

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 March 31st, 1948 - - - - 75,819

Radio-Telephony in Life-boats

By A. C. BUTCHER, M.I.Mech.E., M.I.Mar.E., Superintendent-Engineer to the Institution.

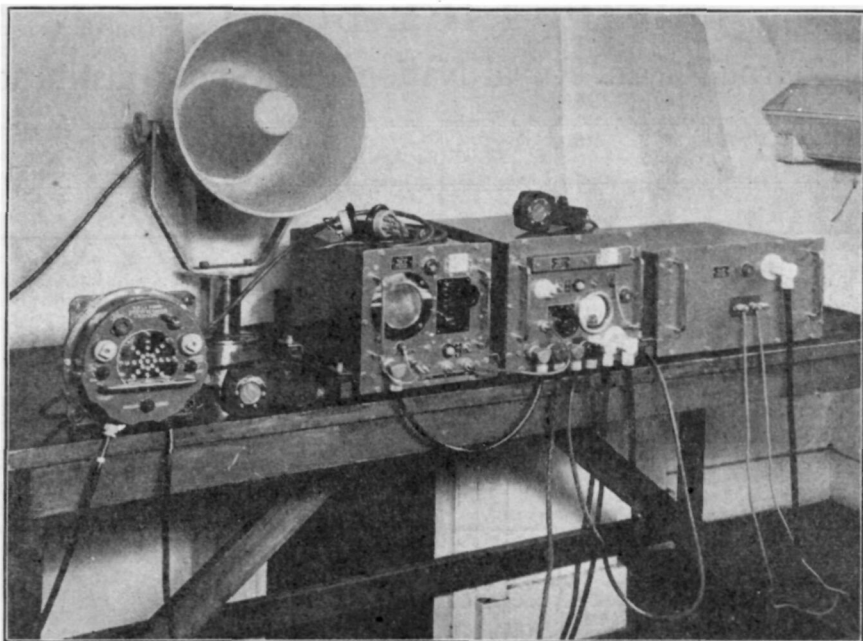
AN article by my predecessor on the use of wireless in life-boats appeared in the number of this journal for December, 1937. It was then eleven years since the Institution had begun its experiments with wireless by installing a wireless-telegraphy receiving and transmitting set in the life-boat at Rosslare Harbour, Co. Wexford. That is the only wireless telegraphy set that has been put in a life-boat, and it continued in use until June, 1943. Our next experiment was with radio-telephony in 1929, and when that article was written in 1937 we had twenty-six boats with radio-telephony sets for receiving and sending messages, and three with sets for receiving only.

Ten more years have now passed. Much has happened in those ten years; a good deal has been learnt from the experience of the war; many improvements have been made in the design and construction of radio apparatus; and many more life-boats have been fitted with radio-telephony; but the conditions under which wireless works in life-boats, and the limitations on its use in them, have not greatly altered in the past ten, or indeed in the past twenty years.

Protection Against the Sea

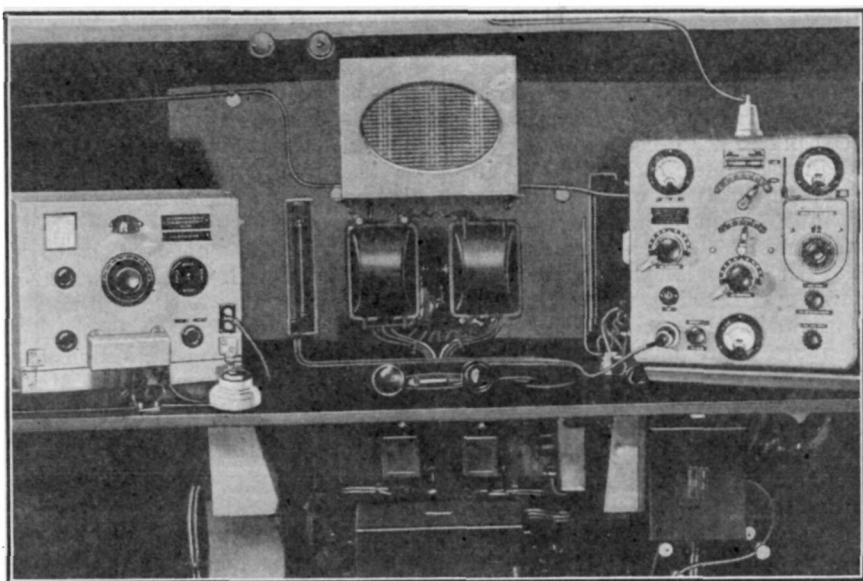
Our first and greatest difficulty has always been that wireless apparatus must be very carefully protected from the water, and that a life-boat is a small boat which has to do her work in the worst weather, and has often to travel smothered in the seas, with her decks awash and her cockpits filled.

Then there are very serious limitations in the size and weight and power of the apparatus that can be used, and the height of the aerial which can be carried on a life-boat. The chief use of wireless in a life-boat is to keep her in touch with the shore when she is at sea. She does it through the shore wireless stations of the General Post Office, and through certain lighthouses, lightvessels and coastguard stations. These stations have not powerful transmitters like the B.B.C.; most of them work on a fraction of one kilowatt, where the B.B.C. is working on 50 to 200; their messages have to be picked up on life-boats by aërials which, to be really effective, require much higher masts than any life-boat could carry; and they have to be heard in the midst of the noise of wind and sea and engines. Those who, in the silence and comfort



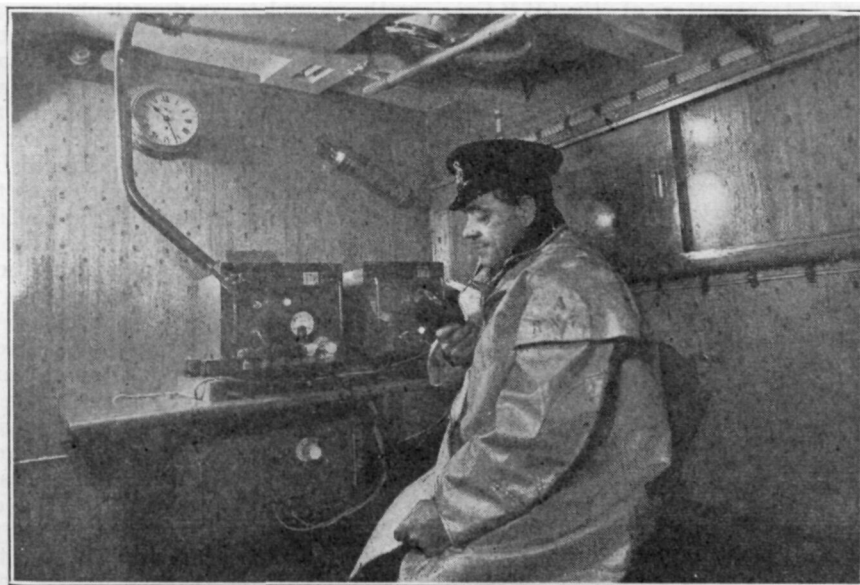
THE NEW SET

Made by Coastal Radio. The complete installation, before being installed. Left to right: the remote control, or extension; the loud hailer; the receiver; the transmitter; the power pack. On top of the receiver are the ear-phones to be used when reception is difficult. Both the receiver and extension have loudspeakers built into them.



THE OLD SET

Made by Marconi. Left to right: receiver, loudspeaker and transmitter in the life-boat cabin, with the generator underneath.



IN THE CABIN

The transmitter and receiver, with the power pack underneath, and the microphone in the mechanic's hand



By courtesy of]

UNDER THE SHELTER

[J. H. Cleet, of South Shields

The remote control, or extension, beside the mechanic's head as he sits at his controls. The cable for his transmitting microphone can be seen. The microphone itself is tucked into a box beside him. On the extension itself are the switches for passing from radio to loud hailer.

of their own rooms can, through a powerful transmitter of the B.B.C., hear with ease a programme from the other side of the world, can hardly begin to understand the difficulties which a life-boat mechanic—sitting at his controls above the engine-room in a howling gale—may have in taking a message from a wireless station only a few miles away.

During the War

That was the state of affairs at the beginning of the war, in September, 1939. Immediately war was declared all transmitting sets, except in life-boats on the coast of Eire, had to be put out of action and sealed. Life-boats might listen but they must not speak. Nor would the Government allow any more boats to be fitted with wireless. This continued for four months. Then life-boats were allowed again to send out messages, but they were warned that they must say nothing which could give information to listening German submarines. The Institution was also allowed to equip more boats, and during the war twelve were so equipped. The Admiralty also fitted seven of our boats, which had no wireless, with receivers as used on motor cars, so that the coxswains might be kept in touch with the naval officers-in-charge on shore. Some of these receivers are still in use. The position at the end of the war was that out of the Institution's 151 motor life-boats, 70 had radio-telephony; 57 of the 70 had sending and receiving sets; 13 had receiving sets only.

Up to this time transmitting sets could be used only in life-boats with cabins, and they had now been installed in nearly all the cabin boats. The 13 life-boats which had only receiving sets were open boats. We had found it possible to put the receiving sets in water-tight cases which could be fixed under the canopy covering the engine-controls, but it was much harder to make the transmitting set watertight. It required a case larger than the canopy would take.

A New Specification

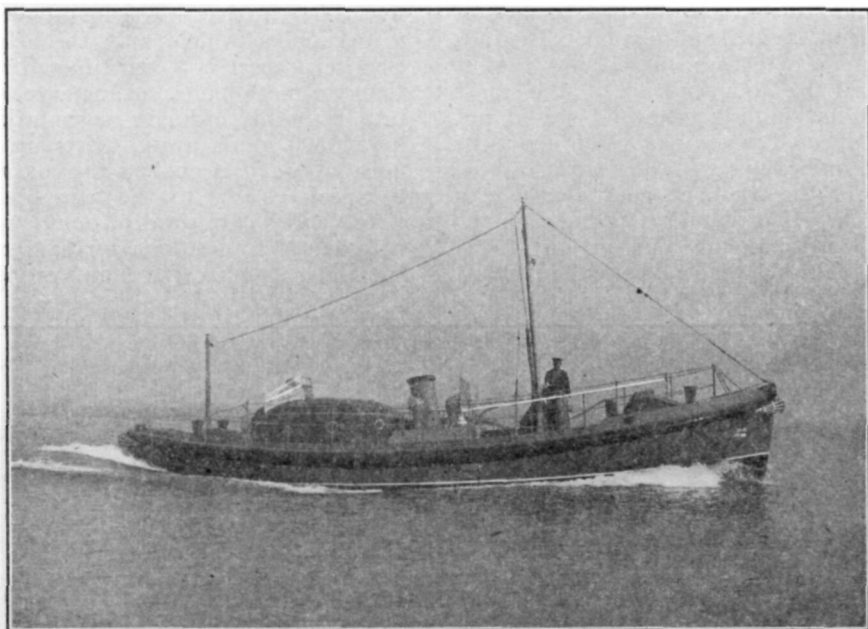
The position now was that if we were to make any further advance, and if we

were to be able to equip every life-boat with complete radio-telephony, we must have a watertight receiving set of a size which could be used in open boats. During 1946 we examined a number of existing sets, but found none with the four essential requirements: that it should be waterproof; of small size; able to give a sufficient range with the small aerial which was all that a life-boat could carry; and simple to work by unskilled operators in any conditions of weather and noise. So the Institution prepared a specification of its special needs. It wanted a set consisting of four small units: a transmitter, a receiver, a power pack to convert the power from the life-boat's electric battery into the different voltages needed by the transmitter and receiver, and a remote control, or extension. The extension must be for both transmitter and receiver, and the receiver and the extension must have loud-speakers built into them. In the case of cabin life-boats, the transmitter and receiver would, as before, be put in the cabin, where they would be effectively protected from water. In the case of boats without cabins, they would be in water-tight cases either in one of the end-boxes or under one of the side-benches in the cockpit. The remote control, or extension, would be in the roof of the canopy, where the motor mechanic would have it close by his head as he sat at his engine-controls, and it must be proof against continuous drenching with sea-water.

The Advantage of Crystals

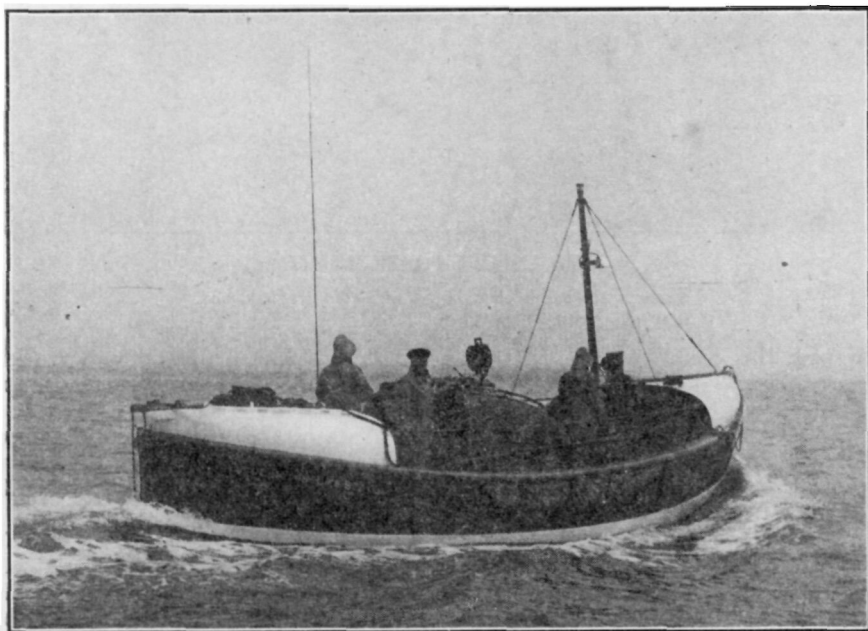
The specification also asked for sets fitted with crystals to control the wave-lengths. There were to be four, and one of them was to be set to the wave-length of the international distress signal. They were chosen because a crystal has the advantage of maintaining a constant wave-length. By turning to it the operator gets at once, without searching, the wave-length that he wants.

In the earlier sets the aerial was a single wire running from a small mizzen-mast to the top-mast, then down to an insulated lead-in trunk and so to the set in the cabin. The new set was, where possible, to operate with a vertical rod aerial, though, in some boats,



THE OLD AERIAL

Fitted by Marconi on the Watson cabin life-boat at Yarmouth, Isle of Wight.

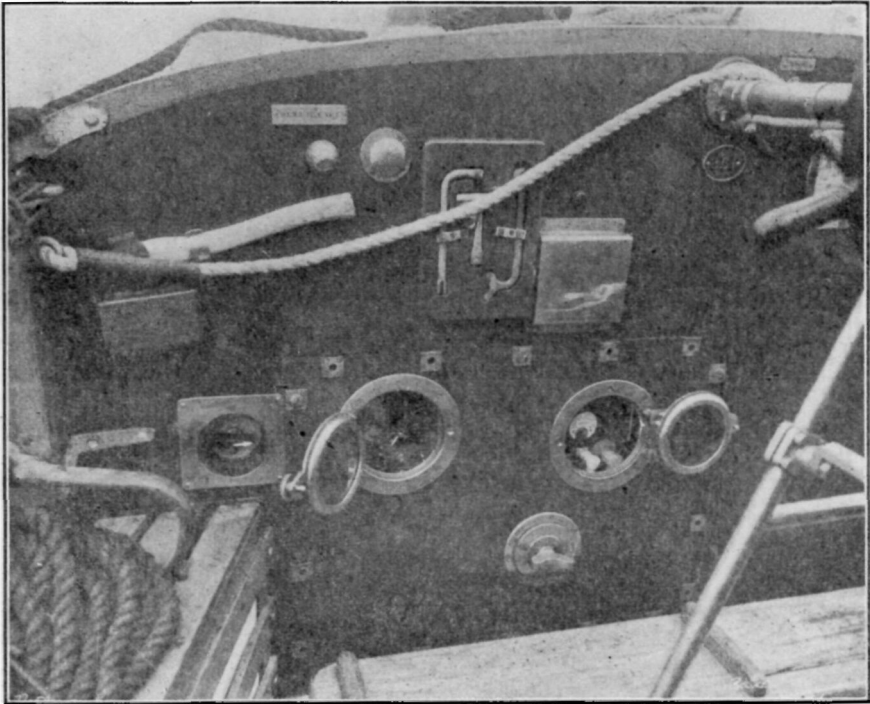


THE NEW ROD AERIAL

On the light self-righting life-boat at Bridlington. The loud-hailer is in front of the mast.

the normal aerial between the masts would still have to be used because of difficulties in transmission. The advantage of the rod aerial was that it would be independent of the mast and its running gear and would not be affected when—as often must be done in heavy seas—the mast is lowered before the life-boat goes alongside a wreck. If it should happen, with the life-boat plunging alongside a wreck, that the rod aerial had to be temporarily

preventing it from spreading, carries it five times further. The loud-hailer is a megaphone which, with the help of electricity, carries it ten times further than the megaphone. A man speaking into it in his ordinary voice will be heard 500 yards away. Even in the noise of a gale it enables the coxswain to speak clearly to the men on the wreck and do by word of mouth what before had to be done by flags or a signalling lamp. We now proposed



IN AN OPEN LIFE-BOAT

Transmitter and receiver built into the after end-box.

unshipped, this could be done without difficulty.

The Loud-Hailer

We also proposed to combine with the new transmitter one of the most useful inventions of the war, the loud-hailer. After experiments with various makes the Institution had decided to adopt it in all life-boats, and it had already been fitted in a number of them. Before the war the only means of increasing the range of the human voice was the megaphone which, by

that this loud-hailer should work off the amplifier of the wireless transmitter, instead of independently.

We sent this specification to several firms, and Coastal Radio has designed a set which meets our needs. The first experimental set was fitted in the Appledore life-boat in May, 1947. There it was thoroughly tested. More sets were ordered and now we have four in life-boats with cabins, and two in open life-boats. They are all working satisfactorily. They are small, light and very simple to work. It is easy

with them to give and receive messages up to fifty miles, under almost any condition, and under favourable conditions over much greater distances; and the motor mechanic, simply by moving a switch, can pass at once from speaking through the radio transmitter to the shore to speaking through the loud-hailer to the wreck.

Complete Equipment in Two Years

The new sets, like nearly all the old, are not bought by the Institution but are hired from the makers, who undertake to maintain them. Instead, however, of only calling in the firm when there is a failure, it has been arranged for all sets to be inspected every two months.

The present position is that of the 154 motor life-boats in the active fleet 80 are now equipped with transmitting and receiving sets, and 11 with receiving sets only. In the reserve fleet of 14 boats, two have transmitting and receiving sets. Besides the six boats in the active fleet which have the new sets with loud-hailers attached, there are 33 boats which have loud-hailers working independently.

We have now radio equipment which can be used in every type of life-boat. New boats will be fitted with it, and the old sets in boats on the coasts will be replaced with the new as circumstances allow. We expect to equip the whole fleet with the new sets in about two years.

Forty-five Hours on the Goodwins

Thirty Lives Rescued from an Italian Steamer

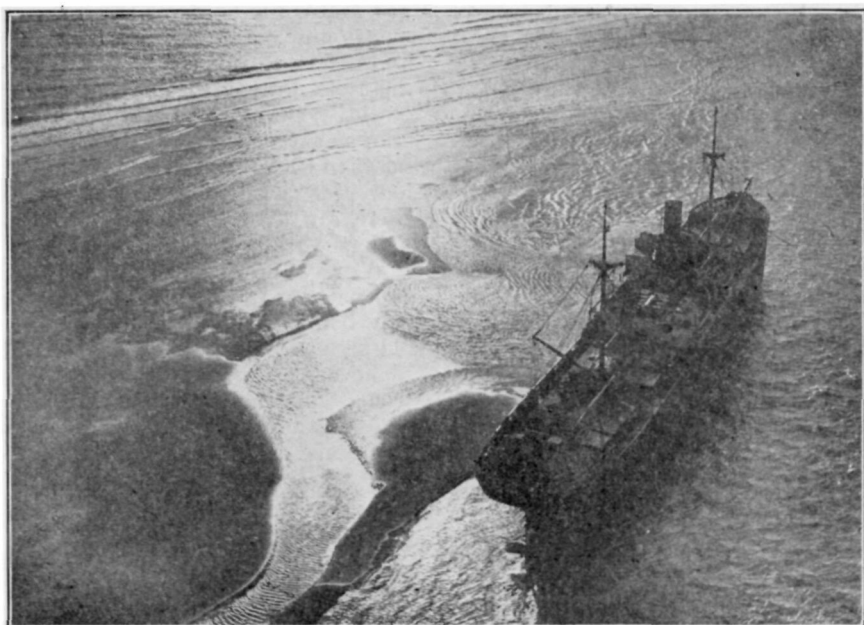
By L. H. Shelvey, Honorary Secretary of the Walmer Station

AT ten past three on the afternoon of Friday the 2nd of January, the coast-guard telephoned to me that a vessel appeared to be aground on the Goodwin Sands, one and a half miles west-south-west of the East Goodwin Lightvessel. I rang up the coxswain at once and nine minutes later the motor life-boat, *Charles Dibdin*—Civil Service No. 2, was on her way. The tide was high and the wind was blowing from the south-west. It was then not more than a moderate wind, with, inshore, a moderate sea running. There was mist and rain. The coxswain took the life-boat right across the sands which were covered with a confused sea. He said that it was like going through boiling water. It took him just under an hour to reach the vessel, and he found that she was the Italian steamer *Silvia Onorato*, bound from the Adriatic to Rotterdam. She was on the eastern or outer edge of the Goodwins. Heavy seas were breaking right over her and her bows were swinging about.

A Critical Moment

The coxswain tried to get alongside, but a huge sea from astern lifted the life-boat right above the steamer's deck.

There, riding on the crest of the sea, the life-boatmen looked down on the hatches of the steamer. The coxswain at once went full speed astern, but it was a fearful moment, for every man of the crew knew that if the life-boat struck the gunwale as the sea fell she would be tipped over and they would all be flung into the sea. She cleared the gunwale—but only just. Dropping into the trough she actually grazed the steamer's side. Then the coxswain took her round the stern and along the other side. Here the captain had lowered a jacob's ladder, and one of the life-boatmen, Ginger Thomas, scrambled up it. At the top the captain welcomed him with open arms. He was desperately anxious, and eager for advice. Thomas took a bearing on the North Foreland, and told him to go full steam ahead with his helm hard to starboard. He hoped in this way to drive the steamer back over the ridge of sand which she had originally crossed. She did actually move, but with a force which visibly made her shudder from stem to stern she struck again, and stopped. She could not muster enough power to surmount the bank, and there she remained, in the depression on the sands into

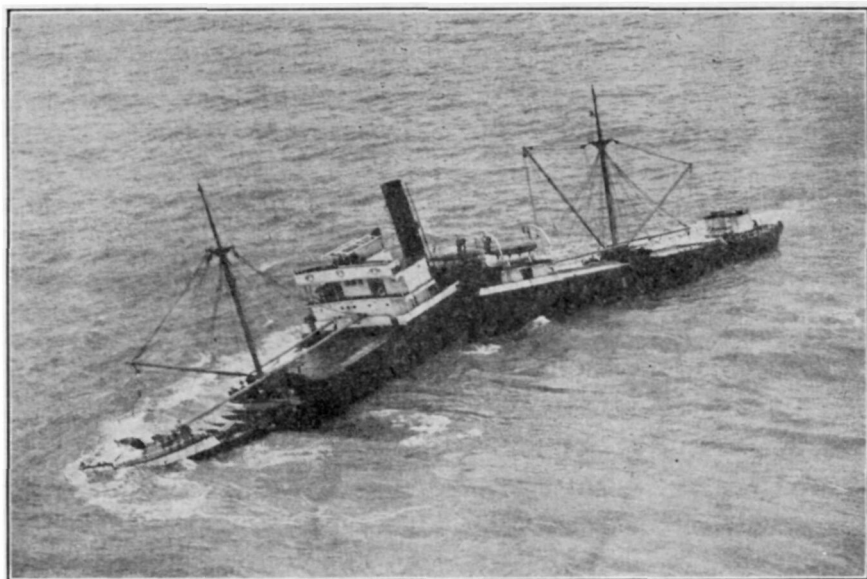


By courtesy of]

[Daily Graphic

THE SILVIA ONORATO

On the Goodwin Sands at low tide.



By courtesy of]

[Daily Graphic

THE SILVIA ONORATO

At high tide; broken in two.



By courtesy of]

[Picture Post

COXSWAIN FREDERICK UPTON, OF WALMER

Appointed coxswain in July, 1945. He has taken part since then in the rescue of 181 lives and won the silver medal.

which she first had been driven. She drew from 18 to 20 feet of water. The tide was falling and now only 14 feet of water covered the sands.

Not only was the tide falling but the wind and sea were increasing. Thomas told the captain that nothing more could be done until the tide rose; that in those seas the life-boat could not remain alongside; that it would be wise to let the life-boat take him and his crew off at once. He refused. Thomas then told him that the life-boat would have to lie off in deeper water. If, during the night, he wanted help he was to fire a rocket and she would come as quickly as she could.

The First Night's Vigil

The life-boat came alongside close enough for Thomas to jump and then went back across the sands and anchored in deeper water a mile away, with the steamer well in sight. A lot of rum was issued. Then the crew settled down to keep close watch, ready at any moment to go to the rescue should the steamer break up. At 1.30 on the Saturday morning anchor was raised and the life-boat went within hailing distance. It was too rough to go alongside, and for the next five hours she moved round near the steamer. The tide had risen but the steamer had not floated off, and at seven o'clock, when the tide was falling again, the coxswain spoke to her captain on the loud hailer, and asked if he and his crew would come ashore. He still refused, and the coxswain told him that the life-boat must return to her station to re-fuel, but would come back to him later and again stand by.

The life-boat reached Walmer just before eight o'clock; the crew went ashore to get into dry clothes and to have some breakfast; the helpers, many of whom had stood by all night, re-fuelled the boat; and soon after half-past eight she set off for the sands again. At 9.30 she was in sight of the steamer. She anchored about half a mile away and once more waited until the tide began to flow. A dense fog came up and at times she could not see the steamer. So the morning passed, and early in the afternoon she

weighed anchor and, when the tide had risen enough, went alongside. The captain called out that the ship was all right and that he and his crew would remain on board. It was then two o'clock and tugs had arrived, but the water was too shallow for them to get near the steamer and too rough for the life-boat to take wires to them from her.

The Second Night: Bitter Cold

By this time the fog had cleared, but the wind was rising, and at high water the seas were going clean over the steamer. The coxswain told the captain clearly that if he did not come out of the steamer then the life-boat could do nothing to help him until the following morning. Again he refused, and the life-boat continued to move about on her vigil until six at night, when once more she anchored about a mile away. It was now blowing a gale; heavy seas were running; the crew were very cold. So the second night passed.

At daybreak on Sunday the life-boat weighed anchor and went across the mile of sands through a very confused sea. Once more the coxswain called upon the captain to let the life-boat take him and his crew ashore. Again he refused, and the coxswain told him that the life-boat could not come within reach of him until the afternoon, when the tide was rising again. She would go ashore. If the captain wanted her he was to call the North Foreland Radio Station. The tide was now falling and the coxswain took the life-boat back through that turbulent, rapidly-shallowing water over the sands, praying that she would not meet any submerged wreckage or the flukes of partly sunken anchors. She reached Walmer safely just before nine o'clock that morning, the Sunday. She was hauled up, put on the turntable and made ready to launch again. Fresh supplies of rum, biscuits and chocolate were put on board in preparation for a third night's vigil, and the crew went home to get dry clothes, food and rest. They would have to set out again in the middle of the afternoon so as to reach the steamer before the light failed.

The Captain Still Refuses

At ten minutes to three the life-boat was launched again and reached the steamer at a quarter past four. This time the coxswain decided to go on board her himself and advise the captain to abandon her. There he was met by the captain's Alsatian dog, which, he said, gave him a bigger fright

the captain what the Goodwins did to ships. He showed him wrecks which could be seen along the sands. He told him that if he did not come now it might be impossible to rescue him later. Still the captain refused, and the coxswain said: "All right, then we shall have to go in to anchor and stand by."



C. PERCY CAVELL, OF WALMER

The motor mechanic, who has won the bronze medal and has twice been awarded the Institution's thanks on vellum.

than the sight of the steamer's hatches when the life-boat rode on the sea above the deck on the Friday afternoon. But the dog received him as a friend and, right up to the end of the service, when he was handed over to the Deal police, "behaved," the coxswain said, "like a perfect gentleman." The coxswain told the captain of the plight he was in and advised him to come ashore. This time he hesitated and sent for his engineer. The engineer said the ship was still sound. He saw no reason why she should be abandoned. Once more the coxswain explained. He told

Gale Warning

The life-boat moved away to anchor, as before, for the third night of watching, but as she did so she received from Ramsgate a wireless message sent out by Lloyd's Shipping Agents at Dover to the captain of the steamer. The message said that a gale from the south-south-west was imminent. It would be blowing with gusts of fifty miles an hour. The coxswain turned the life-boat round at once, went back to the steamer and gave the captain this message through the loud hailer. At once he decided to leave his ship, and

the life-boat went alongside. The seas were heavy; the life-boat was surging about; one by one the twenty-eight Italians, two German stowaways and the Alsatian dog jumped into her. The crew were ready to grab them as they fell. All went well. From the beginning to end the Italian crew behaved

For the crew it was two days and two nights of almost continual exposure and strain.

For this fine service the Institution has made the following awards:

To COXSWAIN FREDERICK UPTON, the silver medal for gallantry, a copy



By courtesy of

PEACEFUL RETIREMENT

[Deal Council Publicity Committee]

On the beach at Deal. Thomas Cribben, second-coxswain of the Deal life-boat from 1921 until the station was closed in October 1932.

coolly, and by twenty minutes past five the rescue was complete and the life-boat wirelessed that she was coming ashore. She arrived at a quarter past six. It was then fifty-one hours since she had first set out. Of those fifty-one hours the life-boat had been forty-five at sea, in weather which all the time was getting worse, in heavy confused seas on the sands, in bitter cold. The engines ran faultlessly all the time. The wireless too worked without fault.

of the vote of the medal inscribed on vellum and the ordinary scale reward of £12 15s.;

To C. P. CAVELL, the motor mechanic, the bronze medal for gallantry, with a copy of the vote of the medal inscribed on vellum and, in addition to his full-time pay, a special reward of £10;

To each of the nine members of the crew the Institution's thanks inscribed on vellum and the ordinary scale reward of £12 15s. Total rewards, £191 4s. 6d.

Life-boat Days in 1947

IN 1947 the Institution held 817 flag days. The number of people who gave

was 7,545,000, and the sum given was £93,503.

A Naval Officer's Gratitude

At six o'clock in the morning on the 5th of December, 1947, the Bembridge motor life-boat, *Jesse Lumb*, went out to the help of a vessel firing signals of distress about four miles south-east of St. Catherine's Point. A gale was blowing from the south-south-east. An hour and three-quarters later the life-boat found H.M. trawler *Erraid*. She was about a mile east of St. Catherine's Point, at anchor, in heavy breaking seas, off a dead lee shore. A corvette had been sent out from Portsmouth and was standing by. The life-boat tried to take a line from the corvette to the trawler, but it could not be done. The weather was getting worse very rapidly, and the corvette, for her own safety, had to move out into deeper water. A tug then arrived, and this time the life-boat was able to get a rope from her to the trawler. But the rope parted and the tug went on, leaving the trawler to the life-boat's help.

The trawler was now only about half a mile from the shore and her anchors were dragging. The life-boat had to go alongside four times in those heavy seas before she was able to take off the eighteen men of the crew, their dog and their cat. One of the men fell between trawler and life-boat, but he was hauled on board unhurt. It was not until ten minutes past two in the afternoon that the life-boat returned to Bem-

bridge. She had then been out just over eight hours.

The Commander-in-Chief at Portsmouth sent his congratulations and thanks to the crew and the captain of the trawler wrote: "I don't know how I can thank your wonderful boat's crew. . . . the way they stayed out in that filthy weather, the way the boat was handled, the manner in which we were treated when taken into the boat, was something which I had read about but had never believed until that day."

The Institution has made the following awards:

To COXSWAIN ALBERT E. BAKER, the thanks of the Institution inscribed on vellum and a reward of £2 in addition to the ordinary scale reward of £2 15s.;

To the motor mechanic, H. E. WATSON, a letter of thanks and, in addition to his full-time pay, a special reward of £2;

To CHARLES HOLBROOKE, a member of the crew, who acted as assistant motor mechanic, a letter of thanks and a special reward of £2 in addition to the ordinary scale reward of £2 15s.;

To each of the other five members of the crew a special reward of £2 in addition to the ordinary scale reward of £2 15s.

Standard rewards, £22 2s. 6d.; additional rewards, £16; Total rewards, £38 2s. 6d.

A New Life-boat Film

THE Institution has had a new film made, with dialogue, commentary and music, called "Shipshape." It shows the work of repair and supply for the life-boat stations which is constantly going on at the Institution's Depot, where there are stored, and ready for despatch, over 30,000 different articles needed by life-boats.

The film opens with the return of a life-boat from service. The rescued men, some of them injured, are landed. The life-boat is examined, and her

rudder is found to have been badly damaged against the wreck.

A telephone message to the Depot asks for a new rudder, and for the replacement of stores which had been used, and the film shows a tour of the Depot as the new rudder, and the other things required, are collected. They are all ready for despatch within an hour.

The film ends with the life-boat, fitted with her new rudder, going out again to the rescue. It takes five minutes to show.

A Gallant Attempt

ON November 19th, 1947, an easterly gale was blowing at Broadstairs, and about mid-day three boys, on their way home from school, went on the pier to watch the breaking seas. One of them was seen standing by himself on the steps at the head of the pier. A few minutes later a cry was heard and the boy was seen in the water some distance out. A wave had pulled him off the steps and washed him away. All round the pierhead the seas were very confused, coming from all directions, but the boy was making a brave struggle and could be seen swimming well.

The harbour master and two other men (two of the three were nearly sixty) launched a rowing boat and pulled out, but in those heavy, confused seas their attempt seemed so hopeless, and so dangerous, that others who watched them shouted and waved to them to come back. They had no life-belts.

They got so close to the boy that the

harbour master was actually leaning over to seize his hand when a heavy, and most unlucky, sea struck the boat, carried away one of her oars and drove her back on to the shore.

The three men pushed off again, but this time the boat filled almost at once with water. They could not manage her. They returned to the shore. But they refused to be beaten, and they put out again, this time in a motor boat. This too was driven back on to the shore. They put out yet again and, this time, directed by the people on the pier, found the boy, but it was too late. He had been in the water now for half an hour and he was dead.

The three men were Mr. A. J. Pay, the harbour master of Broadstairs, Mr. E. J. M. Croom, and Mr. B. C. Wood. In recognition of their gallantry the Institution has awarded to each of them its thanks inscribed on vellum. They also received £5 each from a fund in Broadstairs.

Doubled Annuities

LAST year the Institution greatly increased the retaining fees paid to the officers of life-boats. It also increased the payments made to crews and launchers for exercise launches, and brought in a new scale of rewards for services.

These alterations, it was calculated, would add £10,000 a year to the payments made to coxswains, crews and launchers. As from the beginning of this year the annuities paid to retired officers of life-boats have been doubled.

The Portrait on the Cover

THE portrait on the cover is of Coxswain Jeffrey Wright who, after serving for 10 years as bowman of the Fleetwood life-boat, was its coxswain from the autumn of 1933 until the end of 1947. He won the silver medal for gallantry during the war when, on August 5th, 1941, the life-boat rescued the crew of the motor schooner *Stella Marie* of the Faroes. The schooner was fast on

a sandbank, the seas pouring over her deck, her crew clinging exhausted in the rigging. Coxswain Wright saw that there was not a moment to be lost and drove the life-boat right against the wreck. Her rudder was displaced and two-thirds of his control of her was gone, but in spite of this he kept her alongside until the crew were rescued, and brought her safely home.

Life-boat Services in December, January and February

During December, 1947, life-boats went out on service 44 times and rescued 24 lives.

NO PETROL

Hartlepool, Co. Durham.—At nine o'clock on the night of the 2nd of December, 1947, the coastguard telephoned that a small boat was continuously flashing a light about one mile north-north-east of the lighthouse. A small motor fishing boat, the *Elmo*, was known to have been out since eight that morning. The motor life-boat *The Princess Royal, Civil Service No. 7*, was launched at 9.25 in a light south-westerly wind with a slight sea, and found the *Elmo* with no petrol, and her crew of two suffering from cold and exposure. She towed the *Elmo* home, arriving at eleven o'clock. A letter of thanks and a donation were received from the owner of the fishing boat.—Rewards, £6 4s.

NUMBED WITH COLD

Aberystwyth, Cardiganshire.—At 4.5 in the afternoon of the 3rd of December, 1947, the coastguard reported that the motor fishing boat *Sea Breeze*, of Aberayron, was making distress signals about a quarter of a mile off Llanon. The motor life-boat *Frederick Angus* was launched at 4.30, in a fresh south-easterly breeze, with a moderate sea, and found the *Sea Breeze*, with her engine broken down, lying at anchor in a very dangerous position near a stony beach and Cadwgan reef. She passed a tow-line to her, but the two men of her crew were so cold that they could not make it fast, so the life-boat's bowman went on board to do it for them, and the life-boat towed the boat into harbour, arriving back at her station at 8.35 that evening.—Rewards, £33 19s.

A DANGEROUS HARBOUR BAR

Whitby, Yorkshire.—At about 11.30 in the morning of the 4th of December, 1947, word was received that local fishing cobsles and other boats were coming in. The tide was ebbing, a light easterly breeze was blowing and there was a strong swell. As these

conditions made the harbour bar dangerous for small boats, the No. 2 pulling and sailing life-boat *Robert and Ellen Robson* was launched at noon, and was rowed to the harbour entrance. There she met the fishing coble *Silver Line* and another fishing boat, the *Effort*, and escorted them into the harbour. She went out again and stood by the *Progress* which, with the *Fox Glove* in tow, reached the harbour without help. Then she escorted in the cobsles *Floral Queen* and *Good Faith* and returned to her station at 1.45.—Rewards, £13.

VELLUM FOR BEMBRIDGE COXSWAIN

Bembridge, Isle of Wight.—On the 5th of December, 1947, the motor life-boat *Jessie Lumb* rescued eighteen men from H.M. trawler *Erraid*, and the coxswain was awarded the Institution's thanks on vellum. See page 133.

BRIDLINGTON AND SCARBOROUGH TO THE HELP OF FISHING BOATS

Bridlington, Yorkshire.—At 2.27 in the morning of the 5th of December, 1947, the coastguard telephoned that a vessel to the eastward was making S.O.S. signals on her siren. The motor life-boat *Tillie Morrison, Sheffield* was launched at 3.30 in a moderate south-easterly breeze with a moderate sea, but grounded on a sand bank. She got off at 4.20. When she started her search she met a fishing boat and together they found the steam drifter *John Watt*, of Fraserburgh, stranded on the rocks on the south side of Flamborough Head. The second coxswain went aboard the drifter and the life-boat laid out an anchor for her and passed a tow rope from her to the fishing boat. The weather was getting worse, so the life-boat stood by until the *John Watt* was refloated at 7.30 that morning. She arrived back at her station at 8 o'clock.—Property Salvage Case.

Bridlington, Yorkshire.—On her return from the service to the *John Watt*, the life-boat remained in the harbour and was not returned to her house as the weather was getting worse and there were fishing boats still at sea. At about 11 o'clock one was reported in

sight and the *Tillie Morrison, Sheffield* left her moorings. A strong south-easterly gale was now blowing with a very heavy sea. The life-boat met the local fishing vessel *Irene* and escorted her into harbour. Again she remained there while inquiries were made about a second local fishing vessel, the *Brighter Hope*. When it was reported that she was not returning, but was running before the gale, and that the Scarborough life-boat was going out to her help the *Tillie Morrison, Sheffield*, returned to her station and was rehoused at 3.20 in the afternoon.—Rewards, £15.

Scarborough, Yorkshire.—At 9.35 in the morning of the 5th of December, 1947, the coastguard reported that four fishing boats were at sea, a strong south-south-east breeze was blowing, a heavy sea running, and the wind and sea increasing. Some hours later another message said that one of the boats, the *Brighter Hope*, could be seen making for the harbour. Its entrance was dangerous with the heavy seas, and the motor life-boat *Herbert Joy II* was launched at 1.15 in the afternoon. She escorted in the *Brighter Hope*, put to sea again, found the *Mary Joy* about one and a half miles north of the Castle and brought her safely into harbour. She waited there to bring in the other boats, as they arrived, but a message came that they had put into Whitby, so she returned to her station, arriving at 2.45 that afternoon.—Rewards, £29 8s.

FORT IN DANGER OF COLLAPSING

Margate, Kent.—At 2.33 in the afternoon of the 5th of December, 1947, the coastguard telephoned that the Commander-in-Chief at the Nore had asked that the life-boat should take off the crew of four of the Tongue Sands Fort. This fort had been built as part of the defence against mine-laying aircraft during the war. A south-south-west gale was blowing, with a rough sea, and it was feared that the fort would collapse. The motor life-boat *The Lord Southborough—Civil Service No. 1*, was launched at 2.40. It was only at the third attempt that she was able to get alongside the fort in the heavy seas. She took off the four men and arrived

back at her station at 5.30. The Commander-in-Chief at the Nore sent his thanks.—Rewards, £19 13s.

BRAZILIAN STEAMER ASHORE

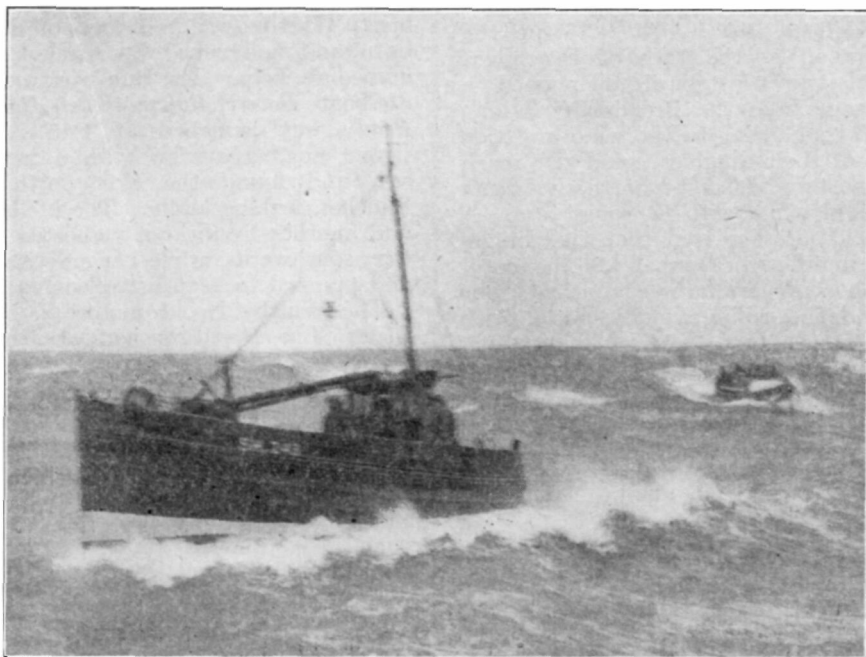
Dover, Kent.—At 3.45 in the morning of the 7th of December, 1947, information was received from the coastguard at St. Margarets that a vessel was aground in the bay, and the motor life-boat *J. B. Proudfoot* was launched at 4.20 in a south-easterly breeze with a moderate sea running. She found the *S.S. Vitoraloide*, of Rio de Janeiro, with a crew of sixty-nine, aground near Leathercoat Point. Tugs had also gone out and succeeded in refloating her. The life-boat stood by until it was certain that the steamer was not making water and then returned to her station which she reached at half-past eight that evening.—Rewards, £12 5s.

FISHING-BOAT BROKEN DOWN

Filey, Yorkshire.—At 4.36 in the afternoon of the 10th of December, the motor life-boat *The Cuttle* went out to search for the local motor fishing coble *Edward and Muriel*, which was overdue. The sea was calm, with a light south-westerly wind, but there was fog. Off Filey Brigg the life-boat saw a light and found the coble under sail, with her engine broken down. She towed her into Filey, arriving at 6.20.—Rewards, £16 17s.

REFLOATING A TRAWLER

Fraserburgh, Aberdeenshire.—At 6.30 in the evening of the 12th of December, 1947, the coastguard reported that a vessel was aground off the north end of the promenade, but was not making signals of distress. A light north-westerly breeze was blowing with a slight swell. The life-boat honorary secretary, who is also the harbour master, put out in a pilot boat and found the steam trawler *St. Agnes No. 1*, of South Shields, with a crew of eleven on board. He thought it advisable for the motor life-boat to come to her help, and as soon as he returned the *John and Charles Kennedy* was launched. It was then 7.45 in the evening. The life-boat helped to refloat the trawler and then towed her into harbour, arriving back at her station at 10.56 that night.—Property Salvage Case.



By courtesy of]

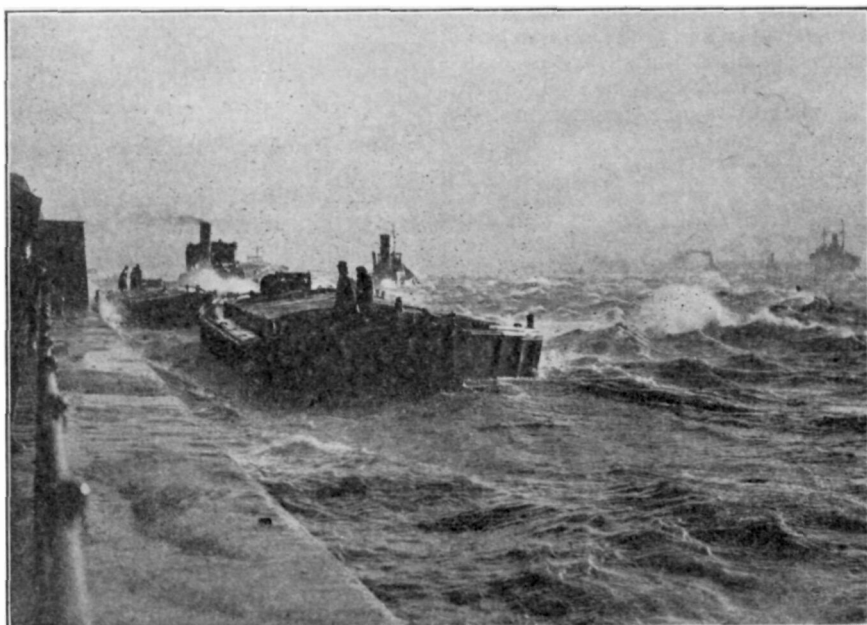
[Yorkshire Post

HER FIRST DAY OF SERVICE

The Bridlington motor life-boat *Tillie Morrison*, *Sheffield*, escorting in the Scarborough fishing vessel *Irene* on the 5th December, 1947.

On the same day she helped to refloat a Fraserburgh drifter.

(See opposite page)



By courtesy of]

[Liverpool Daily Post and Echo

A STORMY DAY ON THE MERSEY

DINGHY IN A ROUGH SEA

Ramsgate, Kent.—At 4.16 in the afternoon of the 14th of December, 1947, the coastguard telephoned a message from the Broadstairs Sailing Club that owing to the wind and tide one of their dinghies could not reach Broadstairs. A light northerly breeze was blowing with a rough sea. A second message said that the dinghy was in difficulties and at 4.36 the motor life-boat *Prudential* was launched. She found the sailing dinghy *Rover*, with one man aboard, between Louisa Gap and Dumpton Gap. Her sail had carried away and she was drifting. The life-boat towed her to the harbour and arrived back at her station at 5.23. A donation was received from the man in the dinghy.—Rewards, £7 13s.

SICK MAN LANDED

Salcombe, South Devon.—At 10.20 on the night of the 14th of December, 1947, the Hope Cove coastguard telephoned that the American steamer *Thomas W. Owen*, of Wilmington, was waiting ten miles due south of Prawle Point for a boat to land an injured man. The motor life-boat *Samuel and Marie Parkhouse* was launched at half-past eleven in a smooth sea with a light north-easterly wind blowing. She took the man on board and as she approached the shore signalled that a doctor and ambulance would be needed. She arrived back at two in the morning.—Rewards, £11 8s.

COBLE BROKEN DOWN

Amble, Northumberland.—At 1.50 in the afternoon of the 15th of December, 1947, the coastguard reported a fishing coble burning flares three miles south-east of Hauxley Point. The motor life-boat *Frederick and Emma* was launched at 2.10 in a light northerly wind with a moderate swell, found the coble *True Vine* with her engine broken down, and towed her in, arriving back at 2.40.—Rewards, £8.

ENGLISH AND DANISH FISHING BOATS IN DISTRESS

Runswick, and Whitby, Yorkshire.—At half-past one in the afternoon of the 17th of December, 1947, information was telephoned from Whitby to Run-

wick that the fishing boat *Gem*, belonging to Whitby, was in distress off Saltburn and had asked by wireless for immediate help. The Runswick motor life-boat *Robert Patton*—*The Always Ready* was launched at 1.40 in a strong northerly wind with a heavy sea, and found the *Gem* north of Staithes, leaking badly. The life-boat and another fishing boat escorted the *Gem* southwards, while her crew baled and pumped to keep her afloat.

The Whitby No. 1 motor life-boat *Mary Ann Hepworth* had also been launched at 1.40. After going about ten miles she met the other boats and took over the escort from the Runswick life-boat, and the latter put back to her station, which she reached about half-past four. As the boats approached Kettleness they saw distress signals from another fishing boat about three miles out and leaving the *Gem*, with her escorting fishing boat, to go on to Whitby, the life-boat went to her help and found the Danish motor fishing boat *Tut* at anchor. She was short of fuel. As the weather was getting worse the coxswain advised the skipper to make an effort, with sails, and what little fuel he had, to get into Whitby harbour. Another fishing boat led the way and the life-boat escorted the *Tut* into harbour, arriving at five o'clock.—Rewards, Runswick, £19 18s. 6d.; Whitby, £11 17s.

The Humber, Yorkshire.—At about 4.45 in the afternoon of the 17th of December, 1947, the Port War Signal Station telephoned that a vessel, three miles south of Spurn Point, was making distress signals, and the motor life-boat *City of Bradford II* was launched at 4.48 in a strong northerly breeze with a rough sea. She found the Danish fishing vessel *Ebor Jewel*, bound for Grimsby with a crew of three. Her engines had broken down and she was in danger of driving ashore. The life-boat towed her to Grimsby and then returned to her station, arriving at 8.45 in the evening.—Property Salvage Case.

STRANDED STEAMER TOWED IN

Appledore, Devon.—At 5.30 in the afternoon of the 19th of December, 1947,

the Westward Ho coastguard telephoned that a steamer was firing white rockets half a mile north-west of the Bar Buoy and the motor life-boat *Violet Armstrong* was launched at 5.45 in a strong north-westerly breeze with a rough sea. She found the S.S. *Fawn*, of Ramsey, of one hundred and forty-two tons, laden with grain and bound for London with a crew of six. She had anchored because of trouble with her boiler, but the chain had parted and she had stranded on North Tail. The life-boat took off her crew, and then stood by. As the tide rose the *Fawn* refloated. With some difficulty the life-boat put her crew on board again and towed her to Appledore, arriving at 9.30 that night.—Property Salvage Case.

FISHING BOAT TAKEN IN TOW

Galway Bay.—At 1.30 in the afternoon of the 20th of December, 1947, in a strong north-westerly breeze, with a rough sea, the motor life-boat *K.E.C.F.* was returning from Baltimore to Valentia after overhaul when she came up with the motor fishing boat *Adventurer*, of Berehaven, flying a distress signal, about two miles south of Dursey Island. Her engine had broken down and she was drifting towards the shore. She had six men aboard. The life-boat towed her to Dursey Sound and after seeing her moored there about 3 o'clock, resumed her journey.—Rewards, £4.

RABBIT-CATCHERS MAROONED

Thurso, Caithness-shire.—Shortly after seven in the evening of the 22nd of December, 1947, information was received from Melness, Sutherlandshire, thirty-five miles to the eastwards, that two men were marooned on the Rabbit Islands, at the entrance to the Kyle of Tongue, where they had gone to clear rabbit snares. They had left the mainland at ten in the morning in a rowing boat, but had not taken any food with them. When they tried to return in the afternoon a north-westerly gale was blowing, with a very rough sea, and they had to put back to the islands. It was decided that the motor life-boat *H.C.J.* should set out in time to reach the Rabbit Islands at daybreak and at four in the morning of the 23rd of

December she was launched. Against the gale and in continuous rain it took her longer than had been expected to reach the islands, and it was 11.30 in the morning when she arrived. She embarked the two men, gave them food, and then took them and their boat to Melness. She reached her station again at 3.30 that afternoon.—Rewards, £27 11s.

LANDING INJURED MEN

Clovelly, Devon.—At 9.30 in the morning of Christmas Day, 1947, the Hartland Point coastguard reported a wireless message from the S.S. *Holdernore*, of Hull, that she wanted to land injured men. With a doctor on board the motor life-boat *City of Nottingham* was launched at five minutes to eleven in a moderate westerly wind with a moderate sea. She found the steamer five miles west of Hartland Point and put the doctor aboard. Two injured men were then lifted into the life-boat and she brought them ashore, where an ambulance was waiting to take them to Barnstaple Infirmary. The life-boat reached her station again at one o'clock that afternoon.—Rewards, £21 3s. 6d.

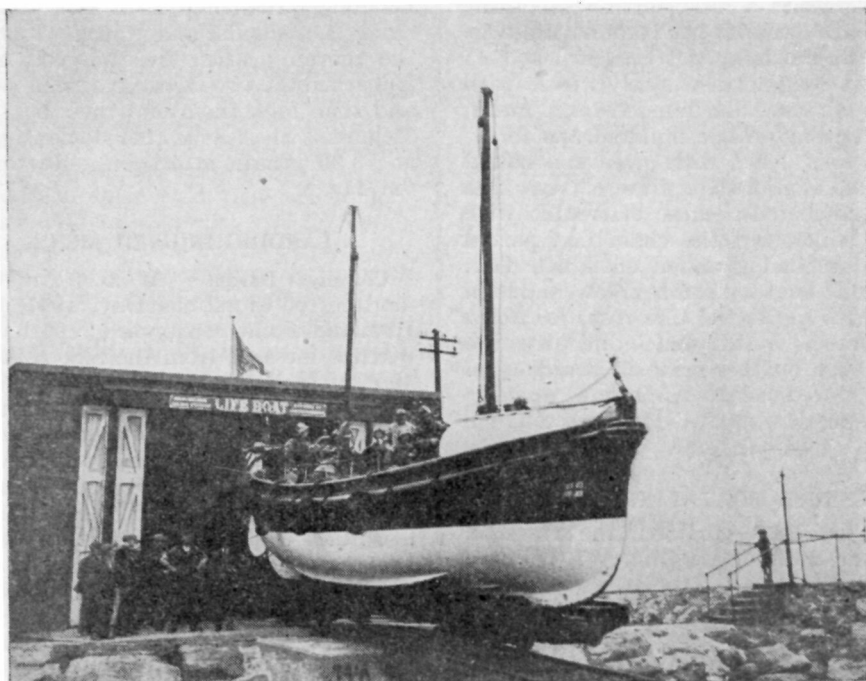
ANOTHER FISHING BOAT BROKEN DOWN

Boulmer, Northumberland.—About noon on the 26th of December, 1947, a fishing boat, three miles to the south-east of Boulmer, was seen to hoist a signal of distress and the motor life-boat *Clarissa Langdon* was launched at 12.15, in a strong west-north-west wind with a rough sea running. She found the motor seine-net fishing boat *Children's Friend*, of Seahouses, with a crew of four, and her engine broken down. The life-boat took her in tow and made for Seahouses. The motor fishing boat *Kindly Light* also helped to tow. They reached Seahouses at three o'clock and the life-boat got back again to her station at six that evening.—Rewards, £20 9s.

TAKING OUT A DOCTOR

Great Yarmouth and Gorleston, Norfolk.—At 9.19 in the morning of the 30th of December, 1947, the Gorleston coastguard telephoned that a vessel one mile

THE BOMBED LIFE-BOAT STATION



By courtesy of]

THE OLD BOATHOUSE

[Newcastle Chronicle

with the motor life-boat *Henry Frederick Swan*, on her trolley at the top of the slipway.



AFTER TWO BOMBS

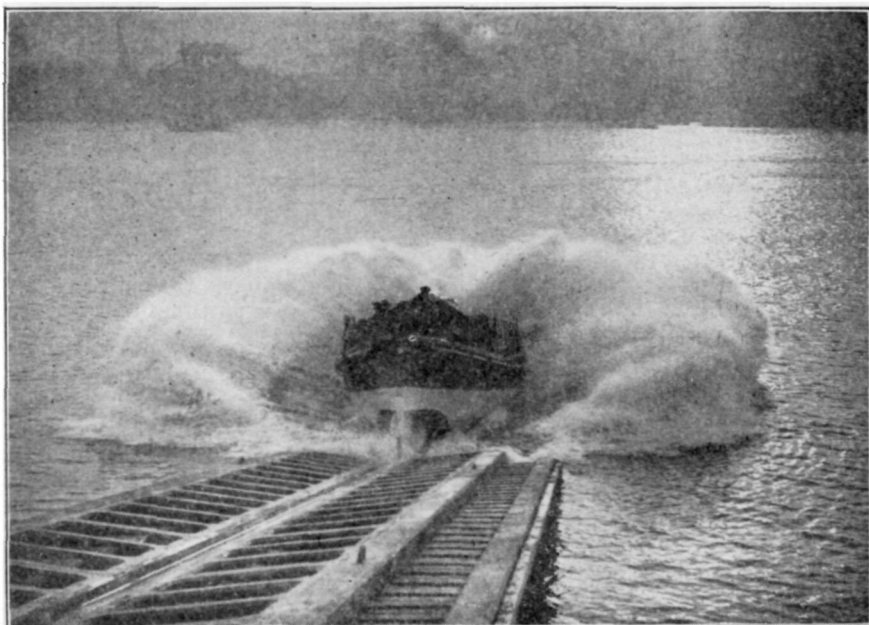
The wreckage of the boathouse in April, 1941, and underneath it the wreckage of the life-boat *John Pyemont*, which had replaced the *Henry Frederick Swan* in October, 1939. The building behind the wreckage is the old watchhouse.

THE BOMBED LIFE-BOAT STATION



THE NEW BOATHOUSE

It was completed in November, 1947. The watchhouse, at the beginning of the approach gangway, stands where the old life-boat house stood.



By courtesy of]

[Shields Evening News

HER FIRST LAUNCH

The new life-boat *Tynesider*. She is a 46 ft. 9 ins. Watson cabin motor life-boat and went to the station on the 29th of November, 1947

east-south-east of the coastguard station had signalled for medical help. With a doctor on board the motor life-boat *Louise Stephens* was launched at 10.4, in a fresh westerly breeze with a moderate sea, and found the S.S. *Yewarch*, of Glasgow, with one of her crew ill. The doctor went on board, and after he had treated the man the life-boat brought him back to Gorleston, arriving at 10.45.—Rewards, £8.

PROPELLER FOULED BY NETS

Rosslare Harbour, Co. Wexford.—At 7 o'clock on the night of the 31st of December, 1947, flares were seen in South Bay, and the motor life-boat *Mabel Marion Thompson* was launched at 7.20. A strong southerly breeze was blowing with a choppy sea. She found the local motor fishing boat *Fly*, with her propeller fouled by nets, in tow of the motor fishing boat *Pride of Rosslare*. The skipper of the *Pride of Rosslare* had signalled for help thinking he could not manage his tow, and the life-boat escorted them to the harbour. Another flare was seen and another local motor fishing boat, *St. Joseph*, which had been searching for the *Fly*, was found to be in difficulties. The life-boat escorted her into harbour and arrived back at her station at 8.30.—Partly Permanent Paid Crew: Rewards, £2 11s.

The following life-boats went out on service but could find no ships in distress or were not needed:

Dungeness, Kent. December 1st.—Rewards: £26.

New Brighton No. 2, Cheshire. December 3rd.—Rewards: £13 5s.

FIVE LIVES LOST

Arklow, Co. Wicklow.—At 4.35 in the morning of the 5th of December, 1947, the Coast Life Saving Service reported a vessel in distress off Ballymoney, Co. Wexford, about ten miles by sea from Arklow, and the motor life-boat *Inbhear Mor* was launched at 5.20. A moderate south-easterly gale was blowing, with heavy seas. The life-boat found the vessel to be the motor schooner *Isallt*, of Dublin, bound for Waterford, but no one was on board. She had struck a sandbank, inside the Glasgoman Bank, and her crew of seven, one of them a woman, had left in the ship's boat, but the boat

had capsized and only two men reached the shore alive. The life-boat remained near the schooner until daybreak and then returned to her station, arriving at 10.40.—Rewards, £20 15s.

Angle, Pembrokeshire. December 5th.—Rewards: £21 0s. 6d.

The Humber, Yorkshire. December 5th.—Permanent Paid Crew.

Barrow, Lancashire. December 5th.—Rewards: £19.

Padstow No. 1, Cornwall. December 6th.—Rewards: £11 2s.

The Humber, Yorkshire. December 8th.—Permanent Paid Crew.

The Humber, Yorkshire. December 8th.—Permanent Paid Crew.

The Humber, Yorkshire. December 9th.—Permanent Paid Crew.

Flamborough, Yorkshire. December 11th.—Rewards: £27 9s. 6d.

The Humber, Yorkshire. December 11th.—Permanent Paid Crew.

Torbay, Devon. December 20th.—Rewards: £5 16s.

Ramsgate, Kent. December 20th.—Rewards: £15 3s. 6d.

Newhaven, Sussex. December 27th.—Rewards: £11 10s.

Kirkcudbright, Kirkcudbrightshire. December 29th.—Rewards: £30 11s.

Aberystwyth, Cardiganshire. December 30th.—Rewards: £35 19s.

Barmouth, Merionethshire. December 30th.—Rewards: £25 19s.

Barra Island, Outer Hebrides. December 30th.—Rewards: £29 8s.

Arklow, Co. Wicklow. December 31st.—Rewards: £11 4s. 6d.

January

During January, 1948, life-boats went out on service 56 times and rescued 91 lives.

Walmer, Kent.—On the fourth of January, 1948, the motor life-boat *Charles Dibdin—Civil Service No. 2*, rescued 30 lives from the Italian steamer *Silvia Onorato*. The coxswain was awarded the silver medal for gallantry, the motor mechanic the bronze medal, and each member of the crew the thanks of the Institution inscribed on vellum. Rewards, £191 4s. 6d. (See page 127).

ATTEMPT TO REFLOAT A STEAMER

Flamborough, Yorkshire.—On the night of the 3rd of January, 1948, the

S.S. Lynn Trader went ashore about one mile south of Flamborough Head while on passage, in ballast, from King's Lynn to Blyth. She carried a crew of nine. She did not signal for help, but about eight o'clock next morning she was reported to the Flamborough Head Royal Naval Shore Signal Station by the *S.S. Pool Fisher*. The signal station notified the life-boat station and at half past eight the motor life-boat *Elizabeth and Albina Whitley* was launched. A fresh south-westerly wind was blowing and the sea was rough. The life-boat ran out a kedge anchor with a wire rope and then stood by to wait for high water, when she hoped that, by means of the anchored rope, the *Lynn Trader* would be able to haul herself off. The attempt failed, and, after arranging to return later, the life-boat made for her station which she reached at one o'clock in the afternoon. About seven in the evening the life-boat returned to the steamer, which again tried, but without success, to haul herself off. The life-boat then stood by until the tide had ebbed. As the steamer's crew were then in no danger, she returned to her station, arriving at about one o'clock in the morning of the 5th of January. Later the *Lynn Trader* was refloated by a tug.—Property Salvage Case.

ON HAISBOROUGH SANDS

Cromer, Norfolk.—At 7.22 in the morning of the 4th of January, 1948, the coastguards telephoned information received from the Haisborough Light-vessel that a vessel on the North Middle Haisborough Sands was burning flares, and the Cromer No. 1 motor life-boat *Henry Blogg* was launched at 7.40. A strong south-south-west wind was blowing, with a moderately rough sea. The life-boat reached the position at 9.45 and there found the steam trawler *Balmoral*, of Grimsby. She had been abandoned by her crew. As she was then drifting into deep water five of the life-boat's crew went aboard her, and the life-boat set out in search of the trawler's crew. She found them—eleven men—about three miles away in a small ship's boat, took them on board, and, with the ship's boat in tow, returned to the *Balmoral*. By this time she had been anchored by the five life-

boatmen. With the exception of one man, who was ill, her crew went aboard and, finding her undamaged, made for Grimsby. It was then one o'clock. The life-boat escorted the steamer as far as Haisborough Lightvessel which they reached at half past two, and then returned to Cromer, where she arrived at five o'clock and landed the sick man.—Property Salvage Case.

SICK MAN LANDED

Margate, Kent.—At 8.57 on the night of the 6th of January, 1948, the motor life-boat *Lord Southborough—Civil Service No. 1*, was launched in a strong south-south-west breeze with a rough sea to search for an aeroplane reported in the sea ten miles to the north-north-east. The life-boat found no trace of her, but on her way back she was signalled by the motor vessel *Fluidity*, which had a sick man on board. The life-boat brought him and the *Fluidity's* skipper ashore, arriving back at her station at 3.30 the following morning.—Rewards, £39 1s. 6d.

WEATHER-BOUND IN TORBAY

Torbay, Devon.—During the morning of the 7th of January, 1948, officers of two London steamers, *Fulham III* and *Fulham VI*, weather-bound in Torbay while on passage in ballast to Barry, had come ashore to buy provisions. The wind got up and at two o'clock it was blowing a gale from the north-north-west, with a rough sea. The officers could not get back to their steamers in the ships' boats, and asked for the help of the life-boat, *George Shee*. She was launched, towed the boats out to the steamers and returned to her station at 3.20.—Rewards, £4 8s.

BARGE SINKING IN THE THAMES

Southend-on-Sea, Essex.—At 8 o'clock on the night of the 7th of January, 1948, the coastguard reported that a barge, from which they had rescued a woman, was drifting away from the pier and sinking, and her crew of two could be heard calling for help. At 8.20 the motor life-boat *Greater London—Civil Service No. 3* was launched in a fresh westerly gale with a rough sea. She found the barge *Thelma*, of Rochester, south of the pier, with her

top-mast broken. It was too dangerous for the life-boat to attempt to go alongside in that sea, so the coxswain drove her bows on to the barge and, with great difficulty hauled in the two men, who were exhausted. The life-boat reached her station again at 9 o'clock, but the pier authorities said that the barge would interfere with berthing arrangements and would damage the pier. They asked if the life-boat would tow her clear, and at 9.10 she again went out, and with great difficulty put three life-boatmen on board the *Thelma*. Then a tow rope was passed to them and the life-boat towed the barge alongside the pier. The three men remained on board her and pumped all night to keep her afloat. In the morning they signalled that she was still making water, so the life-boat again left her moorings, and towed the *Thelma* alongside the unloading jetty, and arrived back at her station at 10.30 in the morning.—Rewards, First Service, £9; Second Service, Property Salvage Case.

TEN LANDED

Holyhead, Anglesey.—At 9.10 on the night of the 7th of January, 1948, the coastguard reported that a small vessel off Salt Island had signalled S O S with a torch, and the motor life-boat *A.E.D.* was launched at 9.37. A north-north-west gale was blowing with a rough sea. The life-boat found the S.S. *Eleth*, of Liverpool, ashore on Salt Point and making water. She was bound from Preston to Rosslare, laden with coal, and had a crew of ten. The life-boat took them all off and landed them at Holyhead at 10.10.—Rewards, £5.

PILOT WANTED

Exmouth, Devon.—About 8.15 on the night of the 9th of January, 1948, the coastguard telephoned that a vessel was burning flares and signalling between two and three miles off Sidmouth, and the motor life-boat *Catherine Harriet Eaton* was launched at 6.25. A strong west-north-west breeze was blowing, with a very rough sea. The life-boat found the S.S. *Martha*, of Amsterdam, a collier, bound for Exmouth, but she was not in distress. All she wanted was a pilot and the

second coxswain, who was a qualified pilot, was put aboard. He brought the *Martha* in and the life-boat returned to her station, arriving at 9.30.—Rewards, £24 14s.

NO ENGINE, BUT ONE OAR

Flamborough, Yorkshire.—At about 4.25 on the afternoon of the 10th of January, 1948, the Royal Naval Shore Signal Station telephoned that a fishing coble appeared to have broken down off Flamborough Head. The motor life-boat *Elizabeth and Albina Whitley* was launched at 4.45 in a fresh south-easterly breeze, with a heavy ground swell, and found the local fishing coble *Pioneer*, with her engine broken down and her crew of three trying to make headway with one oar. She towed them to the North Landing and arrived back at her station at 5.30.—Rewards, £15 14s. 6d.

CAUGHT BY SUDDEN GALES

Portpatrick, Wigtownshire.—On the morning of the 13th of January, 1948, anxiety was felt for the safety of several local fishing boats at sea, for a gale was getting up, and at 12.15, when it was blowing a strong west-south-west gale, with a very rough sea running, the motor life-boat *Jeanie Speirs* was launched. She found the fishing boats, *Adoration*, *Ebenezer* and *Nellie*, escorted them to the harbour, and arrived back at her station at 1.30.—Rewards, £7.

Flamborough, Yorkshire.—During the afternoon of the 13th of January, 1948, the wind increased to a west-north-west gale while several fishing cobsles were at sea, and at three o'clock the motor life-boat *Elizabeth and Albina Whitley* was launched in a very rough sea to escort in the cobsles *Quest* and *Prosperity*. The *Quest* was only half a mile away, and she was soon safe in the haven, but the *Prosperity* was three miles north-east of Flamborough Head, and it was half past four before she got home, attended by the life-boat.—Rewards, £15 4s.

TWO LIFE-BOATS AND A STEAMER TO THE RESCUE

North Sunderland, and Boulmer, Northumberland.—At 4.36 in the afternoon

of the 17th of January, 1948, the Seahouses coastguard telephoned to North Sunderland that the local fishing yawl *Marguerite* was off Cullernose Point and the weather was getting worse. The motor life-boat *W.R.A.* was launched at 5.22 in a very strong southerly wind, with a rough sea running. On her way to Cullernose Point her wireless aerial was washed away, but her motor mechanic was still able to keep in touch by wireless with the shore. In this way the life-boat heard that a passing vessel had seen a red flare and had found the *Marguerite*. But the vessel could not get near enough and asked for a life-boat's help. It was learned later that the two men who were on board the *Marguerite*, with their dog, had torn up their shirts and underclothing, dipped them in oil and set them alight. A rope had fouled the yawl's propeller, and she was then half full of water.

Meanwhile, since four in the afternoon, watch had been kept at Boulmer, as a small boat had been seen making heavy weather and it was learned that one of the local fishing boats was at sea. At five o'clock came a message from North Sunderland that that life-boat was launching and the Boulmer motor mechanic went on duty to keep in touch by wireless with her. Shortly after six o'clock the message was received at Boulmer from the coastguard about the red flare and the steamer, and this message the motor mechanic passed on to the North Sunderland life-boat. Her coxswain replied that he could not see the flares, but could see the lights of the vessel, and asked the Boulmer life-boat to launch. She put to sea at 6.50, but before she arrived the North Sunderland life-boat had been able to get close to the *Marguerite*, and taken her in tow. When this news was received ashore, the Boulmer life-boat was recalled and arrived back at her station at 8.20. The North Sunderland life-boat, with the *Marguerite* in tow, reached her station at 9.20.—Rewards, North Sunderland, £30 4s. 6d.; Boulmer, £12 1s.

BARGE HELPLESS IN A GALE

Appledore, Devon.—Shortly after eight on the evening of the 17th of January, 1948, the barge *Mary*, belonging to

Appledore, was seen to be burning flares for help west of Keelstone Rocks, Instow, and the motor life-boat *Violet Armstrong* was launched at 8.20. A strong westerly gale was blowing with a very rough sea. She found the barge twenty minutes later and towed her into Appledore at 10.30.—Rewards, £11 1s.

LIFE-BOATMAN OVERBOARD

New Brighton, Cheshire.—At 1.35 in the morning of the 18th of January, 1948, the Formby coastguard telephoned that white flares had been seen off C.2 Red Buoy. The life-boat's crew went out in the boarding boat, but as she came alongside the No. 2 motor life-boat *Edmund and Mary Robinson* at her moorings, one of the men was washed out of her and fell between the two boats. He was hauled in unconscious, but quickly recovered and carried on. The life-boat left her moorings at 2.45. A moderate west-north-west gale was blowing and the sea was very rough. The life-boat found the motor vessel *Gulöy*, of Bergen, anchored off C.1 Red Buoy. She wanted a pilot, but it was too rough to put anyone on board her, so the life-boat guided her up the river to the Sloyne, where she anchored. The life-boat arrived back at her station at 8.15 that evening.—Rewards, £17 5s.

FISHING BOAT ON FIRE

Gourdon, Kincardineshire.—At 5.30 in the evening of the 18th of January, 1948, the coastguard reported distress signals and at 5.55 the motor life-boat *Margaret Dawson* was launched. A strong west-south-west breeze was blowing with a choppy sea. The life-boat found the fishing boat *Rosa*, bound for Montrose, with a crew of six, two and a half miles east-north-east of Inverbervie. Her engine-room had caught fire but the fire had been got under control and a steamer was standing by her. The life-boat towed her to Gourdon, arriving at 7.30.—Rewards, £26.

PROPELLER LOST

Walmer, Kent.—During the afternoon of the 19th of January, 1948, a motor fishing vessel was drifting in the Downs,

and a passing steamer signalled for help for her. At 3.40 the motor life-boat *Charles Dibdin*—Civil Service No. 2 was launched in a light south-westerly breeze, with a slight sea, and found the Motor fishing vessel No. 799, of Fraserburgh, with a crew of three. She had lost her propeller. The life-boat towed her to Ramsgate and arrived back at her station at 6.45 that evening. —Property Salvage Case.

DRIFTING FOR TWENTY-SIX HOURS

Cromarty.—At 1 o'clock in the afternoon of the 22nd of January, 1948, the coastguard telephoned a report from the keeper of the Tarbert Ness Lighthouse that a fishing vessel was making distress signals four miles north of the lighthouse. The motor life-boat *James MacFee* was launched at 1.20, in a moderate south-easterly breeze with a heavy ground swell. She found the fishing vessel *Village Maid* with her propeller fouled, eight miles north of Tarbert Ness. She had been drifting for twenty-six hours and her crew of five were cold and hungry. The life-boat towed them to Portmahomack Harbour and arrived back at her station at 7.45 that night.—Rewards, £11 5s.

MORE ENGINES BROKEN DOWN

New Brighton, Cheshire.—At 11.30 on the night of the 25th of January, 1948, the Hoylake coastguard telephoned that a fishing vessel was in distress near C.2 A Buoy, half a mile off the Crosby Lightvessel and at 12.15 the No. 2 motor life-boat *Edmund and Mary Robinson* put out. She searched in a strong south-easterly breeze and a choppy sea, and found the fishing vessel *Moa* at anchor, leaking, with her engine broken down and her main boom carried away. A pilot boat was standing by. The life-boat rescued the *Moa's* crew of three, and arrived back at her station at 3 o'clock. The *Moa* was later towed in by a Mersey Docks and Harbour Board boat. —Rewards, £12 2s. 6d.

Rosslare Harbour, Co. Wexford.—At about 10.30 on the night of the 26th of January, 1948, a wireless message was received from the motor vessel *Edenvale* of Wexford, that her engine had broken down, but that she was in no immediate

danger. She gave her position as seventeen miles east-north-east of Tuskar Rock. At 11.15 the motor life-boat *Mabel Marion Thompson* was launched in a squally south-easterly breeze and a rough sea, and found the *Edenvale* twenty-four miles east-north-east of the Tuskar Rock. The S.S. *Nugget*, of Glasgow, which had also put out, arrived on the scene at the same time and took the *Edenvale* in tow. The tow rope parted three times but the *Nugget* eventually brought the *Edenvale* into Dublin, escorted by the life-boat, which then returned to her station, arriving at noon on the 27th.—Partly Permanent Paid Crew: Rewards, £20 19s.

BRINGING IN A FISHING BOAT

Aldeburgh, Suffolk.—At 12.25 in the afternoon of the 27th of January, 1948, the coastguard reported that anxiety was felt for the safety of a local fishing boat which had not been seen since 9 o'clock that morning. The wind was increasing, and at 12.45 the No. 1 motor life-boat *Abdy Beauclerk* was launched in a fresh south-easterly breeze, with a slight sea. She found the fishing boat, escorted her to the shore, and arrived back at her station at 2.30.—Rewards, £39 15s. 6d.

STEAMER DRIFTING

The Mumbles, Glamorganshire.—At 10.40 on the night of the 27th of January, 1948, the coastguard telephoned that the Scarweather Lightship had reported flares fourteen miles to the southward, and at 11.10 the motor life-boat *William Gammon—Manchester and District XXX* was launched in a south-easterly breeze and a moderate sea. She found the S.S. *Fawn*, of Ramsey, six miles south-south-west of the lightship, drifting with her engines broken down. Another vessel took her in tow and, accompanied by the life-boat, made for Swansea Bay, where the *Fawn* anchored. The life-boat then returned to her station, arriving at 3.5 the following morning.—Rewards, £24 8s.

SHRIMPING BOAT IN DIFFICULTY

Margate, Kent.—At about noon on the 28th of January, 1948, local boatmen reported that the shrimping boat

Sonia, with a crew of three, was two hours overdue. She had put out at three in the morning and was expected back at ten o'clock. The motor life-boat *Lord Southborough*, *Civil Service* No. 1 was launched at half past twelve in a west-south-west breeze with a moderate sea, and found the *Sonia* about four miles off Birchington, making slowly for Margate. Her engine had broken down and had been started again, but was not working well. As she had no sails, and the wind was off shore, the life-boat escorted her home, arriving at 1.45.—Rewards £10 16s.

ON THE MERSEY REVETMENT

New Brighton, Cheshire.—At 5.25 in the afternoon of the 28th of January, 1948, the coastguard telephoned that a vessel was sounding her whistle for help, and the No. 2 life-boat, *Edmund and Mary Robinson*, was launched at 5.42. A east-south-east breeze was blowing, with a choppy sea. The life-boat went to the Burbo Buoy, in the Crosby Channel and there found the R.A.S.C. tender *Sir Herbert Miles*. The tender was bringing workmen from Queen's Forts, anti-aircraft fortifications erected during the war, which they were demolishing. She had run on the revetment in a fog, and had a very dangerous list. The life-boat went alongside and took off twenty-five men, but the captain said that there were nine men in a small boat on the other side of the revetment. They could not be seen in the darkness. The life-boat turned on her searchlight, picked up the boat, and called to the men to row up to their side of the revetment. The life-boat went along the revetment on the other side and hauled the men across it from the boat with ropes. Two of them had their legs injured. The life-boat then put the captain and the crew of nine on board the Mersey Harbour Dock Board vessel *Vigilant* and landed the other twenty-four men at New Brighton at half past seven.—Rewards, £11. 5s.

ANCHORED TO WRECKAGE ALL NIGHT

Howth, Co. Dublin.—At 9 o'clock on the night of the 29th of January, 1948, it was reported that the local motor fishing boat *Striving*, with a crew of

four, was overdue. A gale warning had been received, and at 9.20 the motor life-boat *R.P.L.* was launched. A moderate south-easterly breeze was then blowing, with a moderate sea. The life-boat searched but found nothing and arrived back at her station at two o'clock the next morning. At 10.15 information was received that the *Striving* had been seen seven miles north-east of Howth, and the life-boat again put out at 11 o'clock. A whole west-south-west gale was now blowing, with a very rough sea. The life-boat found that the fishing boat's nets had fouled some wreckage, her engines had broken down, and she had been anchored all night to the wreckage. The life-boat towed her to Howth and arrived back at her station at four o'clock that afternoon.—Rewards, First Service, £13 4s.; Second Service, £14 19s.

EIGHT FISHING BOATS BROUGHT IN

Newbiggin, Northumberland.—At half past ten in the morning of the 30th of January, 1948, the coastguard gave warning of an approaching gale. As several fishing boats were at sea the life-boat's coxswain stood by. At 11.30 he reported that the sea had become dangerous, and at noon the motor life-boat *Augustus and Laura* was launched in a heavy south-south-east gale with a rough sea. She found eight local fishing boats one and a half miles from home, escorted them all to safety, and returned to her station at half past three.—Rewards, £28 9s.

YET ANOTHER ENGINE FAILS

Filey, Yorkshire.—During the late afternoon of the 30th of January, 1948, anxiety was felt for the safety of the local fishing coble *Jean and Barbara*, which was overdue, with a crew of three, and at 5.23 the motor life-boat *The Cuttle* was launched. She searched in a moderate south-westerly breeze and a slight sea and found the coble two miles south of Filey Brigg Buoy. Her engine had broken down, but she re-started it and made for harbour escorted by the life-boat. They arrived at 6.30 that evening.—Rewards, £14 5s.

THREE FEET OF WATER IN ENGINE-ROOM

Clacton-on-Sea, Essex.—On the 30th of January, 1948, the crew of three of the motor barge *Arripay*, of London, abandoned her in a rowing boat, during a south-westerly gale near the Swin Bell Buoy, with three feet of water in her engine-room. At 5.40 in the afternoon the coastguard reported red flares, and a few minutes later the motor life-boat *Edward Z. Dresden* was launched. Helped by her flares the life-boat found the small boat near the No. 2 Wallet Buoy and rescued the three men. With the men and their boat, she arrived back at Clacton at eight o'clock.—Rewards, £12 10s. 9d.

TOWING IN A FISHING BOAT

North Sunderland, Northumberland.—The weather became very bad about mid-day on the 31st of January, 1948, while the motor fishing boat *John Wesley* was at the Farne Islands, and the motor life-boat *W.R.A.* was launched at 1.55 in the afternoon. A strong west-south-west wind was then blowing, with a rough sea. The life-boat found the fishing boat at 2.15 and towed her home, arriving at four o'clock.—Rewards, £26 17s.

The following life-boats went out on service, but could find no ships in distress or were not needed:

LIFE-BOAT ASHORE

Ramsey, Douglas, and Peel, Isle of Man.—Just before half past five in the evening of the 6th of January, 1948, the coastguard informed the Ramsey life-boat station that the motor vessel *Teasel* was six miles east of the Point of Ayr, with a dangerous list, in a full south-east gale, with a very heavy sea running and heavy rain squalls. At six o'clock the Ramsey life-boat *Lady Harrison*, was launched. She had to go through very heavy broken water when crossing the Bahama Bank and after running for over an hour reached the position given. There was no sign of the *Teasel* so the coxswain went round the Point of Ayr. As soon as he had turned the point he saw small flashing lights close inshore, and thinking that they came from a small boat trying to

land, he stood in to investigate. The visibility was very poor, the land very low-lying and all on board the life-boat kept a sharp look out, but they did not see the shingle bank until the life-boat was close to it. It was too late to do anything, and she struck and swung round. Four of the men jumped out of her and straightened her so that she would come off stern first. They jumped aboard again, but as the boat was coming off a big sea caught her and washed the coxswain overboard. He was quickly seized by the second coxswain and dragged in again, but the engines had stopped and could not be restarted. When the boat was examined later a stone was found to be firmly wedged between the propeller shroud and the tunnel, and had to be knocked out with a hammer. When her engines stopped, the life-boat was washed ashore, and the crew could not refloat her as the tide was ebbing. It was then just after eight o'clock. The launching tractor was sent for and hauled her up above high-water mark. Three days later she was relaunched and returned to her station. There she was found to be undamaged. The mysterious lights which had led the life-boat inshore were thought to be the lights of rabbit-catchers.

As soon as the district officer of coastguard learned that the life-boat was ashore he telephoned to Douglas and Peel. The Douglas life-boat was launched at 9.17 and carried out a wide search from the north of the Point of Ayr to Ballacash Bank, but saw nothing except a salvage tug which was also searching. She did not return to her station until noon on the following day, having then been at sea for fifteen hours. For another two hours the crew stood by until it was learned that the Peel life-boat had returned.

The Peel life-boat was launched at 9.45, made for the Point of Ayr, and then searched widely to the westward as far as the Irish coast. She found no sign of the *Teasel* and returned to her station at 1.45 in the afternoon of the following day. She had then been at sea for sixteen hours.

Bodies and wreckage of the *Teasel* were found later, and it is probable that she capsized, with the loss of all her eight men, shortly after she had

reported that she had a heavy list.—Rewards, Ramsey, £39 3s.4; Douglas, £46 15s.; Peel, £48.

Ramsgate, Kent. January 6th.—Rewards: £16 9s. 6d.

Longhope, Orkneys. January 8th.—Rewards: £26 10s.

Southend-on-Sea, Essex. January 10th.—Rewards: £10 6s.

Campbeltown, Argyllshire. January 10th.—Rewards: £16 3s. 6d.

Port Ellen, Inner Hebrides. January 11th.—Rewards: £16 14s.

Lerwick, Shetlands. January 12th.—Rewards: £14.

Blyth, Northumberland. January 13th.—Rewards: £4.

Newburgh, Aberdeenshire. January 15th.—Rewards: £9.

Ilfracombe, Devon. January 16th.—Rewards: £26.

Boulmer, Northumberland. January 17th.—Rewards: £12 1s.

Ramsgate, Kent. January 17th.—Rewards: £8 13s.

Ilfracombe, Devon. January 17th.—Rewards: £26 10s.

Aldeburgh, Suffolk. January 19th.—Rewards, £44 5s. 6d.

Barra Island, Outer Hebrides. January 22nd.—Rewards: £9 18s. 6d.

Dun Laoghaire, Co. Dublin. January 25th.—Rewards: £10 12s. 6d.

Walmer, Kent. January 25th.—Rewards: £23 7s. 6d.

Campbeltown, Argyllshire. January 27th.—Rewards: £13 1s. 6d.

Portrush, Co. Antrim. January 28th.—Rewards: £7 2s. 6d.

Scarborough, Yorkshire. January 29th.—Rewards: £25 3s.

Howth, Co. Dublin. January 29th.—Rewards: £12 14s. 6d.

Plymouth, Devon. January 30th.—Rewards: £12 5s.

New Brighton, Cheshire. January 30th.—Rewards: £8.

Skegness, Lincolnshire. January 31st.—Rewards: £24 17s. 6d.

February

During February life-boats went out on service 34 times and rescued 15 lives.

FIGHTING THEIR WAY HOME

Amble, Northumberland.—The motor life-boat *Frederick and Emma* was launched at half past eleven in the

morning of the 2nd of February, 1948, as two fishing cobsles were overdue and a moderate west-south-west gale was blowing with a very rough sea. She found one coble, the *Boy Arthur*, a mile south-east of Coquet Island, and the other, the *Ocean Vanguard*, two miles to the north-east, fighting their way in against the gale. She escorted them into harbour and got back to her station at 12.45 in the afternoon.—Rewards, £8.

TAKING FOOD TO A SHIP

Ramsey, Isle of Man.—On the morning of the 5th of February, 1948, the Swedish steamer *Noreg*, of Gothenburg, bound with ore from Spain to Sillolth, was at anchor one and a half miles east-north-east of Ramsey. She signalled that she was in urgent need of stores, and her captain came ashore at daybreak. A strong south-south-west wind got up, with a heavy sea and rain, and the boat could not return. A gale warning had been received, and the captain was very anxious to get back to his ship, so at 12.10 in the afternoon the motor life-boat *Lady Harrison* was launched, took the captain and his stores out to the steamer, and returned to her station again at 1.35.—Rewards, £16 12s.

RETURNING FROM THE WHELK GROUNDS

Sheringham, Norfolk.—During the morning of the 6th of February, 1948, as the weather was getting bad, anxiety was felt for the safety of three local fishing boats which were returning from the whelk grounds, and just after noon the motor life-boat *Foresters Centenary* was launched. A strong west-north-west breeze was then blowing, with a rough sea. She found the three fishing boats two miles to the westward, escorted them home, and arrived back at her station at 12.30.—Rewards, £28 3s. 6d.

A FLOODED ENGINE-ROOM

Holy Island, Northumberland.—At 11.45 in the morning of the 6th of February, 1948, the coxswain saw that a fishing coble was in danger of driving on to the Megstone Rock, and the motor life-boat *Gertrude* was launched at 12.20.

A fresh west-north-west gale was blowing, with a rough sea. She found a fishing coble *Breadwinner II* four and a half miles south-east of Holy Island. Her engine-room was flooded, but her crew succeeded in getting the engine to start and the life-boat escorted her into harbour, arriving at 1.45.—Rewards, £10 10s.

ENGINE FAILED, SAILS BLOWN AWAY

Ramsgate, Kent.—On the 6th of February, 1948, the motor barge *Glenwood*, of Rochester, bound for Newport in the Isle of Wight, got into difficulties off Dumpton Gap. She was seen by the North Goodwin Light-vessel, which sent the information through the coastguard to the life-boat station at one o'clock in the afternoon and ten minutes later the motor life-boat *Prudential* was launched. A fresh north-north-westerly gale was blowing, with a rough sea. The life-boat found the barge with her engine broken down and her sails carried away. She was drifting helpless, and was leaking. She had a crew of four. With difficulty the life-boat went alongside, put some of her own crew on board, and towed the barge to Ramsgate, arriving at 3.14 that afternoon.—Rewards, 13s. 6d.—Property Salvage Case.

A CASE OF MEASLES

Great Yarmouth and Gorleston, Norfolk.—At 12.20 in the morning of the 7th of February, 1948, the coastguard telephoned that H.M.S. *Cygnets*, bound from the Arctic to Sheerness, was approaching and wished to land a sick man to be taken to hospital. The motor life-boat *Louise Stephens* with a doctor aboard was launched at half past twelve in a moderate west-north-west breeze with a slight sea, met the *Cygnets* one and a half miles out, and brought ashore the sick man, who had measles. She arrived at 2.30.—Rewards, £13 13s.

SCOTTISH STEAMER ABANDONED

Boulmer, Northumberland.—Shortly after six in the evening of the 11th of February, 1948, a vessel stranded on the rocks at Boulmer Head, one mile south-east of the life-boat station, and signalled for help. The motor life-boat

Clarissa Langdon was launched at 7.18 in a fresh southerly wind with a choppy sea and strongly ebbing tide. She found the s.s. *Archmor*, of Fraserburgh, with a crew of eight aboard, bound laden with coal from Amble to Inverness. She was waterlogged and the life-boat brought her crew ashore, arriving at 8.15 that evening. At the captain's request the life-boat went out again at 2.30 next morning, taking the steamer's crew with her in the hope that the steamer would come off on the early morning tide, but they found the engine-room flooded and decided to abandon her. Bringing their kit with them, they were brought ashore again by the life-boat, arriving at half past five. Rewards (for first service only), £12 1s.

MOTOR LAUNCH BROKEN DOWN

Selsey, Sussex.—At 10.40 on the night of the 11th of February, 1948, the coastguard reported distress signals between Bognor and Littlehampton, and the motor life-boat *Canadian Pacific* was launched at 11 o'clock. A moderate south-westerly breeze was blowing with a swell. The life-boat found a motor launch, of Littlehampton, and her crew of three signalling with a hand torch. She was one and a half miles off shore between Middleton and Littlehampton with her engines broken down. The life-boat towed her to Littlehampton and arrived back at her station at 6 o'clock the next morning.—Rewards, £23 17s. 7d.

BROUGHT INTO HARBOUR; SANK

Holyhead, Anglesey.—At 8.10 in the morning of the 14th of February, 1948, the coastguard reported that a vessel had gone ashore in a thick fog to the south-east of the South Stack Light-house, and at 8.32 the motor life-boat *A.E.D.* was launched. A moderate, but increasing, breeze was blowing from the south-west; the sea was rough; and there were still patches of fog. The life-boat found the s.s. *Spidola*, of London, with a crew of thirty-two. She had got off the rocks, but her bottom had been seriously damaged and she was badly down by the head, with the fore peak and No. 1 hold flooded. Her captain thought she was

in imminent danger of foundering, and at his request the second-coxswain went aboard. The steamer then made for Holyhead harbour, escorted by the life-boat, and reached it safely, but forty minutes later she sank. The life-boat returned to her station again at 12.48 that afternoon.—Property Salvage Case.

DOCTOR URGENTLY NEEDED

Yarmouth, Isle of Wight.—At 11.10 in the morning of the 17th of February, 1948, the motor life-boat *S.G.E.* put out, with a doctor on board, to the s.s. *Coral Sea*, of New York, bound in ballast from Southampton to New Orleans, U.S.A., which had signalled that she wanted immediate medical help. A fresh east-south-east wind was blowing, with a choppy sea. At noon the life-boat returned with a sick man on board, and he was sent at once to the Ryde hospital.—Rewards, £7 8s.

ANOTHER CASE OF SICKNESS

New Brighton, Cheshire.—At 3.40 in the afternoon of the 21st of February, 1948, the Mersey Docks and Harbour Board telephoned that a man, a diver of the Admiralty, working on the dismantling of the Queen's Forts, one and a quarter miles off the *Bar Lightship*, had been summoned to go to London as his sister was dangerously ill and that the Admiralty asked if the life-boat would bring him ashore. The No. 2 motor life-boat *Edmund and Mary Robinson* left her moorings at 4.10 in a fresh east-north-east breeze with a rough sea, brought ashore both this man and a sick carpenter, and arrived back at her station at 8.10 that night.—Rewards, £13 2s. 6s.

WITHOUT ENGINE, SAIL OR OARS

Dunmore East, Co. Waterford.—During the afternoon of the 28th of February, 1948, a fishing boat was reported flying distress signals four and a half miles to the westward, and the motor life-boat *Annie Blanche Smith* was launched at 4.30. A moderate easterly breeze was blowing, with a moderate sea, and there was a thick fog. The life-boat found the local fishing boat *Noamh Seunán* with two men on board, her engine broken down, and neither sails nor oars. She took her

in tow and arrived back at her station at 5.50.—Rewards, £7.

HARD AGROUND

Troon, Ayrshire.—At 4.15 in the morning of the 29th of February, 1948, the Kildonan coastguard asked for the life-boat's help for a vessel ashore one mile east of Pladda, and at five o'clock the motor life-boat *Sir David Richmond*, of Glasgow, was launched in a light easterly breeze, with a slight sea and fog. She found the motor vessel *Spinel*, of Glasgow, a coaster of 600 tons loaded with cement, hard aground on rocks at Dippin Point, Arran. She had a crew of eleven. The master requested that the life-boat stand by until high water. A tug then arrived to refloat her, but she was unsuccessful. A second attempt was made by the tug, but although the *Spinel* worked her engines she remained aground. During the operations, the life-boat put aboard the Marine Superintendent, and later, at the master's request, landed a steward for provisions. The life-boat returned to the *Spinel* with stores and after they and the steward had been disembarked, left for her station, arriving at 8.40 that night. A donation was received from the owners.—Rewards, £29 16s.

The following life-boats went out on service, but could find no ships in distress or were not needed:—

Walton and Frinton, Essex. February 3rd.—Rewards: £6 18s.

Sennen Cove, Cornwall. February 3rd.—Rewards: £36 10s.

Cloughy, Co. Down. February 5th.—Rewards: £27.

LIFE-BOAT AGROUND

Aberdeen.—At 8.7 on the night of the 5th of February, 1948, the coastguard telephoned that a vessel was thought to be ashore two miles south of the Belhelvie coastguard station. At 8.45 he reported that she was sounding her siren continuously, and at 8.50 the No. 1 life-boat, *Emma Constance*, was launched. A strong southerly breeze was blowing, with a heavy sea. The life-boat found that the vessel was the steam trawler *Northman*, of Aberdeen. As she approached her she ran aground herself. The trawler was close inshore, and her crew of twelve

were rescued by the Belhelvie rocket life-saving apparatus, but the life-boat remained fast for over three days. It was not until the 9th that, with the No. 2 life-boat standing by, and the help of a tug, she refloated, and returned to her station, arriving at 2.30 that morning.—Rewards (to the crews of both life-boats).—£164 5s. 6d.

Campbeltown, Argyllshire. — February 7th, 1948.—Rewards, £13 8s. 6d.

FOOD TO LIGHTHOUSE BY HELICOPTER

Penlee, Cornwall. — Owing to the prolonged bad weather at the end of January and the beginning of February, it had been impossible to relieve the keepers of the Wolf Rock Lighthouse, and the relief was so long overdue that they had run very short of food. Trinity House arranged for a helicopter to fly out to drop food to them on the morning of the 7th February, 1948, and as there was a forty mile an hour wind blowing from the south-west, and the sea was rough, the motor life-boat *W and S* was launched at 7.35 and went out to the lighthouse to stand by in case of accident. All went well, the helicopter lowered the food to the

lighthouse, and flew back, and the life-boat returned to her station arriving at noon.—Rewards, £17 16s.

Fowey, Cornwall. — February 7th, 1948.—Rewards, £8 15s.

Southend-on-Sea, Essex. — February 10th, 1948.—Rewards, £22 16s.

Arklow, Co. Wicklow. February 12th.—Rewards: £13 3s.

Swanage, Dorset. February 12th.—Rewards: £15 18s.

Weymouth, Dorset. February 13th.—Rewards: £12 14s. 6d.

Valentia, Co. Kerry. February 17th.—Rewards: £7.

Boulmer, Northumberland. February 18th.—Rewards: £17 12s.

Amble, Northumberland. February 18th.—Rewards: £12.

Lowestoft, Suffolk. February 21st.—Rewards: £8.

New Brighton, No. 1, Cheshire. February 24th.—Rewards, £8 10s.

Tenby, Pembrokeshire. February 26th.—Rewards: £10 5s. 6d.

Sheringham, Norfolk. February 28th.—Rewards: £27 5s.

New Brighton, No. 2, Cheshire. February 29th.—Rewards: £9 5s.

Portpatrick, Wigtownshire. February 29th.—Rewards: £20 5s.

The Life-boat Service in 1947

IN 1947 life-boats went out to the help of vessels in distress 587 times and rescued 427 lives. There were fewer launches, and fewer lives rescued, than in 1946, but these two years are together the busiest that the Life-boat Service has ever had in time of peace. Life-boats went to the help of 1,210 vessels and rescued 1,074 lives.

Those 427 lives in 1947 were not rescued without loss. In April the crew of the life-boat at The Mumbles capsized in a hurricane with the loss of the whole of her crew of eight men.*

During 1947 four life-boatmen won medals for gallantry, Coxswain Edwin F. Madron, of Penlee, Cornwall, the silver medal, and John Drew, the Penlee motor mechanic, Coxswain John Watters, of Fowey, Cornwall, and Second-coxswain W. S. Jones, of New Brighton, Cheshire, bronze medals.

* See the Journal for September, 1947.

The award for the bravest life-boat service of the year was made to Coxswain Madron. A bronze medal was also awarded, for a shore-boat service, to Mr. Kenneth Macleod, a fisherman of Pooltiel, Isle of Skye.

At the beginning of the year the Institution substantially increased the annual retaining fees to the officers of life-boats, and brought in a new scale of rewards for coxswains and crews. These changes, it was estimated, would add about £10,000 a year to the rewards, pensions and other payments which the Institution makes to its coxswains, crews and launchers, and during 1947 these payments were nearly £100,000.

Three new life-boats were completed and sent to their stations, The Mumbles, Tynemouth and Bridlington. The first two boats were of the 46 feet 9 inches Watson cabin type. The Bridlington



By courtesy of]

[Daily Graphic

FOOD BY HELICOPTER

Dropping supplies to the Wolfe Rock Lighthouse.



By courtesy of]

[Daily Graphic

IN CASE OF ACCIDENT

The Penlee life-boat standing by near the lighthouse while the supplies are dropped.
(See opposite page)

boat is the first 35 feet 6 inches light self-righting type to have two engines and twin screws. Twelve more motor life-boats were ordered during the year, and at the end of the year there were 27 on order.

The active fleet at the end of the year consisted of 154 motor and two pulling and sailing life-boats, and in the reserve fleet there were 14 motor life-boats and one pulling and sailing life-boat.

Captain Howard Rowley, R.N.

ALL who were connected with the Life-boat Service twenty years ago will have heard with regret of the death, on the 4th of April, of Captain Howard Fiennes Julius Rowley, C.B.E., R.N. He was in his eightieth year, and it was nearly eighteen years since he had retired as Chief Inspector of Life-boats. He came to the Institution in 1902 when he retired from the Navy, and served for five years as a district inspector. In 1909 he was appointed Deputy Chief Inspector, but on the outbreak of war in 1914 he was recalled to the Navy. He served as Senior Naval Officer and Divisional Naval Transport Officer at Inverness and was made a C.B.E. He came back to the Institution in 1919 as Chief Inspector.

His 28 years with the Life-boat Service saw greater changes in its fleet than had

ever been made before. When he joined, the whole fleet, except for four steam life-boats, was dependent on sails and oars. When he became Chief Inspector there were 19 motor life-boats. When he retired there were 88. What had been little more than an experiment in motor power had become, during his chief inspectorship, a powerful motor fleet. In those eleven busy years there were designed and built the first cabin life-boat, the first life-boat with twin screws, the first of the light motor life-boats for launching off the beach, the first launching tractor and the line-throwing gun. In fact, Captain Rowley laid in those eleven years the foundation of the fleet as it is to-day, with its motor life-boats independent of sail, and different types specially designed to suit all the differing conditions of the coast.

Captain Ernest Swan, R.N.V.R.

THE Committee of Management heard with very great regret of the sudden death on April 6th of their colleague Captain Ernest William Swan, C.B.E., V.D., D.L., R.N.V.R. Captain Swan became a member of the Committee in 1939, and brought to the affairs of the Life-boat Service a wide experience. He was an associate member of the Institute of Naval Architects and a Fellow of the Royal Geographical Society, and had spent the greater part of his life in the firm of Sir W. G. Armstrong-Whitworth & Co. He had joined it in 1902 as an articled pupil, on leaving Harrow, and from 1910 to 1928 he was outside manager in charge of the installation of all naval gun-mountings and guns. He joined the Tyne Division of the R.N.V.R. in 1906, served in it during the war of 1914-

1918, and was its commanding officer from 1929 to 1939. He retired in 1939, but rejoined for service on the outbreak of war in September of that year, and served again until November, 1945. In 1933 he became A.D.C. to King George V. Captain Swan's family have been actively associated with the work of the Life-boat Service in Tynemouth for very many years. His father was chairman of the station; his mother, in memory of her husband, presented the motor life-boat *Henry Frederick Swan*, which was stationed at Tynemouth in 1917 and replaced by the present life-boat *Tynesider* at the end of last year; and Captain Swan himself was chairman of the station for seventeen years, and had been a member of the committee for over thirty years.

Obituary of the Years of the War, 1939 to 1945

DURING the war over 200 honorary workers and friends of the Institution died. Among them were three members of the Royal Family, H.R.H. The Duke of Kent, President of the Institution, killed in an aeroplane accident on active service, H.R.H. the Princess Louise, Duchess of Argyll, Patron of the Ladies' Life-boat Guild and President of the Kensington branch, and H.R.H. Princess Beatrice, Patron of the Isle of Wight branch.

Of the others it is only possible to give a selection from the names. They are, in order of death: Sir George Shee, secretary of the Institution from 1910 to 1931; Mr. H. P. F. Donegan, honorary secretary at Cork; the Lady Magdalen Williams-Bulkeley, a vice-president of the Ladies' Life-boat Guild; Mr. C. C. Sharp, honorary secretary at Southampton; Mr. L. B. Ross, late honorary secretary at North Sunderland; Colonel M. H. Egan, C.M.G., C.B.E., honorary secretary at Windsor; Mr. G. Sayle, honorary secretary at Peel, Isle of Man; Mr. Robert Tyrrell, honorary secretary at Arklow; Mr. A. J. R. Uridge, late honorary secretary at Lewes; Dame Margaret Lloyd George, G.B.E., LL.D., J.P., president of the South Caernarvonshire Ladies' Life-boat Guild; Mr. Andrew Jameson, P.C., D.L., chairman at Dublin; Mr. H. G. Solomon, for many years district organizing secretary for the Midlands, Wales and Ireland; Mr. E. O. Bolton, president at Penrith; Mrs. Ernest Woolfield, of Kessingland; Commodore Sir Bertram Hayes, K.C.M.G., D.S.O., R.N.R., a member of the Committee of Management; Mr. Oscar Gridley, honorary secretary at Bermondsey; Miss Moser, late honorary secretary at Shrewsbury; Mrs. Grace Sidney, of Formby; Mr. James Clark, honorary secretary at Montrose; Mr. A. E. Heazell, late honorary secretary at Nottingham; Mr. F. O. Roberts, P.C., M.P., a member of the Committee of Management; Commander H. B. Boothby, D.S.O., R.N.R., chairman at Littlehampton; Mr. W. Couldrey, honorary secretary at Bembridge; the Rev. A. Peckham, vice-chairman at Portsmouth; Mr. T. W. Piggott, D.L.,

J.P., president at Barmouth; Commodore Sir Richard Henry Williams-Bulkeley, Bt., K.C.B., R.N.R., a vice-president of the Institution; Mr. Walker T. Moore, honorary secretary at Maryport; Captain Basil Hall, R.N., for many years a district inspector of the Institution and holder of the silver medal for gallantry; Mr. P. W. Gidney, for many years assistant secretary of the Institution; Dr. R. Julyan George, honorary secretary at Paignton; Mr. Charles H. Turver, chairman at Blackpool; Mr. Thomas E. Kluge, honorary secretary at Swansea and The Mumbles; Mr. F. Morgan, honorary secretary at Scarborough; Lieut.-Col. B. M. Hynes, late honorary secretary at Lyme Regis; Colonel Lord William Cecil, C.V.O., at one time a member of the Committee of Management; the Duke of Portland, K.G., G.C.V.O., P.C., a vice-president of the Institution and patron at Nottingham; Mr. W. J. Burden, honorary secretary at Teignmouth and a holder of the silver medal for gallantry; the Duchess of Sutherland, president of the Ladies' Life-boat Guild; the Hon. George Colville, deputy-chairman of the Committee of Management; Mr. John L. McNaughton, honorary secretary at Buckie; Mr. William Bertram, O.B.E., J.P., honorary secretary at Dunbar; Colonel J. C. Rea, late honorary secretary at Aberystwyth; Commander F. F. Tower, O.B.E., late R.N.V.R., a member of the Committee of Management; Mr. G. L. Thomson, M.B.E., honorary secretary at Stromness; Alderman C. Hartly-Hodder, F.I.C.S., honorary secretary at Bristol; Mr. H. King, at one time honorary secretary at Brighton; the Rev. W. M. Merry, honorary treasurer at Oxford; Captain C. P. Shrubbs, honorary secretary at Exmouth; Mrs. E. W. Bruce, honorary secretary at Harrow; Miss Wilde, of Manchester and Salford; Major H. E. Burton, G.C., O.B.E., R.E., at one time honorary superintendent of the Tynemouth life-boat and the holder of the gold and silver medals for gallantry; Major M. Rawlence, D.S.O., at one time honorary secretary at Salisbury; Mr. George Alexander, honorary secretary at

Aberdeen; Mr. C. H. Lemmon, honorary secretary at King's Lynn; Miss E. de B. Griffith, honorary secretary of the Shanklin Ladies' Life-boat Guild; the Rev. W. Robins, late honorary secretary at Seaton; Gwendolen, Duchess of Norfolk, a vice-patron of the Ladies' Life-boat Guild; Mrs. E. Astley Roberts, M.B.E., president and chair-

man of the Eastbourne Ladies' Life-boat Guild; Mrs. E. Leeming, organizing secretary for Central London; Mr. Ernest Woolfield, honorary secretary at Kessingland; Mr. T. K. Ridler, honorary secretary at Minehead; Mr. H. C. Slade, honorary secretary at Torquay; and Mr. Graham H. Bennetts, honorary secretary at Sennen Cove.

A Gift of Hair

A WOMAN in Essex has written: "Will you please accept the cuttings of my hair and sell it for your funds. I under-

stand real hair is urgently needed." The Institution gratefully accepted the hair, and has sold it for fifteen shillings.

No Need for Further Insurance

A FOREIGNER asked to contribute on London life-boat day waved the col-

lector aside saying, "No thank you, I have already been saved."

Awards to Coxswains and Life-boatmen

TO JOHN E. MORRIS, on his retirement, after serving for 17½ years as coxswain and 3 months as bowman of the Barmouth life-boat, a coxswain's certificate of service and an annuity.

TO JOHN C. SNELL, on his retirement, after serving for 17 years as coxswain of the Falmouth life-boat, a coxswain's certificate of service and an annuity.

TO DAVID J. G. WILLIAMS, on his retirement, after serving for 12 years as coxswain, 1½ years as second coxswain and 2½ years as bowman of the New Quay life-boat, a coxswain's certificate of service and an annuity.

TO FRANK WATTS, on his retirement, after serving for 10 years as coxswain and 7½ years as second coxswain of the Weston-super-Mare life-boat, a coxswain's certificate of service and an annuity.

TO FRANCIS MAIR, on his retirement, after serving for 8½ years as coxswain, 12 years as second coxswain and 2½ years as bowman of the Buckie life-boat, a coxswain's certificate of service and an annuity.

TO LEONARD A. J. PEDDLESSEN, on his retirement, after serving for 5½ years as coxswain, 2½ years as second coxswain and 6½ years as bowman of the Newhaven life-boat, a coxswain's certificate of service.

TO WILLIAM CARGILL, on his retirement, after serving for 5½ years as coxswain, 8½ years as second coxswain and 5 years as bowman of the Gourdon life-boat, a coxswain's certificate of service and an annuity.

TO EVAN JONES, on his retirement, after serving for 17½ years as second coxswain and 12 years as a member of the crew of the Barmouth life-boat, a life-boatman's certificate of service and an annuity.

TO HUGH CAMPBELL, on his retirement, after serving for 13 years as second coxswain

and 9 months as bowman of the Portpatrick life-boat, a life-boatman's certificate of service.

TO SINCLAIR MOWAT, on his retirement, after serving for 13 years as second coxswain and 15 years as a member of the crew of the Longhope life-boat, a life-boatman's certificate of service and a gratuity.

TO JOHN E. LAKER, on his retirement, after serving for 17½ years as bowman of the Shoreham Harbour life-boat, a life-boatman's certificate of service and an annuity.

TO WALTER BARRY, on his retirement, after serving for 6½ years as bowman and 25½ years as a member of the crews of the Wexford No. 1 and Rosslare Harbour life-boats, a life-boatman's certificate of service and a pension.

TO JOHN JONES, on his retirement, after serving for 8½ years as assistant motor mechanic and 8 years as a member of the crew of the Barmouth life-boat, a life-boatman's certificate of service and a gratuity.

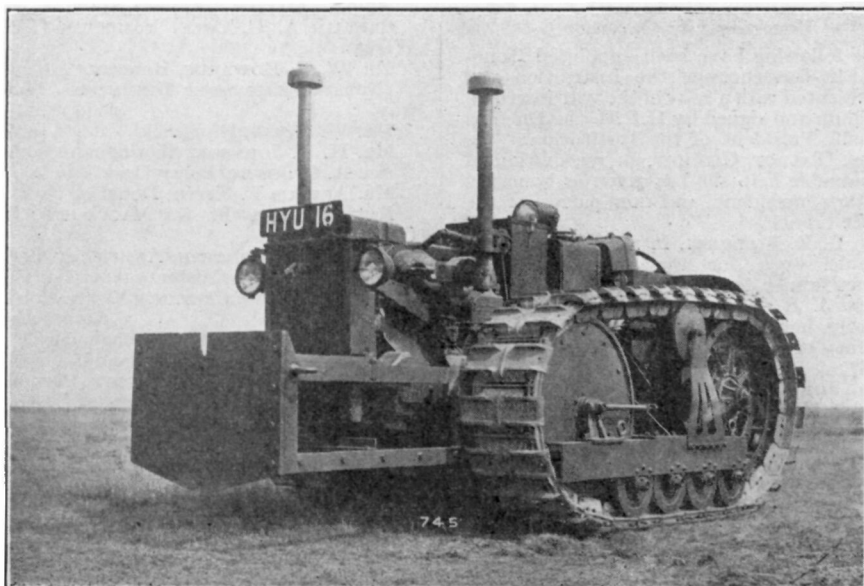
TO OWEN T. MORRIS, on his retirement, after serving for 44 years as a member of the crew of the Barmouth life-boat, a life-boatman's certificate of service.

TO GRIFFITH GRIFFITHS, on his retirement, after serving for 40 years as a member of the crew of the Barmouth life-boat, a life-boatman's certificate of service.

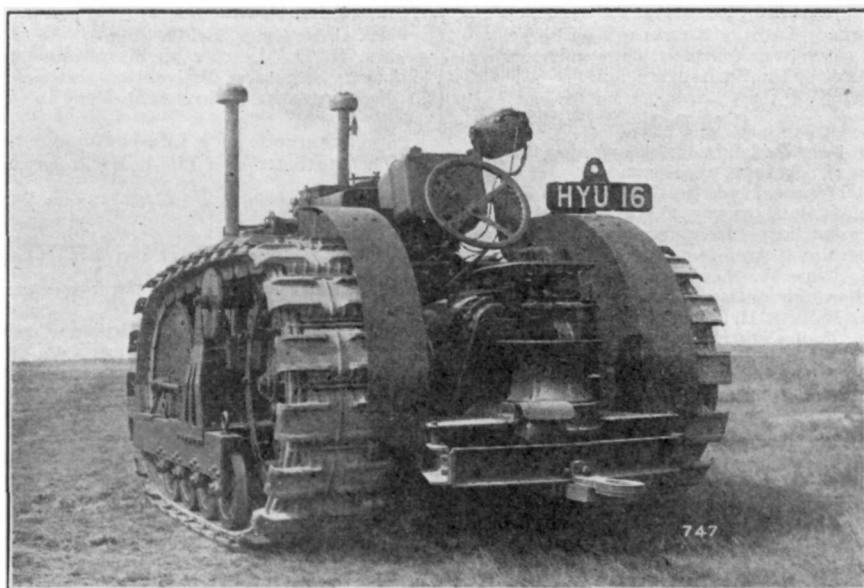
TO ALFRED BRYANT, on his retirement, after serving for 6 years as shore attendant and 40 years as a member of the crew of the Ramsgate life-boat, a life-boatman's certificate of service.

TO JOSEPH WYATT, on his retirement, after serving for 35 years as a member of the crew of the Walton and Frinton life-boat, a life-boatman's certificate of service.

FOR LAUNCHING LIFE-BOATS



The R.N.L.I. Roadless Tractor, made by the Roadless Traction Company. It is a 40 h.p. engine, with three speed ahead, and one astern. It can take the boat over all types of beach



The machinery is completely water-tight and the tractor can be submerged up to the top of the air-intake and exhaust pipes, and the driver's neck. This stern view shows the capstan by which the tractor can, if necessary, haul the life-boat over very difficult ground, while stationary herself. The Institution has 13 of this type of tractor on the coast, and 14 of the earlier types.

Awards to Honorary Workers

Made since May, 1947

Honorary Life-Governor

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

MRS. TALBOT CADDOW, in recognition of the valuable help she has given as honorary secretary, president, and now patron of the Carlisle branch.

MR. C. E. FIELDING, in recognition of his valuable work for the Manchester and District branch for fifty years.

MRS. J. R. HEATH, in recognition of the valuable help she has given as honorary secretary of the Barmouth Ladies' Life-boat Guild.

MR. JOHN MILLER, in recognition of the valuable help he has given as honorary secretary of the Thurso station.

Thanks of the Institution on Vellum

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

MR. H. GARLAND on his retirement after over eleven years as honorary secretary of the Barrow station.

MR. J. MURRAY on his retirement after over seven years as honorary secretary of the Kirkcudbright station.

CAPTAIN A. STEPHEN on his retirement after over eleven years as honorary secretary of the Fraserburgh station.

CAPTAIN THOMAS NICHOLSON on his retirement after over fourteen years as honorary secretary of the Seaham station.

Gold Badge

The Gold Badge has been awarded to:

MRS. F. ALLSOP, vice-president and honorary secretary, Hyde branch.

MR. J. R. BARNETT, O.B.E., M.I.M.A., on retirement after forty-three years as Consulting Naval Architect to the Institution.

MR. JOHN W. BAYES, honorary secretary, Flamborough station.

MR. BARRIE B. BENNETTS, honorary secretary, Penlee station.

MR. F. CLARK, honorary worker, Yorkshire.

MR. J. W. FOSTER, branch secretary, Whitby station.

MR. A. W. GUTCH, honorary secretary, Angle station.

MRS. HORROCKS, chairman, Prestwich, Manchester and District branch.

MR. M. L. NICHOLLS, honorary secretary, Fishguard station.

MR. H. E. SELLERS, honorary secretary, Ashbourne branch.

Binocular Glass

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

MR. A. D. CLARK, Aith.

CAPTAIN A. G. COLE, Yarmouth (Isle of Wight).

MR. W. R. EDWARDS, Ramsey.

CAPTAIN ALEXANDER FINLAYSON, Stornoway.

MR. W. JAMES, Runswick.

MR. H. R. JOHNSON, Sheringham.

MR. A. C. JONES, Barry Dock.

MR. ARTHUR E. KITTO, Douglas.

REV. FATHER F. G. MACCOOEY, C.C., Clogher Head.

MR. H. C. MACINTOSH, Anstruther.

MR. A. J. MAIN, Caister.

MR. J. F. MCCARTAN, Newcastle (Co. Down).

MR. DAVID MCKIBBIN, Donaghadee.

MR. JOHN T. MOSS, Clovelly.

CAPTAIN G. BERNARD PIGGOTT, Barmouth.

MR. J. RAMSAY, Ramsey.

MR. D. B. REES, Newquay (Cardigan).

MR. R. K. SAYER, Newhaven.

MR. R. SCOTT, Fraserburgh.

MR. W. S. STANTON, Boulmer.

MR. DAVID THOMPSON, Cloughy.

MR. R. R. WILTON, Padstow.

MR. JOHN S. WOOD, Hartlepool.

Aneroid Barometer

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

LT.-COL. THOMAS H. GIBBON, O.B.E., Kilmore.

MR. C. H. GRAY, Bridlington.

MR. R. H. MAHONY on his retirement as honorary secretary, Ballycotton station.

MR. TREVELLICK MOYLE, St. Mary's.

Statuette of a Life-boatman

The Statuette of a Life-boatman has been awarded to:

MRS. JOHN ADAM, honorary secretary, Crieff branch.

MR. A. S. M. ALEXANDER, honorary secretary, Coatbridge branch.

MRS. G. L. ATHERTON, honorary secretary, Bridport branch.

MRS. GUYSE BARKER, chairman, Conway Ladies' Life-boat Guild.

MR. W. J. BROTHERS, honorary secretary, Aldershot branch.

MRS. BUCHANAN, honorary secretary, Larbert branch.

MRS. E. CHILVERS, honorary secretary, Ringwood branch.

MRS. G. T. COLPITTS, honorary secretary, Blyth Ladies' Life-boat Guild.

MRS. D. C. C. CRICHTON, honorary secretary, Edinburgh Ladies' Life-boat Guild.

MR. W. A. CRYER, honorary secretary, Shaftesbury branch.

MRS. DAVIDSON, honorary secretary, Sutherland Ladies' Life-boat Guild.

MR. A. B. GORMAN, J.P., honorary secretary and treasurer, Saltcoats branch.

MR. R. GRAHAM, M.B.E., J.P., honorary secretary, Stirling branch.

MRS. S. HADLOW, honorary secretary, Sittingbourne branch.

MISS HADOW, honorary secretary, Warminster branch.

MR. J. IMBIE, honorary secretary, Oldham branch.

MR. R. T. INNES, honorary secretary, Kirkcaldy branch.

MR. DAVID JACK, honorary secretary, Brechin branch.

MRS. ELSTIE JAMES, honorary secretary, Camborne branch.

LADY JENKINS, president, Swansea Ladies' Life-boat Guild.

MR. O. C. JONES, honorary secretary, Ipswich branch.

MR. S. C. JONES, honorary treasurer, Burnt Oak, Edgware branch.

MRS. KENNETH, honorary secretary, Ardishaig branch.

MRS. R. M. LLOYD, honorary treasurer, Conway Ladies' Life-boat Guild.

MR. G. S. LUCKIN, honorary secretary, Dunmow branch.

MISS MARGARET MACIVER, honorary secretary, Stornoway Ladies' Life-boat Guild.

MRS. MCGACHEN, honorary secretary, Conway Ladies' Life-boat Guild.

MISS MOBERLY, honorary secretary, Apple-dore Ladies' Life-boat Guild.

MISS E. A. PATEY, honorary secretary, Bishop Auckland branch.

MISS RENNIE, honorary secretary, Falkirk Ladies' Life-boat Guild.

COUNCILLOR A. J. ROBERTS, honorary secretary, Truro branch.

MRS. ROBERTS, honorary secretary, Winchester Ladies' Life-boat Guild.

MISS F. ROBINSON, a member of the Prestwich committee, Manchester and District branch.

COUNCILLOR I. G. SIM, J.P., honorary secretary, Penrith branch.

MISS STARK, honorary secretary, Milford-on-Sea branch.

LADY THOMAS, honorary secretary, Henley and District branch.

MR. JAMES WELSH, honorary secretary, Port Patrick station.

MISS MARY YOUNG, honorary secretary, Troon Ladies' Life-boat Guild.

Record of Thanks

The Record of Thanks has been awarded to:

MISS ALEXANDER, president, the Heswall Ladies' Life-boat Guild, Liverpool.

MR. G. W. ANSON, honorary secretary and treasurer, Oakham branch.

MR. GUY H. ARMSTRONG, honorary secretary and treasurer, Hawick branch.

MR. G. ATWOOD, honorary worker, Swansea branch.

MRS. D. M. BADGERY, joint honorary secretary, Colne branch.

MISS C. A. BARRETT, honorary secretary, Cheltenham branch.

MRS. H. BARTON, honorary secretary, Whitstable branch.

MRS. BILTON, honorary secretary, Patrington branch.

MRS. OWEN BLAKE, assistant honorary secretary, Gorleston Ladies' Life-boat Guild.

MR. F. A. BOWLES, honorary treasurer, Surbiton branch.

MR. A. BRADSHAW, honorary treasurer, Leominster branch.

MR. D. S. BROCKBANK, honorary secretary and treasurer, Wishaw branch.

MISS M. M. BRUNTON, honorary secretary, Biggar branch.

MR. J. CAMPBELL, honorary secretary, Tarbert branch.

MISS F. M. COLEMAN, honorary secretary, Shipston-on-Stour branch.

MR. R. V. COLLIER, honorary secretary, Rugby branch.

MISS CRAWFORD, honorary secretary, Oban Ladies' Life-boat Guild.

MR. T. A. CROSSLAND, honorary secretary and treasurer, Chesterfield branch.

MRS. DANIEL, honorary secretary, Chard branch.

MISS A. R. DAVIES, honorary secretary, Llandrindod Wells branch.

MRS. A. EARDLEY, joint honorary secretary, Colne branch.

MR. F. EATON, assistant honorary secretary, Swansea branch.

MRS. ELLICOTT, joint honorary secretary, Barnet branch.

MR. S. A. FARMER, joint honorary secretary and treasurer, Spilsby branch.

MRS. GALE, honorary secretary, West Cowes Ladies' Life-boat Guild.

COUNTESS OF GALLOWAY, president, Kirkcudbright Ladies' Life-boat Guild.

MRS. GOODINGS, honorary worker, Outwood and Stanley branch.

MRS. A. GUNN, honorary secretary, Millport Ladies' Life-boat Guild.

MR. D. M. GUNN, honorary secretary, Millport branch.

MR. G. H. HALSEY, J.P., honorary secretary, Hitchin branch.

MISS DORA HAMLYN, honorary treasurer, Lewisham branch.

MRS. G. HAMMOND, vice-president, Barrow Ladies' Life-boat Guild.

MISS HARPER, honorary secretary, Renfrew Ladies' Life-boat Guild.

MRS. E. M. HOLMES, honorary secretary, Berwick-on-Tweed Ladies' Life-boat Guild.

MRS. F. HOWELLS, honorary worker, St. David's branch.

ALDERMAN MRS. M. J. JENKINS, J.P., honorary worker, Tenby Ladies' Life-boat Guild.

MR. D. R. JONES, honorary treasurer, Llanelly Ladies' Life-boat Guild.

MRS. F. B. KELLY, honorary secretary, Barrow Ladies' Life-boat Guild.

MRS. KINGSMAN, honorary worker, Clacton-on-Sea branch.

MISS M. KNOWLING, honorary worker, Tenby Ladies' Life-boat Guild.

MR. S. E. LAWRENCE, honorary secretary and treasurer, Bexley branch.

MISS ETTIE LEESON, honorary secretary, Brigg branch.

MR. & MRS. DOUGLAS MARSHALL, honorary secretary and treasurer, Invergordon branch and Ladies' Life-boat Guild.

MRS. IAN W. MCJNNES, honorary secretary, Cupar Ladies' Life-boat Guild.

MR. J. M. MCKAY, honorary treasurer, Kirkcaldy branch.

MR. FRASER MEADOWS, honorary secretary, Looe branch.

MRS. H. R. MELLISH, honorary secretary, Swanage Ladies' Life-boat Guild.

MISS BETA MILLER, honorary secretary, Saltcoats Ladies' Life-boat Guild.

MR. DAVID O'CARROLL, honorary worker, Cork branch.

MISS PARKINSON, honorary secretary, Market Weighton branch.

MR. JOHN PEARSON, joint honorary treasurer, Lytham St. Annes station.

MRS. E. D. PERRY, chairman, West Cowes Ladies' Life-boat Guild.

MRS. A. PHILLIPS, honorary treasurer, Swansea Ladies' Life-boat Guild.

MR. T. H. PRUDDEN, honorary secretary, Jedburgh branch.

MISS REES, honorary worker, Leamington Spa branch.

MRS. R. W. RICHARDS, honorary secretary, Llangollen branch.

MR. R. O. GLEN RIDDELL, honorary secretary, Rhayader branch.

MRS. C. A. ROBERTS, honorary secretary, Port St. Mary Ladies' Life-boat Guild.

MRS. JACK ROBERTS, chairman, Llandudno Ladies' Life-boat Guild.

MISS MARGARET ROBERTSON, honorary secretary, Kelso Ladies' Life-boat Guild.

MRS. RUSHEN, honorary secretary, Winslow branch.

MR. JOHN RUSHTON, M.A., honorary secretary, Stevenston branch.

MRS. SAMPSON, honorary secretary, South Normanton branch.

MRS. E. S. SILCOTT, honorary worker, Tenby Ladies' Life-boat Guild.

MR. A. B. SIMPSON, M.A., honorary secretary, Forres branch.

MRS. D. SOWDEN, honorary secretary, Southampton Ladies' Life-boat Guild.

MISS STOREY, honorary secretary, Portsmouth Ladies' Life-boat Guild.

MRS. TAYLOR, honorary secretary, Wantage branch.

MRS. K. M. WAINWRIGHT, honorary secretary, Buxton branch.

MRS. H. WATSON, honorary secretary, Thornton-Cleveleys branch.

MRS. A. M. WATERS, honorary secretary, Hawick Ladies' Life-boat Guild.

MR. H. P. WEBB, honorary treasurer, Blackburn branch.

MR. A. E. WILSON, honorary treasurer, Croydon and Purley branches.

MR. A. B. WRIGHT, honorary secretary, Oundle branch.

MRS. WRIGHT, president, Spenborough Ladies' Life-boat Guild.

EX PROVOST MRS. YOUNG, president, Gourrock Ladies' Life-boat Guild.

Notice

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

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

The next number of THE LIFE-BOAT will be published in July, 1948.