post]

NAMING CEREMONIES



CADGWITH

Unveiling the Plaque on the Boathouse Doors



CADGWITH

Launching the *Guide of Dunkirk*.

the 25th of June, Major-General F. L. M. Crossman, C.B., D.S.O., M.C., R.A., presiding. Captain E. W. Swan, C.B.E., V.D., D.L., R.N.V.R., a member of the Committee of Management of the Institution, presented the life-boat to the branch on behalf of the donor and the Institution. She was received from him by Mr. James Dawson, honorary secretary of the Holy Island Branch, and Lady Francis Osborne, president of the Berwick-on-Tweed Branch and Ladies' Life-boat Guild and a life-governor of the Institution, named the boat *Gertrude*. A vote of thanks to those taking part was proposed by Captain W. J. Oliver, M.C., organiser secretary for the North-East of England.

Pwllheli

A new motor life-boat went to the Pwllheli station in 1943. She is a 46-foot Watson cabin life-boat, and is the twenty-ninth to be given to the Institution by Manchester and District.

The naming ceremony was held on the 5th of September, and Captain R. E. Thomas, chairman of the Pwllheli branch, presided. Mr. C. E. Fielding, deputy-chairman of the Manchester and District Branch, presented the life-boat to Pwllheli, and she was received by the Mayor, Alderman G. Cornelius Roberts, J.P. The Bishop of Bangor (the Right Rev. David Edwards-Davies, M.A.), dedicated the life-boat, assisted by the Rev. D. E. Thomas, B.A., and the Rev. Roberts-Jones, D.D. Councillor Lady Robinson, J.P., honorary secretary of the Manchester and District Ladies' Life-boat Guild, and president of the Stretford branch, then named the boat *Manchester and Salford XXIX*. A vote of thanks to those taking part in the ceremony was proposed by Mrs. W. H. Wynne Finch, vice-president of the South Caernarvonshire Ladies' Life-boat Guild, and seconded by Mrs. K. M. Robyns Owen, B.A., honorary secretary of the South Caernarvonshire Ladies' Life-boat

Guild. After the ceremony Mr. W. E. Butlin, M.B.E., entertained some forty of the guests to lunch at his Pwllheli Holiday Camp.

The Mumbles

A new life-boat for The Mumbles, Glamorganshire, was laid down in 1942, but her building was greatly delayed by the war. In April, 1947, when the life-boat stationed at The Mumbles was wrecked, with the loss of all her crew, the new boat was almost complete, and she went to her station in July. She is a 46-foot 9-inches Watson cabin life-boat, and is a gift to the Institution from its Manchester and District Branch. Her name was to have been *Manchester and District XXX*, but after the wreck of the old boat it was decided to include in the new boat's name the name of William Gammon, the coxswain who had lost his life.

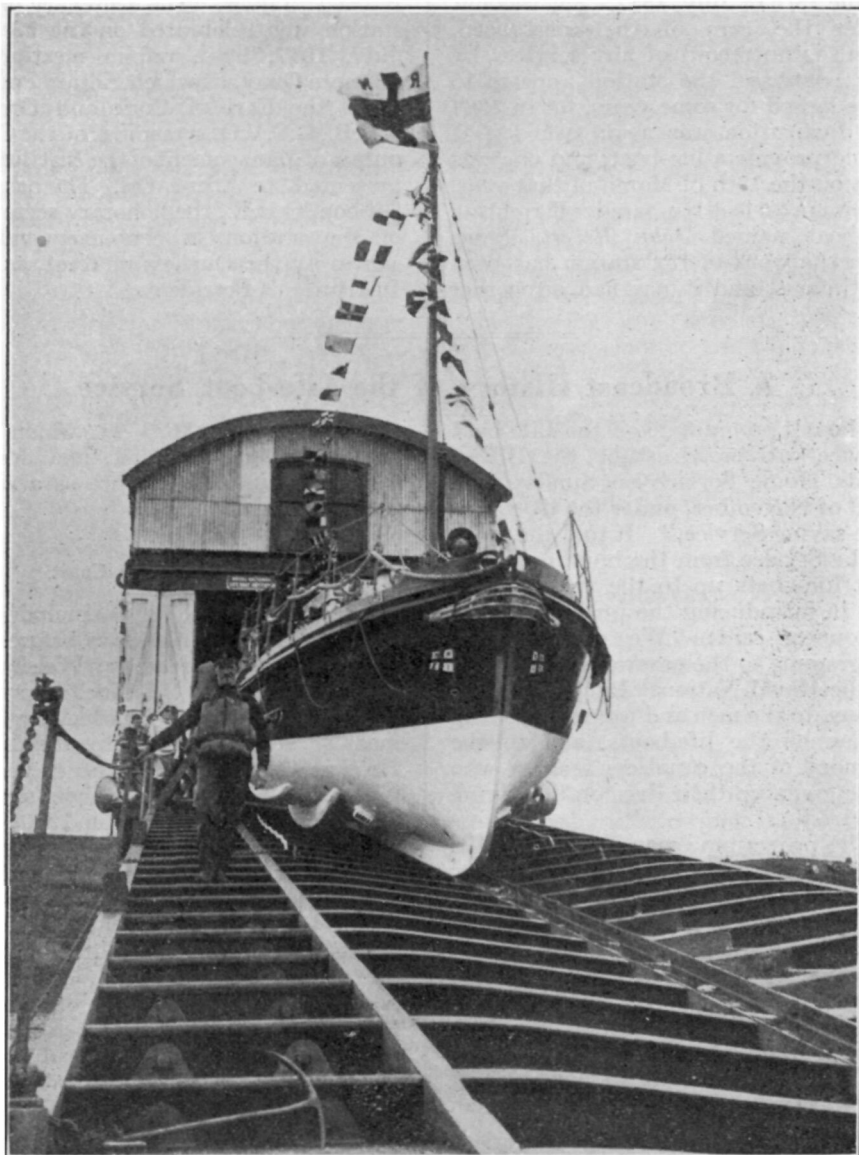
The naming ceremony was held on the 20th of September, and was broadcast by the B.B.C. in its Home Service programme. Mr. P. M. Oliver, C.B.E., honorary secretary of the Manchester and District Branch, presented the life-boat to the Institution on behalf of the branch, and she was received by Sir Godfrey Baring, Bt., chairman of the Committee of Management. He in turn presented her to the station. She was received by the Venerable Archdeacon Harold S. Williams (Archdeacon of Gower, and chairman of The Mumbles Station), and Admiral Heneage Vivian, C.B., M.V.O., vice-chairman of the committee of The Mumbles Station, thanked the Institution on its behalf. The Bishop of Swansea and Brecon (the Right Reverend Edward Williamson, D.D.), dedicated the life-boat, assisted by the Venerable Archdeacon Harold S. Williams, the Rev. W. D. G. Wilkinson, M.A. (Vicar of Oystermouth), and the Rev. G. Gwynfa Thomas. Mrs. Harold S. Williams named the boat *William Gammon—Manchester and District XXX*.

From West Africa

A NIGERIAN has written to the Institution: "Please Sir, teach me how to

save life." He writes from "Take Life Easy Stores."

NAMING CEREMONIES



HOLY ISLAND

From a photograph by Capt. E. W. Swan, C.B.E., V.D., D.L., R.N.V.R., a member of the Committee of Management and Chairman of the Tyremouth Branch.

Centenary of the Kilmore Station

IN 1846 the Institution was asked to provide a life-boat for Kilmore, County Wexford, and it stationed a boat there on the 28th of July, 1847. She was put under the care of the coastguard. There is no record of any services by this boat, and the station appears to have lapsed for some years, for in 1884 the Institution was again asked if it would provide a life-boat, and one was sent on the 19th of March of that year. She was a 34-feet ten-oared self-righting life-boat named *John Robert*. Since then the work of the station has been continuous, and it has had altogether

five life-boats, including the present motor life-boat. They have been launched on service 56 times and have rescued 75 lives. The centenary of the station was celebrated on the 19th of July, 1947, by a public meeting at Kilmore Quay, at which Admiral of the Fleet the Earl of Cork and Orrery, G.C.B., G.C.V.O., a member of the Committee of Management of the Institution, presented to Lieut.-Col. Thomas H. Gibbon, O.B.E., the honorary secretary of the station, a centenary vellum signed by the Duchess of Kent, as the Institution's President.

A Broadcast History of the Life-boat Service

AN hour's programme on the Life-boat Service was broadcast by the B.B.C. in its Home Service on Sunday, the 23rd of November, under the title "On Life-saving Service." It told the story of the Service from the building of the first life-boats up to the present day, and in introducing the programme the announcer said: "We dedicate this programme to the coxswains and crews of the Royal National Life-boat Institution, to the men and women who help to launch the life-boats, and to the memory of the countless seamen who have given up their lives on life-saving service."

The programme was written by Mr. Martin Chisholm, and produced by Mr. Maurice Brown. The narrator was an honorary secretary of a life-boat station and was played by Mr. Charles Lefeaux. The other parts in the broadcast were played by Mr. Felix Deebank, Mr. George Bishop, Mr. Jack Morrison, Mr. Derek Hart, Mr. Stephen Jack, Mr. Victor Platt, Mr. Ian Catford, Mr. Deryck Guyler, Mr. Laidman Browne, and Miss Myrtle Rowe.

Among those whose voices were heard were Lionel Lukin, describing how to make a boat buoyant with empty casks; William Wouldhave, at work on his model of the first self-righting life-boat; Sir William Hillary, making his appeal for a life-boat service; The Archbishop of Canterbury and William Wilberforce speaking at

the meeting in 1824 at which the Institution was founded; and Joseph Conrad, paying his tribute as a sailor to the life-boat crews.

Records from the Coast

The programme also included a wrecking scene, in the days before life-boats; an account, read by a Welshman, of the service by the Moelfre pulling and sailing life-boat—for which two gold medals were awarded—to the ketch *Excel* in October, 1927; the engineers' report of the Margate life-boat's work on the Dunkirk beaches in 1940; and recordings made on the coast during the summer of 1947. In these recordings the listeners heard a foreman-shipwright and the Institution's resident assistant surveyor of life-boats at Cowes examining a partly built life-boat; women launching the life-boat at Newbiggin; a launch by tractor at St. Ives; and the Margate life-boat at sea. Of this last recording the narrator said: "You'd like to know what the actual work of rescue is like, wouldn't you, not just to hear life-boats launched? We can't quite give you that. When there are lives to be saved there's no room aboard a life-boat for microphones and recording gear. Every inch of space is needed and every man on board must pull his weight. We couldn't go afloat then. But during a practice it is different, and here is just what might

happen any day or night when one of the Institution's life-boats is called out on service."

The broadcast ended with a North-

umbrian woman speaking Sir William Hillary's words: "From the calamity of shipwreck no one can say that he may at all times remain free."

"Literature of The Life-boat"

IN October, 1936, *Literature of the Life-boat*, by Sir John Cumming, K.C.I.E., C.S.I., a vice-president of the Institution, appeared as a supplement to *The Life-boat*, and a second part appeared a year later. In these two supplements Sir John Cumming gave an account of all books, pamphlets and press articles about life-boats and the Life-boat Service, which he had been able to trace, under four headings: "Design and Equipment," "Organization and Administration," "Wrecks and Rescues," and "Wrecks and Rescues in Verse and Fiction." There were forty-seven illustrations from life-boat books, old drawings in the *Illus-*

trated London News and *Punch*, photographs from *The Times* and other papers, and portraits of famous coxswains and others associated with the Life-boat Service.

Sir John Cumming has now revised the book and brought it right up to date, *Literature of the Life-boat, 1785-1947*. It has a section on life-boat publications during the war of 1939-45, and a new chapter on the Institution's medals. It also has an entirely new set of illustrations, sixty-three in all, including reproductions of life-boat pictures hanging at the head office of the Institution. Copies can be obtained from the Institution, post free, 5s. each.

A History of Bridlington Life-boats

UNDER the title *Men of the Storm*, Mr. H. E. Whittaker, of Bridlington, has written the history of the Bridlington life-boat station. Mr. Whittaker has also produced and published the book himself and is generously giving all the proceeds to the Bridlington Ladies' Life-boat Guild. Its price is one shilling.

Mr. Whittaker has very graphically told the story of the station and its many rescues from its first life-boat,

built by Henry Greathead, before the Institution was founded, till the present day, and there is a chapter on the great gale of 1871, still freshly remembered in Bridlington, when twenty vessels went ashore in the bay and over fifty men lost their lives. There are a dozen illustrations, three from paintings of the great gale and the rest from photographs of coxswains and life-boats.

90—And Still at Work

MRS. LOTINGA SMITH, of Gedling, Nottingham, celebrated her ninetieth birthday on the 10th of November, 1947. In spite of her great age, in spite of ill health and in spite of an accident last winter when she was knocked down by a bus, she is still working for the Life-boat Service. She was born in Northumberland in 1857, the daughter of a shipowner of North Shields, so that she comes from the coast where the first life-boats were stationed, and in her youth she saw many wrecks at the mouth of the Tyne. She came to

Nottingham, as headmistress of a girls' school, in 1883, and in 1886 started collecting for the Life-boat Service among the schoolchildren, first in farthings and then in halfpennies. She has collected for the Carlton district of the Nottingham Branch, of which she is now in charge, for over forty years. During the six years of war, 1939-45, the district contributed £3,154, and of that total Mrs. Lotinga Smith personally collected £2,393. In the year 1946-47, in spite of her accident, she collected £597.

She was awarded the Institution's gold badge, given only for distinguished honorary service, in 1937, and two engines in one of the life-boats in the new building programme are to have a

tablet on them recording that they are her gift. The Duchess of Kent, as the Institution's President, has sent Mrs. Smith her congratulations and thanks.

Lord Mottistone

ALL who are connected with the Life-boat Service will have heard with great regret of the death on the 7th of November, 1947, in his eightieth year, of Major-General the Right Hon. Lord Mottistone, C.B., C.M.G., D.S.O., P.C. (John Edward Bernard Seely). Lord Mottistone had three distinguished careers: as a soldier, as a politician, and as a member of the Life-boat Service. He believed that a man should "live dangerously," and in 1891 he was awarded a gold medal by the French Government for gallantry. With a coastguard he took a line out to a French ship, which had been smashed on the rocks near Brooke, and helped the crew ashore.

He became a member of the Committee of Management of the Institution in 1901, and served on it for forty-six years until his death. He was appointed a vice-president in 1930. He brought to the work of the Committee the personal and practical knowledge of a life-boatman, for he had joined the life-boat crew at Brooke in the Isle of

Wight in 1894, and in 1933 was appointed coxswain. He served as coxswain until 1936, and a few months later the station was closed. During those forty-three years the Brooke life-boat was launched on service sixteen times and rescued forty-one lives.

Lord Mottistone wrote six books. The third, published in 1932, was his book, named *Launch*, on the Life-boat Service. In his introduction the Prince of Wales, then President of the Institution, wrote: "He recalls some of the finest feats of the Life-boat Service. He writes of what he knows—of its enormous risks, of the courage of its men, of their wonderful success. In these days it is a heartening thing to remember such achievements, and I recommend this book to all. I recommend it specially to those who are inclined to lose confidence in our future. It will put courage into them." Those words are a tribute not only to the Life-boat Service but to Lord Mottistone's own gallant life.

A Gift from The Princess Elizabeth

H.R.H. the Princess Elizabeth has sent the Institution £180. It is the balance of her wedding present from

Kimberley, in South Africa, and it came "with her good wishes and with those of the people of Kimberley."

From Golf and Bowling Clubs

DURING 1947 over forty golf clubs held competitions for the Life-boat Service and these brought it £256.

Five bowling clubs also held competitions which brought £25, a total of £281.

Portrait on the Cover

THE photograph of Coxswain Blogg, of Cromer, on the cover, was taken by

Illustrated in 1940, and is reproduced by its very kind permission.

Awards to Coxswains and Life-boatmen

To HENRY G. BLOGG, G.C., B.E.M., on his retirement, after serving for thirty-seven and three-quarter years as coxswain and seven and a quarter years as second coxswain of the Cromer life-boats, a coxswain's certificate of service and an annuity. (See page 86.)

To CHARLES W. D. OLLER, on his retirement, after serving for thirty and three-quarter years as coxswain of the Dungeness life-boat, a coxswain's certificate of service and an annuity.

To FRANK BLEWETT, on his retirement, after serving for twenty-six and a half years as coxswain, four and a quarter years as second coxswain, and two and a quarter years as bowman of the Penlee life-boat, a coxswain's certificate of service and an annuity.

To ALBERT SPURGEON, on his retirement, after serving for twenty-three and a half years as coxswain of the Lowestoft life-boat, a coxswain's certificate of service and an annuity.

To JOHN JAMIESON, on his retirement, after serving for nineteen and three-quarter years as coxswain and five and a quarter years as second coxswain of the Eyemouth life-boat, a coxswain's certificate of service and an annuity.

To PATRICK MURPHY, B.E.M., on his retirement, after serving for fifteen and three-quarter years as coxswain of the Newcastle, Co. Down, life-boat, a coxswain's certificate of service and an annuity.

To GEORGE PERRIN, on his retirement, after serving for fifteen and a half years as coxswain of the Skegness life-boat, a coxswain's certificate of service and an annuity.

To JEFFREY WRIGHT, on his retirement, after serving for fourteen and a quarter years as coxswain and nine and three-quarter years as bowman of the Fleetwood life-boat, a coxswain's certificate of service and an annuity.

To THEODOR T. L. NEILSEN, M.B.E., on his retirement, after serving for fourteen years as coxswain and seven and three-quarter years as second coxswain of the Wells life-boat, a coxswain's certificate of service and an annuity.

To THOMAS C. CAPPLEMAN, on his retirement, after serving for eleven and three-quarter years as coxswain and sixteen years as bowman of the Filey life-boat, a coxswain's certificate of service and an annuity.

To PATRICK MORIARTY, on his retirement, after serving for nine years as coxswain and eleven years as a member of the crew of the Fenit life-boat, a life-boatman's certificate of service and a gratuity.

To JAMES CAMPBELL, on his retirement, after serving for eight years as coxswain, ten years as second coxswain and nine months as bowman of the Boulmer life-boat, a coxswain's certificate of service and an annuity.

To JOHN T. LORD, who for seven and a half years was coxswain and two and three-quarter years bowman of the Ramsey life-boat, a coxswain's certificate of service.

To HARRY MURFIELD, on his retirement,

after serving for seven years as coxswain and four and a quarter years as second coxswain of the Whitby life-boat, a coxswain's certificate of service and an annuity.

To EDWARD RIMMER, on his retirement, after serving for six and a half years as coxswain, two and a quarter years as second coxswain and seven years as bowman of the Lytham St. Anne's life-boat, a coxswain's certificate of service and an annuity.

To NATHANIEL GEORGE, on his retirement, after serving for three and a quarter years as coxswain, six months as second coxswain and nineteen and a quarter years as bowman of the Sennen Cove life-boat, a coxswain's certificate of service and an annuity.

To GEORGE R. TAYLOR, on his retirement, after serving for three years as coxswain, nine years as second coxswain, one year as bowman and thirty years as a member of the crew of the Newbiggin life-boat, a coxswain's certificate of service and an annuity.

To JOSEPH G. OLLER, on his retirement, after serving for twenty-one and a half years as second coxswain, four years as bowman and seventeen and a quarter years as a member of the crew of the Dungeness life-boat, a life-boatman's certificate of service and an annuity.

To LEONARD E. MORRISON, on his retirement, after serving for sixteen and three-quarter years as second coxswain and six months as a member of the crew of the Falmouth life-boat, a life-boatman's certificate of service.

To FREDERICK D. J. DAVIES, on his retirement, after serving for sixteen and a half years as second coxswain and thirty and a half years as a member of the crew of the Ferryside life-boat, a life-boatman's certificate of service and an annuity.

To HUGH BUIE, on his retirement, after serving for thirteen and a quarter years as second coxswain of the Port Askaig life-boat, a life-boatman's certificate of service and an annuity.

To CHARLES KEWIN, on his retirement, after serving for seven and a half years as second coxswain and twenty-two and a half years as a member of the crew of the Peel life-boat, a life-boatman's certificate of service and an annuity.

To ROBERT DAVIDSON, on his retirement, after serving for six and a half years as second coxswain, eight years as bowman, and one and a half years as a member of the crew of the Sunderland life-boat, a life-boatman's certificate of service and an annuity.

To RICHARD E. CRAWFORD, on his retirement, after serving for five years as second coxswain and ten and a half years as a member of the crew of the Bridlington life-boat, a life-boatman's certificate of service.

To LUTHER OLIVER, on his retirement, after serving for three years as second coxswain, nine and a half years as bowman and twenty years as a member of the crew of the Penlee life-boat, a life-boatman's certificate of service and an annuity.

To JOHN H. DAVISON, on his retirement, after serving for nine months as second coxswain, six and a half years as bowman and twenty-two and a half years as a member of the crew of the Sunderland life-boat, a life-boatman's certificate of service and a gratuity.

To LOUIS C. WATTS, on his retirement, after serving for six months as second coxswain, two and a quarter years as bowman and forty-one and three-quarter years as winchman, or a member of the crew, of the Weston-super-Mare life-boat, a life-boatman's certificate of service.

To DAVID THOMAS, on his retirement, after serving for sixteen and a half years as bowman and thirty and a half years as a member of the crew of the Ferryside life-boat, a life-boatman's certificate of service and an annuity.

To WILLIAM H. WILLIAMS, on his retirement, after serving for nine years as bowman and a number of years as a member of the crew of the Fishguard life-boat, a life-boatman's certificate of service and a gratuity.

To JOHN HEMPHILL, on his retirement, after serving for five and three-quarter years as bowman and nine and a half years as a member of the crew of the Portrush life-boat, a life-boatman's certificate of service.

To THOMAS CORMACK, on his retirement, after serving for thirty-one years as motor mechanic and one year as assistant motor mechanic of the St. Abbs life-boat, a gratuity, pension and a life-boatman's certificate of service.

To PERCY EGAN, on his retirement, after serving for seventeen and a half years as motor mechanic of the Courtmacsherry life-boat, a life-boatman's certificate of service.

To JOHN CANN, on his retirement, after serving for twenty-four years as assistant motor mechanic and three and a half years as a member of the crew of the Appledore

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

To WILLIAM MORRIS, on his retirement, after serving for twenty-one years as assistant motor mechanic of the Buckie life-boat, a life-boatman's certificate of service.

To SAMUEL J. JONES, on his retirement, after serving for forty-four and a quarter years as a member of the crew of the New Brighton life-boats, a life-boatman's certificate of service.

To ROBERT ELLIS, on his retirement, after serving for forty-two years as a member of the crew of the St. Mary's life-boat, a life-boatman's certificate of service.

To JAMES COLVEN, on his retirement, after serving for thirty-six years as a member of the crew of the St. Abbs life-boat, a life-boatman's certificate of service.

To ALEXANDER RAE, on his retirement, after serving for thirty-six years as a member of the crew of the St. Abbs life-boat, a life-boatman's certificate of service.

To THOMAS R. ARTHUR, on his retirement, after serving for thirty years as a member of the crew of the Cadgwith life-boat, a life-boatman's certificate of service.

To HERBERT JEFFERS, on his retirement, after serving for eighteen years as a member of the crew of the Courtmacsherry life-boat, a life-boatman's certificate of service.

To REGINALD TONKIN, on his retirement, after serving for seventeen and a quarter years as a member of the crew of the Falmouth life-boat, a life-boatman's certificate of service.

To WILLIAM GALLAGHER, on his retirement, after serving for over sixteen years as a member of the crew of the Seaham life-boat, a life-boatman's certificate of service.

To WILLIAM MITCHELL, on his retirement, after serving for forty years as winchman and a helper to The Lizard life-boat, a life-boatman's certificate of service.

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 March, 1948.