

THE LIFE-BOAT

The Journal of the Royal National Life-boat Institution

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No. 346

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 June 24th, 1948 - - - - - 75,932

The Duchess of Kent at Bridlington and Tynemouth

THE DUCHESS OF KENT, President of the Institution, took part for the first time in naming ceremonies of life-boats when she went on March 8th to Bridlington and on March 10th to Tynemouth and named their new life-boats, the *Tillie Morrison*, *Sheffield*, and the *Tynesider*. Both are old stations and have distinguished records, and at both stations the ceremonies were held in the presence of thousands of spectators. Among them were life-boat workers from all over Yorkshire, Northumberland and Durham.

BRIDLINGTON

The Bridlington station was established in 1824, the year in which the Institution itself was founded, and its life-boats have rescued 239 lives.

The new boat is a gift to the Institution from Mr. James Morrison, and the late Mr. David Morrison, of Sheffield, and has been named in memory of their sister. She is a boat of the light self-righting type, 35 feet 6 inches long, for launching off the open beach, with two 18 h.p. engines. She is the first of this type to have twin engines and two screws. She went to her station in October, 1947.

Lord Middleton, M.C., the Lord-Lieutenant of the East Riding of Yorkshire, presided at the ceremony. After

Commander P. E. Vaux, D.S.C., R.N., chief inspector of life-boats, had described the life-boat, she was formally presented to the Institution by Mr. James Morrison, nephew of the two donors, and received by Sir Godfrey Baring, Bt., chairman of the Institution, who in turn presented her to Mr. J. M. Deheer, chairman of the Bridlington branch.

The Archbishop of York (the Right Hon. and Most Rev. C. F. Garbett, P.C., D.D.) dedicated the life-boat, assisted by the Rev. Canon J. W. Lamb, and the Rev. H. R. Hinley, President of the Bridlington Free Church Council. The hymns were accompanied by the band of the first battalion of the Duke of Wellington's Regiment.

The Duchess's Speech

The Duchess of Kent then named the life-boat. She said:

"Your warm Yorkshire welcome has touched me deeply, and I appreciate it very much.

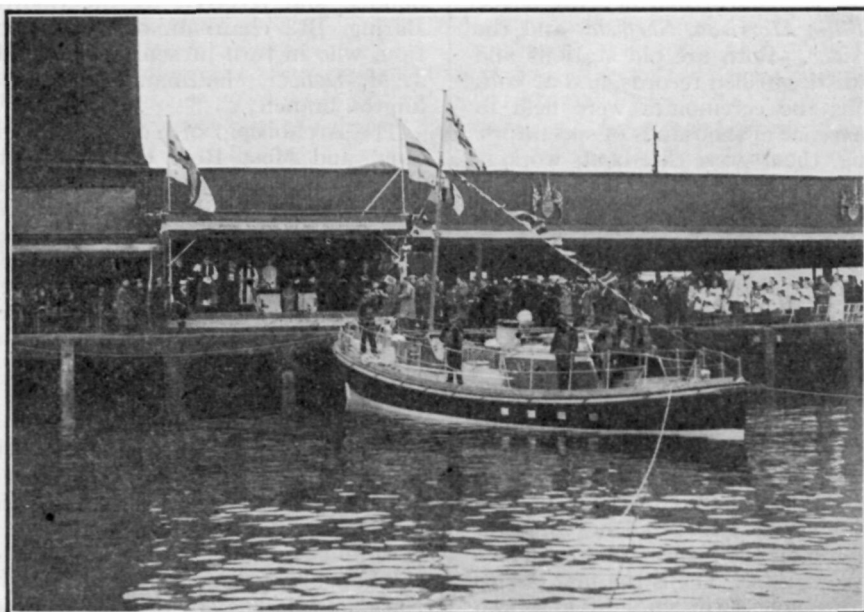
"I am always glad to assist the Royal National Life-boat Institution, of which I am very proud to be President, in any way I can, and when I heard that Bridlington was to have a new boat, thanks to the interest and generosity of Mr. Morrison and his family, I



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THE DUCHESS OF KENT NAMING THE *TYNESIDER*



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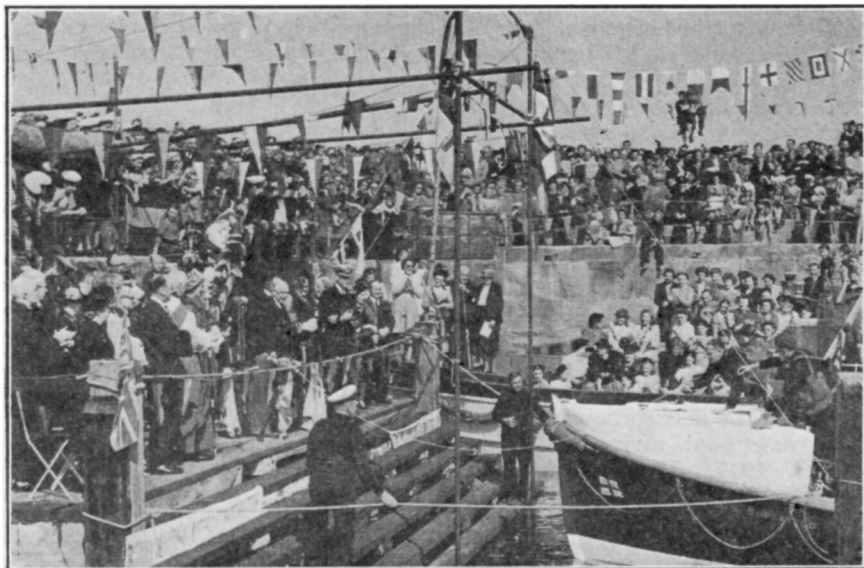
TYNEMOUTH NAMING CEREMONY



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[The Yorkshire Post.

THE ARCHBISHOP OF YORK AND THE BRIDLINGTON CREW



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[H. Hoggarth, Bridlington

BRIDLINGTON NAMING CEREMONY

made a point of coming here for the ceremony.

"Though I have visited several stations throughout the country, this is the first time that I have named a life-boat, and I am particularly pleased that it should be at Bridlington, about which I have heard so much, and where the Institution receives such splendid support from the inhabitants, and also from the Ladies' Life-boat Guild of the East Riding of Yorkshire.

"I would like to thank you for all your hard work, appreciating, as you do, the perils which the gallant men of the life-boats face each year, as they go out on their errands of mercy.

"And now I have great pleasure in naming this life-boat, *Tillie Morrison, Sheffield*. I wish her and her crew God-speed in their work of rescue."

A vote of thanks to the Duchess was proposed by the Mayor of Bridlington (Councillor F. F. Millner, J.P.) and seconded by Colonel A. D. Burnett Brown, M.C., T.D., M.A., secretary of the Institution. After the ceremony the Duchess had tea with the Bridlington Ladies' Life-boat Guild.

TYNEMOUTH

The Tynemouth station was established in 1862, and its life-boats have rescued 325 lives. The station and a new life-boat, *John Pyemont*, which had arrived eighteen months before, were completely destroyed by direct hits from two bombs in April, 1941. The station was closed for six months and was then re-opened with the motor life-boat *Henry Frederick Swan*, built in 1917, which the *John Pyemont* had replaced in October, 1939. As there was no boathouse she lay in the open at the head of the trolley-way, which had not been destroyed, and continued to serve until the new station was built and the new boat arrived there in November, 1947. The new boat is 46 feet 9 inches long, of the Watson cabin type, with two 40 h.p. engines.

At the station there was a guard of honour of sea scouts and sea rangers, and before the ceremony started the Duchess opened the new boathouse and watch house. The ceremony was held at the Fish Quay Gut and the Duke of Northumberland presided. After Com-

mander P. E. Vaux, D.S.C., R.N., chief inspector of life-boats, had described the new boat, Sir Godfrey Baring, Bt., chairman of the Institution, presented her to the Tynemouth branch. She was received by Mr. E. Selby Davidson, honorary secretary of the branch, who then presented to the Duchess of Kent a cheque for £7,109 5s. 1d., which the people of the Tyneside towns had subscribed towards the cost of the new boat and station.

The Bishop of Newcastle (The Right Rev. Noel Baring Hudson, D.S.O., M.C., D.D.) dedicated the life-boat, assisted by the Rev. L. B. Tirrell, vicar of Tynemouth Priory, and the Rev. George Barclay, of the Presbyterian Church. The singing of the hymns was led by the choir from the Church of the Holy Saviour, Tynemouth, and accompanied by the Sunderland Constabulary Band.

The Duchess's Speech

The Duchess of Kent then named the life-boat. She said:

"When I heard that your new life-boat station, as well as the new life-boat, was completed, I was particularly anxious, as President of the Royal National Life-boat Institution, to come here to help in to-day's ceremony.

"This fine station and boat are the most up-to-date anywhere on the coast and worthy, I think, of the gallant men who form the crew.

"It is the policy of the Institution to see that every advantage is taken of modern inventions to build the best and safest boats for those who have to face all kinds of danger, and, thanks to the generosity of Tynesiders, you have here the very latest form of equipment, and your boat will serve the many ships which use the Tyne, and the fishing fleets whose welfare means so much to the prosperity of you all.

"I have great pleasure in naming this new life-boat *Tynesider*, and wish her and her crew God-speed in their work of rescue."

The Duchess of Kent presented to Mr. E. Selby Davidson, the honorary secretary of the station, and ex-Coxswain George Lisle, the bronze medals awarded to them by the Institution for the rescue of 21 men from the 20,000-ton Norwegian motor vessel

Oslo Fjord, in December, 1940, when she struck a mine or torpedo and her captain ran her ashore a mile south of Tyne Breakwater.

The Mayor of Tynemouth (Councillor W. R. Forster) proposed, and Colonel A. D. Burnett Brown, M.C., T.D., M.A.,

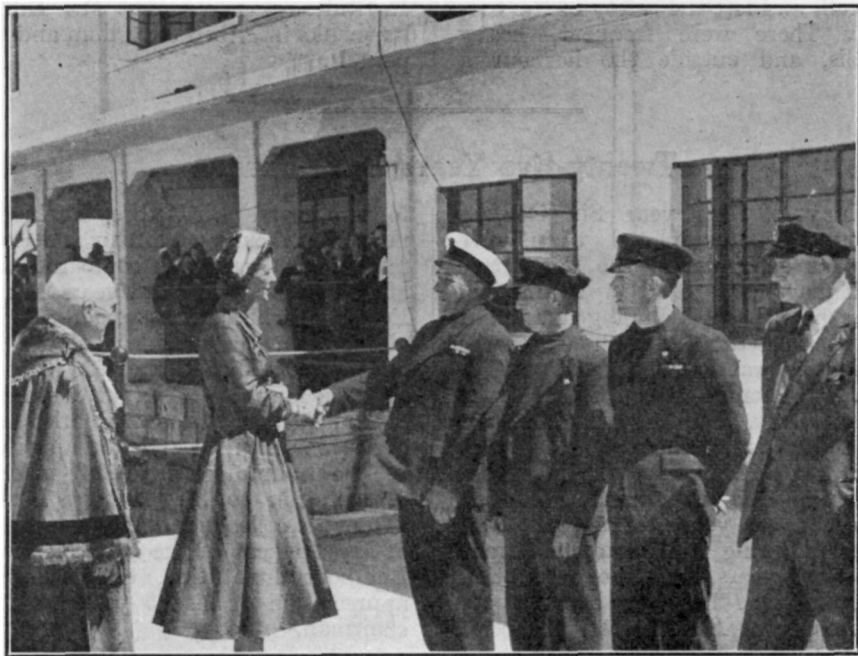
secretary of the Institution, seconded, a vote of thanks to the Duchess of Kent.

The Duchess and representatives of the Institution were entertained by the Mayor of Tynemouth to lunch before the ceremony and to tea afterwards.

The Duchess of Kent at Ramsgate and Broadstairs

THE DUCHESS OF KENT, President of the Institution, visited Ramsgate and Broadstairs on the 19th of May. At Ramsgate she opened and named the new landing stage and laid the foundation stone of the extension of the out-

the Yarrow Home, which is part of Westminster Hospital and afterwards, on the steps of the Home, presented to Mr. A. J. Pay, the harbourmaster, and Mr. E. J. M. Croom and Mr. B. C. Wood, boatmen, the vellums which



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THE DUCHESS OF KENT AND THE RAMSGATE COXSAIN

patient department of the hospital. After opening the landing stage, the Duchess had presented to her Coxswain Douglas Kirkaldie, and the life-boat crew, and Mr. Howard Knight, D.S.M., the late coxswain and other former members of the crew.

At Broadstairs the Duchess visited

the Institution awarded them for their gallant attempt, on the 19th of November, 1947, at great risk to themselves, to rescue in heavy seas a boy who had been washed off the pier.*

*A full account of their attempt was published in the last issue of *The Life-boat*.

A Gallant Boy

ON the 26th of March, three Army officers from Dover, members of the Royal Artillery Yacht Club, set sail in a yacht for Margate. Just after four in the afternoon they were seen by the shore attendant attempting to enter Ramsgate harbour. He kept the yacht under observation, as she appeared to be in difficulties. Then he saw her attempt to jibe, in the fresh following easterly breeze, and capsize, throwing the three men into the sea. There were several rowing boats, in the harbour. He called to them. A seventeen-year-old boy, Kenneth Gilbert, an engineering apprentice, was sailing a 15-foot boat. He had little experience of sailing, but he answered the call, and left the safety of the harbour. There were frequent, heavy squalls, and outside the harbour a

choppy broken sea. In spite of his inexperience, Mr. Gilbert must have handled his boat with remarkable skill, and judgment, or had extraordinary good fortune, for he reached the three men in time and succeeded in getting them all on board. In doing so he ran very great risk of being capsized himself. He had to return against the tide, which was running down the coast. In that wind and tide he could not manage his boat, but a passing speed-boat gave him a short pull, and with that help he brought his boat and the rescued men safely into the harbour. The capsized yacht was towed in later by a motor boat.

In recognition of his gallantry the Institution has awarded Mr. Gilbert its thanks inscribed on vellum and two pounds.

Twenty-five Years as Chairman

IN May of this year Sir Godfrey Baring, Bt., completed twenty-five years as chairman of the Committee of Management of the Institution. There have been, including him, eight chairmen in the 124 years since the Institution was founded in 1824. The first, Mr. Thomas Wilson, M.P., served for 28 years. Sir Edward Birkbeck, Bt., M.P., served for 25 years (1883-1908), and Mr. Thomas Baring, M.P., who was also chairman of Lloyds, served for 19 years (1855-1873). Sir Godfrey Baring was deputy chairman for seven years, and the only other chairman who had also been deputy chairman was Sir Edward Birkbeck,

for two years. Sir Godfrey Baring has now been deputy chairman and chairman for 33 years, as compared with Mr. Thomas Wilson's 28 years and Sir Edward Birkbeck's 27 years. He has also been a vice-president of the Isle of Wight Life-boat Board for 48 years.

At the May meeting of the Committee of Management, Captain Charles Cave the senior member (he was appointed to the Committee in 1905) made a presentation to Sir Godfrey Baring, "from his colleagues on the Committee of Management of the Royal National Life-boat Institution, to mark their appreciation of his 25 years as their chairman."

Scholarships for Sons of Life-boatmen

THE Outward Bound Sea School, at Aberdovey, which runs four-weekly courses in seamanship and some other out-of-door subjects for boys from fifteen to eighteen and a half years old, offered the Institution in March of this year six King George's Jubilee Scholarships to sons of past or present members

of life-boat crews. These scholarships mean that those holding them can take the four-week's course without expense except their fares to and from Aberdovey. Six boys have been chosen, after consultations with the honorary secretaries of stations, and will attend courses this year.

Life-boat Services in March, April and May

DURING March, 1948, life-boats went out on service 30 times and rescued 10 lives.

AGROUND IN FOG

Troon, Ayrshire.—There was a fog in the morning of the 4th of March, 1948, and at 10.30 a fisherman of Ayr telephoned that a motor fishing boat was ashore off Ayr harbour. At eleven o'clock the motor life-boat *Sir David Richmond of Glasgow* was launched, in a light southerly breeze, with a smooth

Dungeness, Kent.—There was fog in the morning of the 2nd of March, 1948, and at 8.20 distress signals were heard. At 8.45 the motor life-boat *Charles Cooper Henderson* was launched in a moderate north-easterly breeze, with a choppy sea, and found the French naval vessel *Victorieuse* stranded on Newcome Bank. At the captain's request the life-boat stood by, and later she and a local motor boat laid out an anchor. The *Victorieuse* refloated undamaged and the life-boat returned to



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[The Rhyll Leader

THE RHYL CREW AND HONORARY OFFICIALS

sea, and found the motor fishing boat *Nan McMarrar*, of Campbeltown, on Blackburn Rocks, and leaking. The life-boat could get no nearer to her than one hundred feet, owing to the shallow water, so she made for Ayr and took on board a pump and three firemen. After waiting for over an hour for the tide to rise she was just able to put them on board the *Nan McMarrar*. She then returned ashore, and her crew had a meal. She got back to the *Nan McMarrar* and this time was able to make fast alongside. With the help of the fishing boat *Lead Me*, of Campbeltown, she towed the *Nan McMarrar* off the rocks and beached her in Ayr harbour. She returned to her station at 7 o'clock in the evening.—Property Salvage Case.

her station at 2.45 that afternoon.—Property Salvage Case.

DRIFTING TOWARDS THE ROCKS

Tynemouth, Northumberland.—At 10.50 in the morning of the 14th of March, 1948, the motor life-boat *Tynesider* was launched, with the honorary secretary, Mr. E. Selby Davidson, on board, to carry out trials with her radio-telephony, and at 12.30 the fishing boat *Hannah* attracted her attention with S.O.S. blasts on her whistle. A light southerly wind was blowing with a moderate sea. The fishing boat was half a mile east of St. Mary's Island and in danger of being carried on to the rocks. The life-boat found her crew of three very exhausted, rescued them and, with the *Hannah* in tow,

made for South Shields. There she landed the men and arrived back at her station at 1.20 in the afternoon.—Rewards, £12 7s.

A SEARCH BY NIGHT

Dunmore East, Co. Waterford.—At 7.30 on the night of the 15th of March, 1948, local pilots reported that the reflection of flares could be seen off Creadon Head and at eight o'clock, with Mr. A. Westcott Pitt, the honorary secretary, on board, the motor life-boat *Duke of Connaught*, on temporary duty at this station, was launched in a moderate south-westerly breeze, with a moderate sea. With the help of her searchlight she found the local fishing boat *Maggie*, with a crew of two, four miles to the north-east. She had been drifting for four hours with her engine broken down. The life-boat towed her in, arriving back at her station at 9.10.—Rewards, £5.

UNABLE TO MAKE HARBOUR

Newhaven, Sussex.—At 8.10 in the evening of the 17th of March, 1948, information was received from the harbour watch-house that a vessel was burning red flares, south of Newhaven Breakwater, and at 8.25 the motor life-boat *Cecil and Lilian Philpott* was launched. A strong south-westerly wind was blowing, with a rough sea. The life-boat found the motor vessel *Goldeve*, of London, a converted barge, loaded with maize and bound for London, four miles south-west of the breakwater. She had a crew of four, and though she was in no immediate danger, she needed help to enter the harbour. The life-boat stood by her until the tide was flowing and then escorted her to the harbour entrance. There she put a life-boatman on board the *Goldeve* and he helped to bring her in. The life-boat arrived back at her station at 11.15 that night.—Rewards, £15 6s. 6d.

TO HELP OF THE SICK IN A GALE

Aith, Shetlands.—At 6.15 in the evening of the 22nd of March, 1948, a telephone message was received from a doctor that a man was seriously ill on the island of Papa Stour. A north-north-west gale was blowing with a

very heavy sea, and as it was impossible for any other boat to leave the harbour the motor life-boat *The Rankin* was launched at 9.30 with a doctor on board. The patient was found to be seriously ill, and though the doctor would have liked to move him at once to the mainland, he did not dare expose him to the long sea journey in a gale. The life-boat brought the doctor back, arriving at her station at 2.30 the following morning.—Rewards, £14 15s. Repaid to the Institution.

FRENCH FISHING-VESSEL ASHORE

Barmouth, Merionethshire.—At 6.30 in the morning of the 25th of March, 1948, information was received from Dyffryn that two men had landed in a dinghy from the French fishing vessel *Va-Sans-Peur*, of Concarneau, bound for Liverpool, and had asked for the help of the life-boat as their vessel was aground. The motor life-boat *Lawrence Ardern*, *Stockport*, was launched at 7.40 in a light easterly breeze, with a slight sea, and found the fishing vessel three miles away on St. Patrick's Causeway. The second coxswain went on board her and the life-boat returned ashore, brought out the two Frenchmen and their dinghy, and put them on board the *Va-Sans-Peur*. The life-boat stood by until the tide rose and the vessel refloated. The coxswain then set the skipper on his course, and the life-boat returned to her station, arriving at 1 o'clock in the afternoon.—Rewards, £21 17s. 6d.

BUMPING ON THE SANDS

Margate, Kent.—At 12.14 in the morning of the 29th of March, 1948, the coastguard reported red flares one and a half miles to the north-north-west, and at 12.30 the motor life-boat *The Lord Southborough*—Civil Service No. 1 was launched. A moderate south-south-east breeze was blowing with a moderate sea. The life-boat found the tug *Beacon*, of Gillingham, bound for Grangemouth, aground on the sands four miles to the north-north-west. She was bumping heavily on the sands, and her crew of four asked to be towed in. The life-boat reached her station again at 2.50.—Rewards, £15 3s.

TWO BOYS DROWNED

Margate, Kent.—At 1.10 in the afternoon of the 29th of March, 1948, the coastguard reported that a sailing dinghy, had capsized between one and two miles east of the life-boat station, and the motor life-boat *The Lord Southborough—Civil Service No. 1* was launched at 1.25 in a moderate south-westerly breeze with a moderate sea. She found the dinghy, upturned, one mile to the north-east, and an exhausted man. He said that his two sons were missing. The life-boat took him ashore, and then put out again, with other boats, to search for the two boys, but could not find them. She arrived back at her station at 3.45.—Rewards, £12 19s. 6d.

A MAN AND TWO WOMEN IN PERIL

St. Mary's, Isles of Scilly.—Just before four o'clock in the afternoon of the 29th of March, 1948, the coastguard reported a motor boat that appeared to be in difficulties off Lizard Point, Tresco. The wind was rising. By five o'clock a south-south-east gale was blowing with a rough sea, and at 5.15 the motor life-boat *Cunard* was launched. She found the fishing boat *Peaceful*, of Scilly, anchored off Diamond Ledges, Tresco, with a man and two women aboard. Her engine had broken down. The life-boat put a man on board her and towed her to an anchorage. She returned to her station at 6.20 that evening.—Rewards, £8 12s.

FALMOUTH'S THREE SERVICES IN FIFTEEN HOURS

Falmouth, Cornwall.—At 4.45 in the afternoon of the 29th of March, 1948, the dock police reported a yacht in difficulties off Castle Head. A southerly gale was blowing, with a heavy sea and she was in danger of being swamped. At 5.30 the motor life-boat *Crawford and Constance Conybeare* was launched and found a fourteen-feet yacht close inshore and making for the harbour. The life-boat rescued her crew of two, towed the yacht in, and arrived back at her station at 7 o'clock that evening.—Rewards, £7 8s.

Falmouth, Cornwall.—At ten o'clock on the same night a vessel in Falmouth

Harbour signalled for help by whistle and rocket, and the motor life-boat *Crawford and Constance Conybeare* put out. A whole southerly gale was then blowing, with a very heavy sea. She found that the s.s. *Dicky*, of Liverpool, with a crew of ten aboard, had dragged her anchors and had gone ashore near Kiln Quay. At the request of the master the life-boat returned ashore, arranged for a tug to go out, and went back to the *Dicky* to warn her to be ready when the tug arrived. Early next morning the tug refloated her, but just before midnight signals of distress were seen from another steamer ashore on Mullonan Point, Falmouth Harbour, and at 12.15 the life-boat went to her help. She was the s.s. *Leeds City*, of Bideford, bound in ballast from London to Falmouth, and had a crew of about forty on board. The life-boat stood by until two o'clock in the morning. The master then asked for tugs and the life-boat went to fetch them, returned with them and passed their hawsers to the *Leeds City*. The gale was now very severe, and the tow parted, but the life-boat fixed another tow and stood by until the steamer had been refloated. She accompanied her to the Falmouth Docks and arrived back at her station at ten o'clock in the morning of the 30th of March.—Property Salvage Cases.

STEAMER UNMANAGEABLE

Holyhead, Anglesey.—At 1.5 in the afternoon of the 31st of March, 1948, the coastguard reported that a small steamer in New Harbour had signalled on her whistle for help. The motor life-boat *A.E.D.* left her moorings at 1.20 in a southerly gale, with a very rough sea. Five minutes later she reached the s.s. *Vic 67*, of Liverpool, and found her light and unmanageable. The second coxswain of the life-boat went on board her and two ropes were passed from her to the life-boat. With these ropes to help the steamer to steer, the life-boat and steamer made for the inner harbour, but when they were off Salt Island the ropes had to be cast off, as the steamer was sheering too badly for the life-boat to hold her. The second coxswain remained on board the steamer and, with great difficulty, took

her into the inner harbour. The life-boat got back to her moorings at half past three.—Property Salvage Case.

BRINGING IN SIX FISHING BOATS

Arbroath, Angus.—At three o'clock in the afternoon of the 31st of March, 1948, the coastguard reported that six local fishing boats were approaching harbour. A south-south-west gale was blowing with a very rough sea, making the harbour bar dangerous, and the motor life-boat *John and William Mudie* was launched at 3.15. She stood by until all the boats had got in safely and returned to her station at 4.15.—Rewards, £11 10s. 6d.

ANOTHER FISHING BOAT BROUGHT IN

Bridlington, Yorkshire.—On the afternoon of the 31st of March, 1948, the motor life-boat *Tillie Morrison, Sheffield*, was launched at 5.35, to stand by the local motor fishing boat *May Lily*, during a south-easterly gale with a very heavy sea. The life-boat found her two miles south of Bridlington, and she made for home accompanied by the life-boat, which spread oil on the sea and escorted her safely into harbour. The life-boat then returned to her station, arriving at 7.35.—Rewards, £9 13s.

The following life-boats could find no ship in distress, were not needed or could do nothing:

LOST ON THE BAR

Ferryside, Carmarthenshire.—At about 1.30 in the afternoon of the 8th of March, 1948, the Tenby coastguard telephoned that a body had been washed ashore at Ferryside that morning, and the motor fishing vessel *Mary Anne*, of Swansea, bound for Tenby, was reported to be missing with her crew of two. At 1.45 the motor life-boat *William Maynard* was launched in a fresh south-westerly breeze with a heavy ground sea. She made an extensive search, but found only the wreckage of the *Mary Anne*. There was no trace of the second man. The life-boat arrived back at her station at 4.30.—Rewards, £17 19s.

A FALSE ALARM

Campbeltown, Argyllshire.—At 7.10 in the evening of the 9th of March,

1948, the Southend coastguard reported a vessel in the Sound of Sanda burning a red light or flare, and the motor life-boat *City of Glasgow* was launched at 7.20 in a moderate westerly breeze with a moderate sea. She found the s.s. *Pibroch*, of Glasgow, bound from Islay for the Clyde with a cargo of whisky. Flames were coming out of her funnel, but they were due to heavy stoking, and she did not need help. The life-boat made a search, but no other vessel was found to be in need of help and she arrived back at her station at 10.30.—Rewards, £12 15s. 6d.

Selsey, Sussex.—March 14th.—Rewards, £23 12s.

Weymouth, Dorset.—March 20th.—Rewards, £8.

CANOEIST LOST IN A GALE

Mallaig, Inner Hebrides.—The motor life-boat *Sir Arthur Rose* left her moorings at 6.30 in the evening of the 21st of March, 1948, in a south-west gale with a rough sea, to the help of a canoe. She found her on the beach. Of the two men who had been in her, one had swum ashore, the other was drowned. The life-boat reached her station again at 8.5 in the evening.—Rewards, £7.

Dover, Kent.—March 23rd.—Rewards, £7 5s.

Walmer, Kent.—March 24th.—Rewards, £17 2s.

Lytham St. Annes, Lancashire.—March 25th.—Rewards, £17 15s.

New Brighton No. 2, Cheshire.—March 25th.—Rewards, £9 5s.

Wells, Norfolk.—March 26th.—Rewards, £24 5s.

Wells, Norfolk.—March 27th.—Rewards, £21 17s.

St. Helier, Jersey.—March 27th.—Rewards, £5.

The Mumbles, Glamorganshire.—March 29th.—Rewards, £11 1s.

Margate, Kent.—March 30th.—Rewards, £27 0s. 6d.

APRIL

During April life-boats went out on service 36 times and rescued 31 lives.

STRANDED ON THE BREAKWATER

Holyhead, Anglesey.—A minute before midnight on the night of the 31st

of March, 1948, the coastguard reported that the s.s. *St. Kenneth*, of Dublin, anchored off the breakwater, was dragging her anchors and had signalled for help. The motor life-boat *A.E.D.* was launched at 12.25 in a strong south-westerly gale, with a very rough sea, and found the steamer stranded on the breakwater. The life-boat put a life-boatman on board to help get her off. She refloated three hours later and anchored. The life-boat returned to her station at 4.45.—Property Salvage Case.

A SPEED BOAT SUNK

Cromer, Norfolk.—On receipt of a message from the coastguard that a vessel was at anchor off Cromer, and wanted to land survivors of a sunken boat, the No. 2 motor life-boat *Harriot Dixon* was launched at 1.10 in the morning of the 1st of April, 1948, in a south-westerly breeze with a moderate swell. About four miles away in a north-easterly direction she found the s.s. *Dynamo* and on board her the crew of the speed boat *Day II*, which had sunk near the Kentish Knock. The life-boat brought them ashore and returned to her station at 2.15.—Rewards, £14 12s.

UNCONSCIOUS ON AN ISLAND

St. David's, Pembrokeshire.—At 8.55 on the night of the 2nd of April, 1948, the St. Ann's Head coastguard telephoned that a message had been received from a resident of Wooltack Point, that his brother, Mr. Codd, had left for Skomer Island in his motor boat that afternoon and that a bonfire had been lit on the island and a lamp could be seen being moved to and fro. A later message said that S.O.S. signals were being made with the lamp, and at 9.45 the motor life-boat *Civil Service No. 6* was launched. A fresh north-north-west gale was blowing, with a rough sea. The life-boat found that Mr. Codd's daughter had injured her head and was unconscious. The life-boat took Mr. Codd and two friends on board and towed the motor boat to Martin's Haven. There the three men landed and got a doctor. The life-boat took him out to Skomer. He treated the patient and restored her to consciousness. The life-boat brought him

to the mainland again and towed the motor boat with Mr. Codd and the other two men back to Skomer, arriving at 3.45 in the morning. She stayed at the island until 5.30 and arrived back at her station at 6.45 that morning.—Rewards, £18 4s.

SAILS GONE; HALF-FULL OF WATER

Dunmore East, Co. Waterford.—At 3.15 in the afternoon of the 2nd of April, 1948, the Duncannon police telephoned that a small boat was in distress, and the motor life-boat *Duke of Connaught*, on temporary duty at the station, was launched at 3.45 in a west-north-west gale with a choppy sea. She found an open salmon yawl near the Bar Buoy, Waterford Harbour, half full of water, her sails blown away, and her crew of two exhausted. The life-boat rescued the men, and brought them and their boat to Ballyhack Harbour. She arrived back at her station at six o'clock.—Rewards, £6 18s.

SUICIDE ON A LIGHTSHIP

The Mumbles, Glamorganshire.—On the afternoon of the 3rd of April, 1948, a message came from the Scarweather Lightship that a man had committed suicide on board, and as the Trinity House vessel was under repair, the life-boat, *William Gammon—Manchester and District XXX*, went out at 3 o'clock, in a strong breeze, with a rough sea running, and brought the body ashore, arriving back at 6.45 that evening.—Rewards, £6 18s.

TAKING OUT THE PILOT

Appledore, Devon.—At 4.38 in the afternoon of the 4th of April, 1948, the coastguard reported that the s.s. *Seasilver*, of Newcastle, bound for Amsterdam, appeared to have her engine broken down, off the Bar Buoy, and needed a pilot. A north-west gale was blowing with a very rough sea. It was too rough for any other boat to put out and the motor life-boat *Violet Armstrong* was launched at 4.55 with the pilot. She put him on board the *Seasilver* and then escorted her into harbour, arriving back at her station at 5.45.—Rewards, £7 8s.

TAKING OUT A DOCTOR IN A GALE**Great Yarmouth and Gorleston, Norfolk.**

—At 12.42 in the afternoon of the 4th of April, 1948, the Gorleston coastguard reported that the Dutch motor vessel *Evertsen*, which was off the harbour, had signalled for a doctor. Six minutes later the motor life-boat *Louise Stephens* was launched with a doctor. A fresh southerly gale was blowing with a rough sea. After the doctor had attended to the sick man the life-boat brought him ashore, and arrived back at her station at 1.39.—Rewards, £11 8s. 6d.

CUT OFF COLLECTING BIRDS' EGGS

Weymouth, Dorset.—At 4.50 in the afternoon of the 7th of April, 1948, a fisherman of Lulworth Cove came ashore and reported that a yacht and its dinghy appeared to be in difficulties off Whitenose. Ten minutes later the motor life-boat *William and Clara Ryland* was launched. A freshening south-westerly breeze was blowing with a rough sea. The life-boat found the local yacht *Glebe* anchored about a mile off shore. She had had a man and a woman on board. They had landed in their dinghy to collect sea birds' eggs on the cliffs, but the dinghy had floated away on the rising tide, leaving them stranded. They were on a narrow strip of beach under sheer cliffs, rising several hundred feet; they could get away neither by land nor sea; the tide was coming in fast; the wind was freshening.

The dinghy was adrift in heavy breakers. The life-boat went as near to it as she could and with her line-throwing gun was able to get a line over it and haul it alongside. At considerable risk, for the dinghy was very small, three life-boatmen got into it and took it through the breakers. There it was thrown up on the shore. Again at great risk, the life-boatmen rowed it out through the surf with the rescued man and woman on board. Several times it was nearly swamped, and always it was in danger of being flung on the rocks. The man and woman were much exhausted, wet through and chilled, and the coxswain gave them rum. With the yacht and the dinghy in tow the life-boat made for her station, arriving at 8 o'clock. The Institution sent a letter of thanks to the

fisherman who had brought the news.
—Rewards, £8 19s.

ENGINE FAILED

Runswick, Yorkshire.—At 5.55 in the afternoon of the 7th of April, 1948, a Skinningrove fisherman telephoned that a fishing coble had anchored off Skinningrove with her engine broken down and the motor life-boat *Robert Patton* — *The Always Ready* was launched at 6.25. A very strong west-south-west breeze was blowing with a rough sea. The life-boat found the motor fishing coble *Three Brothers*, of Middlesbrough, with a crew of two, two and a half miles from the shore. The weather was getting worse and the life-boat towed the coble to Staithes. She arrived back at her station at 8.30.
—Rewards, £17 16s. 6d.

SEVEN FRENCH FISHERMEN RESCUED

Aberystwyth, Cardiganshire.—At about 7 o'clock in the evening of the 7th of April, 1948, a French fishing vessel was seen off Aberystwyth, but was lost to sight and anxiety was felt for her safety. At 9.30 the Borth police were rung up and it was learnt from them that the fishing vessel was then lying about a mile off shore in Borth Bay in heavy breaking seas. She had made no distress signals, but it was thought advisable that the life-boat should put out, and at 2.15 on the morning of the 8th the motor life-boat *Frederick Angus* was launched. A strong westerly breeze was blowing with a rough sea. The life-boat found the motor fishing vessel *Claude*, of Lorient, anchored half a mile north-west of Borth Head. She had a crew of seven but they did not want the life-boat's help. Her coxswain warned the skipper of his dangerous position, and the life-boat returned to her station, arriving at 2.50. The weather became worse during the morning, the wind veered to the westward, and at 10 o'clock the Borth police reported that the *Claude* was now flying distress signals. The life-boat again put out, at 10.15, and the skipper asked for her help to reach Aberdovey, but the life-boat could not take her in tow in such bad weather. One of the *Claude's* cables parted and the skipper then

decided to abandon ship. The life-boat rescued the seven men and leaving the *Claude* on one anchor made for her station, arriving at 12.30.—Rewards, First Service, £29 18s. 6d.; Second Service, £37 10s.

NINE MEN RESCUED FROM WATER-LOGGED BOAT

Ramsgate, Kent.—At 2.24 in the morning of the 10th of April, 1948, the coastguard telephoned that the East Goodwin Lightvessel had reported a boat drifting to the north-east, and at 2.40 the motor life-boat *Prudential* was launched in a light north-westerly breeze, with a slight sea. She found an open boat, fifteen feet long, with nine men on board. They were men from the steam trawler *Plough*, of Kirkcaldy, which had sunk near the lightvessel after striking submerged wreckage. In getting their boat away they had damaged it and lost its gear. The boat was waterlogged and drifting over the sands. The life-boat rescued the men and, with the boat in tow, made for her station, arriving at 5.30.—Rewards, £12 17s. 6d.

FISHING BOATS ADRIFT

Valentia, Co. Kerry.—At nine in the morning of the 10th of April, 1948, information was received from the Civic Guards that a fishing boat, which had left Cahirciveen the previous afternoon, had not returned. Enquiries were made, but without success, and, at 10 o'clock the motor life-boat *City of Bradford I*, on temporary duty at the station, put out to search. The honorary secretary, Mr. T. R. Stewart, accompanied the crew. The life-boat spoke a fishing boat, learnt that another boat had been seen heading for Dingle, and altered course. At 11.30 she found the open fishing boat *Naom Seaghan*, of Cahirciveen, drifting with her engine broken down. She had a crew of four. The life-boat passed biscuits to them, and then towed them to Cahirciveen. She arrived back at her station at two in the afternoon.—Rewards, £8 2s.

Margate, Kent.—At 7.25 in the evening of the 10th April, 1948, information was received from the Broadstairs police

through the coastguard that a fishing boat was in difficulties about a mile off Kingsgate. The motor life-boat *The Lord Southborough—Civil Service No. 1*, was launched at half-past seven, in a light easterly wind with a moderate sea, and found the *Iona*, of Margate. In her were two men and a woman all cold and exhausted. The life-boat took them on board, and, with the *Iona* in tow, reached Margate again at nine o'clock.—Rewards, £10 11s. 6d.

ANOTHER ENGINE BROKEN DOWN

Courtmacsherry, Co. Cork.—On the night of the 14th of April, 1948, the Civic Guard telephoned that a boat was in distress in the bay, and at 11 o'clock the motor life-boat *Sarah Ward and William David Crossweller* was launched. She found a motor launch with four men and a woman on board, at Garretstown Strand. Her engine had broken down. A northerly breeze was blowing, and the sea was calm, but she was in a dangerous position. A life-boatman went aboard her and the life-boat towed her in, arriving back at her station at 1.45 the next morning.—Rewards, £8 9s.

SICK OFFICER BROUGHT ASHORE

Southend-on-Sea, Essex.—At 10.30 on the night of the 15th of April, 1948, the coastguard reported that the motor vessel *Kingfisher*, of London, needed a doctor to attend to her chief officer. As no other boat was available, the motor life-boat *Greater London—Civil Service No. 3* was launched at 11.15 with a doctor on board. A fresh north-easterly breeze was blowing with a choppy sea. The doctor found that the chief officer was seriously ill. He was lowered into the life-boat and she brought him and the doctor ashore, arriving back at 12.5 the next morning.—Rewards, £7 16s.

PILOTING A DAMAGED STEAMER

St. Mary's, Isles of Scilly.—About 11.40 in the morning of the 19th of April, 1948, the coastguard reported that the s.s. *Duke of Sparta* had wirelessed that she was on the Seven Stones Rocks. A later message said that she was making water and needed a tug. The motor life-boat *Cunard* was

launched at 11.56 in a light east-north-east breeze with a smooth sea, and found the steamer, bound for London in ballast with a crew of thirty-nine, at anchor south of the North Rock. She took soundings around her, and found a channel. She then put the second coxswain on board the steamer and he piloted her clear of the rocks. Her pumps were able to keep the water down and she made for Falmouth under her own power. Before leaving, the life-boat took mail on board from the Seven Stones Lightvessel and arrived back at her station at 6.30 in the evening.—Property Salvage Case.

CRAB-BOAT BROKEN DOWN

Whitby, Yorkshire.—At 9.50 on the night of the 20th of April, 1948, the local motor fishing boat *Provider*, which had put out earlier to attend to crab pots, wirelessly for the life-boat. The No. 2. pulling and sailing life-boat *Robert and Ellen Robson* was launched at once. A light easterly breeze was blowing, but there was a heavy ground swell. The life-boat found the fishing boat with a governor spring on her engine broken. She escorted her into harbour, arriving back at her station at 11.45.—Rewards, £10 18s.

STRANDED, BUT REFLOATED

Rosslare Harbour, Co. Wexford—At 11.45 in the morning of the 21st of April, 1948, the steamer *Ierne*, of the Irish Lights Commissioners, wirelessly that a vessel was stranded on the east side of the Blackwater Bank. The same message was received from the Coast Life-Saving Service at Morris Castle, and at noon the motor life-boat *Mabel Marion Thompson* was launched in a moderate north-easterly breeze, with a choppy sea. She found the s.s. *Clewboy*, of Belfast, bound for Cork laden with coal, hard aground and leaking. Her captain refused to leave her, but four of his crew of eleven had already manned a boat and made for the shore. At the captain's request the life-boat searched for the boat and found her close inshore, but with no one on board. The men had got ashore. The life-boat returned to the *Clewboy* and stood by her until high water. As her services were no longer needed she

returned to her station, arriving at 10.30 that night.—Rewards, £14 8s.

TOWING IN A MOTOR LAUNCH

Cromer, Norfolk.—At 2.33 in the afternoon of the 23rd of April, 1948, the coastguard telephoned that a vessel at anchor one mile north by west from Cromer Lookout had hoisted a signal for help, and the No. 1 motor life-boat *Henry Blogg* was launched at three o'clock, in a light south-east wind with a slight swell. She found the motor launch *Switha*, of Inverness, with a crew of four on board, and her engine broken down. At her owner's request, the life-boat took her in tow. She made for Wells, asking by wireless for the coxswain of the Wells life-boat to stand by at the harbour entrance to pilot her in. She arrived about 6 o'clock, and in his own motor boat the Wells coxswain guided her and the *Switha* into the harbour. The life-boat remained at Wells until 7.35 and reached her station again at 9.30 that night. — Rewards, £24 16s. 6d.

SWEPT BY TIDE UNDER PIER

Weston - super - Mare, Somerset.—At 4.20 in the afternoon of the 24th of April, 1948, the police reported a sailing boat in difficulties in the bay. She had two boys on board. A westerly breeze was blowing, with a slight sea. The boat had been carried by wind and tide towards Birnbeck Island and the honorary secretary of the life-boat station and the coxswain hurried there. The boat came within hailing distance, but the boys were unable to carry out the instructions which the coxswain shouted to them, and their boat was swept under the pier. They succeeded in making fast to one of its supports, but they were in danger of being swept into the fishing stakes and the tumble of sea on the shingle bank some 300 yards away. No other boat was afloat, and at 5.15 the motor life-boat *Fifi* and *Charles* was launched. A few minutes later the line which the boys had fastened to the pier had parted, but the life-boat reached her just in time to prevent her from being carried on to the bank of shingle. She took her in tow and beached her in the River Axe at seven that evening. She re-

turned to her station next day, arriving there at 11 o'clock in the morning.—Rewards, £11 3s.

FISHING BOAT BROKEN DOWN

Berwick-on-Tweed, Northumberland.—At about 12.45 in the morning of the 27th of April, 1948, it was reported to the coastguard that the local motor fishing boat *Largo Bay*, which had gone out during the evening of the previous day had not returned, and the motor life-boat *J. and W.* put out at five minutes to one, in a moderate north-west breeze with a slight sea. Two miles south of Berwick Pier she found the fishing-boat with her engine broken down. She had four men on board. The life-boat towed her back to Berwick, arriving at half-past two.—Rewards. £7 4s.

The following life-boats could find no ships in distress, were not needed, or could do nothing:

Donaghadee, Co. Down.—April 1st.—Rewards, £10 3s.

Eastbourne, Sussex.—April 2nd.—Rewards, £15 8s.

Dover, Kent.—April 4th.—Rewards, £5 10s.

Holyhead, Anglesey.—April 5th.—Rewards, £11 11s.

Hartlepool, Durham.—April 5th.—Rewards, £13 16s. 6d.

LIFE-BOAT ON THE ROCKS

Whitehills, Banffshire.—At 10.4 on the night of the 8th of April, 1948, the coastguard telephoned that distress signals could be seen to the west of Macduff, and at 10.13 the motor life-boat, *Civil Service No. 4*, was launched. A strong north-westerly breeze was blowing, with a rough sea. At 10.48 the life-boat found the s.s. *Lindean*, of Leith, which had gone ashore while coming out of Macduff Harbour. Her crew were being taken off by the life-saving rocket apparatus from the shore, and the district officer of coastguard asked the life-boat to come into the harbour and stand by. This she did until the whole of the *Lindean's* crew had been rescued. She then returned to Whitehills, which she reached about midnight. The seas were heavy, and the entrance to the harbour is narrow, but the cox-

swain did not think the seas heavy enough to make the entry dangerous. The life-boat was just abreast of the lighthouse at the end of the pier, going at full speed, when a big sea caught her unawares, breaking over the port quarter. She was carried forward on the crest and would not steer. The sea took her diagonally across the harbour entrance, and she struck the rocks close to a small concrete parapet on the opposite side of the channel to the pier. For a moment she lay right alongside this parapet and one of the men was able to jump on it with a line. In ten minutes the whole crew of seven were on the parapet, but the seas then caught the life-boat again and carried her over some high rocks into a little gulley where she was almost afloat. The crew were able to work her up the gulley, and got out fenders and lines to keep her from being carried any further on the rocks.

The accident was reported at once to head office, and at 1.45 next morning head office instructed the northern district inspector, who was 160 miles away from Whitehills, to go there. He arrived at eight in the morning. The hull surveyor and the district engineer were also sent. By running out the boat's anchor and getting a wire from the boat to the lighthouse pier, where it was passed through a block and taken back to the winch on the slipway of the life-boathouse, the district inspector was able to haul her off at high water, but he had first to get the help of six men and a compressor, which was demolishing a military strong point in the harbour. This compressor removed about a ton of rock between the life-boat and the channel. The boat was afloat just after one o'clock in the afternoon.

It was then found that her sternpost was broken, about 14 feet of her bottom on either side of the keel torn away, her bilge keels damaged, her rudder split. Her machinery was unhurt. The repairs would be very costly, and would take a very long time. It was decided that it was not worth while to do them. The boat, built in 1932, was a 35 feet 6 inches boat of the self-righting type. She has been replaced by another boat of the same type.—Rewards, £19 13s. 6d.

Newhaven, Sussex.—April 11th.—Rewards, £15 2s. 6d.

Peel, Isle of Man.—April 16th.—Rewards, £24 12s.

WRECKAGE OF AEROPLANE FOUND

Barry Dock, Glamorganshire.—At 11.20 in the morning of the 17th of April, 1948, the Royal Naval Signal Station at Nells Point telephoned that an aeroplane had crashed about one and a half miles south-east of the point. The motor life-boat *Rachel and Mary Evans* was launched at 11.40, in a fresh easterly breeze with a choppy sea, and carried out a wide search in which a R.A.F. rescue launch and the Cardiff pilot cutter also took part. All that the life-boat found was clothing and wreckage. With these on board she returned to her station, arriving at 2.10 in the afternoon.—Rewards, £8 9s.

Hastings, Sussex.—April 21st.—Rewards, £34 1s. 9d.

Yarmouth, Isle of Wight.—April 21st.—Rewards, £4 18s.

The Mumbles, Glamorganshire.—On the 23rd of April, 1948, the s.s. *Albion Star*, of London, was anchored off shore. Her crew had run out of food, while taking the steamer to a yard to be broken up. A south-westerly breeze was blowing with a moderate sea. The owners of the steamer asked if the life-boat could take out supplies to her, and at noon the motor life-boat *William Gammon—Manchester and District XXX*, was launched. She put the food on board the steamer and arrived back at her station at 1.30 in the afternoon.—Rewards, £2 5s., which were paid by the owners.

BUSHES MISTAKEN FOR MEN

Lowestoft, Suffolk.—At 5.23 in the morning of the 29th of April, 1948, the coastguard reported that a rubber dinghy, believed to have two people on board, could be seen two miles to the north-east. The motor life-boat *Michael Stephens* was launched at 5.50, in a light north-east breeze with a smooth sea, and found a dinghy in which someone had put two bushes. She picked it up and returned to her

station, arriving at 7.20.—Rewards, £5 5s.

Newhaven, Sussex.—April 27th.—Rewards, £9 7s. 6d.

MAY

During May life-boats went out on service 41 times, and rescued 46 lives.

SEAL-HUNTERS RESCUED

Caister, Norfolk.—About 11 o'clock in the morning of the 2nd of May, 1948, four men could be seen standing by a boat on Scroby Sands two and a half miles to the south-east, and at 11.30 the motor life-boat *Jose Neville* was launched. A strong north-easterly breeze was blowing with a rough sea and driving rain. She found that the four men, from Great Yarmouth, had been seal hunting. She rescued them and, with their boat in tow, took them to Great Yarmouth. There she landed them at one o'clock in the afternoon, and when the weather had moderated she returned to her station, arriving at 7.30 that evening.—Rewards, £17 15s. 6d.

TWENTY-FOUR SEA CADETS RESCUED

Troon, Ayrshire.—At 6.30 in the evening of the 2nd of May, 1948, the pilot house telephoned that the steam pinnacle of the Sea Cadets appeared to have broken down and was drifting towards the Black Rocks. The motor life-boat *Sir David Richmond of Glasgow* was launched at 7.10, in a fresh north-westerly breeze with a choppy sea, and found the pinnacle half a mile off shore with twenty-four officers and cadets on board. The life-boat towed her to the harbour, arriving back at her station at 8.20.—Rewards, £5 16s.

FRENCH TRAWLERS HELPED

Dunmore East, Co. Waterford.—At 7.45 in the evening of the 3rd of May, 1948, the Civic Guard reported that a French trawler, the *Croix du Sud*, had struck a bank and had four feet of water in her hold. She was making for harbour and had asked for the life-boat. The motor life-boat *Duke of Connaught*, on temporary duty at the station, was launched at 8.30, in a strong south-south-east breeze with a

rough sea, and found the *Croix du Sud* off Helvick Head. She had a crew of eight and three Helvick men on board acting as pilots. The life-boat escorted her to Dunmore East and arrived back at her station at 10 o'clock that night.—Rewards, £5 13s. 0d.

Torbay, Devon.—At 9.7 in the evening of the 3rd of May, 1948, the coast-guard telephoned that a vessel had signalled for help eight miles east-north-east from Berry Head. The motor life-boat *Hearts of Oak*, on temporary duty at the station, was launched at 9.20 in a south-south-west breeze with a moderate swell. About an hour later she found the French motor trawler *Janock*, of St. Malo, with her engine giving trouble, and escorted her to Brixham Harbour, arriving at 11.40. The *Janock* carried out repairs and left on the following morning.—Rewards, £6 0s. 6d.

INJURED MAN FROM A MERSEY FORT

New Brighton, Cheshire.—At 12.15 in the afternoon of the 7th of May, 1948, the Admiralty Salvage Officer telephoned that a man on the Queen's Fort, in the river Mersey, had been seriously injured. He asked for the life-boat and a doctor. The No. 2 motor life-boat *Edmund and Mary Robinson* was launched at 12.30 with a doctor, in a light north-westerly breeze with a slight sea. She took the injured man on board and landed him where an ambulance was waiting. She arrived back at her station at 5.15.—Rewards, £11 6s.

SINKING IN A CALM SEA

Blackpool, Lancashire.—At 11.20 on the night of the 8th of May, 1948, the police telephoned that flares had been seen. At 11.45 what appeared to be oil burning on the water could be seen, and at 12.13 the motor life-boat *Sarah Ann Austin* was launched in a light south-easterly breeze with a calm sea. She found the fishing boat *Luana*, of Fleetwood, about one mile south-west of Central pier. She was sinking. The life-boat rescued her crew of two and towed her to shallow water. There she was left at anchor and the life-boat arrived back at her station

at 1.35 in the morning.—Rewards, £8 8s.

YACHT CAPSIZED

Hastings, Sussex.—At 12.28 in the afternoon of the 9th of May, 1948, the Fairlight coastguard reported that a yacht had capsized three miles off Glynde Gap, and the motor life-boat *Cyril and Lilian Bishop* was launched at 12.43, in a moderate east-north-east breeze with a slight sea. She found that the crew of a motor boat and the crew of another yacht, the *Wendy*, had righted the yacht. The motor boat had then taken her in tow, but was unable to make any headway, so the life-boat took motor boat and yacht in tow and arrived back at her station at 2.33.—Rewards, £37 19s. 6d.

MAN OF EIGHTY RESCUED

Weymouth, Dorset.—At 9.30 in the morning of the 14th of May, 1948, the police reported that at seven the previous evening a man eighty years old had put out alone in the motor boat *Mallard* to fish, and had not been heard of since. The life-boat crew stood ready. At 11.25 a message came from the Shambles Lightship that a motor boat was two miles south of it, and five minutes later the motor life-boat *William and Clara Ryland* left in a light north-easterly wind with a slight sea. About 1.30 in the afternoon she found the boat with her engine broken down. The old man was tired and hungry but otherwise all right. She rescued him, took the boat in tow and arrived back at her station at 2.50 that afternoon.—Rewards, £8 1s.

ELEVEN PEOPLE IN BROKEN-DOWN BOAT

Clovelly, Devon.—At 11.20 on the night of the 15th of May, 1948, the Rev. H. C. A. S. Muller, of Appledore, landed in a small boat from the motor pleasure boat *Kingsley*, of Barnstaple, and reported that the boat's engine had broken down and that she had anchored two and a half miles to the north. There were eleven persons aboard. He asked for the help of the life-boat and at 11.35 the motor life-boat *City of Nottingham* was launched in a moderate east-south-east breeze with a moderate

sea. She put two life-boatmen on board the *Kingsley* and towed her to Clovelly, arriving at 12.35 the next morning.—Rewards, £16 11s.

LIGHTHOUSE ON FIRE

Fleetwood, Lancashire.—During the afternoon of Whit Sunday, the 16th of May, 1948, a yacht could be seen on Black Scar Bank apparently in difficulties. She made no distress signals, but at 5.15 in the evening, the coastguard reported that a yacht was missing from Lancaster. At 7.55 the Hoylake coastguard asked for a search to be made, and at 8.7 the motor life-boat *Ann Letitia Russell* was launched. A moderate easterly breeze was blowing, with a choppy sea. Shortly after the life-boat put out the coastguard learnt that the yacht had reached safety and rockets were fired to recall the life-boat. On her way back the crew saw flames coming from the top of the Wyre Lighthouse, which was of wood, and the life-boat made for it at once. Three members of the crew climbed up with fire extinguishers and axes and joined the three lighthouse keepers in trying to put out the flames, but it was useless. The lighthouse was ablaze. The life-boat took off the three keepers, who would have lost their lives but for her help. She arrived ashore just before ten o'clock. The lighthouse was burnt out. The dock, harbour and dredging master at Fleetwood sent his thanks to the coxswain of the life-boat, and to the three men of the crew who attempted to put out the fire "for their fearless and magnificent efforts." They went on, the letter said, "until the position was absolutely hopeless. In fact they had carried on almost too long, and only left the lighthouse just in time."—Rewards, £15.

THROUGH FOG AT TOP SEED

Wicklow.—At 5.50 in the afternoon of the 8th of May, 1948, the lightkeeper at Wicklow Head reported that a boy had fallen from the nearby cliffs into the sea, and the motor life-boat *Lady Kysant* was launched at 5.59. A light easterly breeze was blowing and the sea was smooth, but there was a dense fog. In spite of this the life-boat made for the cliffs at top speed. She

found the boy's body in ten feet of water and the crew tried artificial respiration, but when they got back a doctor found that the boy's neck had been broken by the fall. The life-boat returned to her station, at 6.35.—Rewards, £10 11s. 6d.

TOWING IN A STEAMER

Fraserburgh, Aberdeenshire.—At 1.10 in the early morning of the 16th of May, 1948, the coastguard telephoned that signal lights had been seen about seven miles north-west of Kinnaird Head, and the motor life-boat *John and Charles Kennedy* was launched at 1.30. The sea was calm with a light southerly wind. The life-boat found the S.S. *Rota*, of Dundee, with her engine broken down, and her crew trying to repair it. She took the steamer in tow, reaching harbour at about 6.30 that evening.—Property Salvage Case.

LAUNCH DRIVEN ASHORE

Ramsgate, Kent.—At 1.10 in the afternoon of the 16th of May, 1948, information was received that a vessel was on the Brake Sands and at 1.28 the motor life-boat *Prudential* left her moorings. A moderate north-easterly gale was blowing, with a rough sea. The life-boat found a motor launch, No. 490, hard aground off Quern Head with no one aboard. She had been in tow of a tug, but the tow lines had parted and the tug had taken off her crew. With the help of a motor boat, the life-boat refloated the launch and towed her to the harbour, arriving back at her station at 3.30.—Rewards, 13s. 6d.—Property Salvage Case.

A SEARCH IN DENSE FOG

Fraserburgh, Aberdeenshire.—At 5.43 in the afternoon of the 18th of May, 1948, the coastguard reported that an aeroplane had crashed into the sea twenty miles east of Kinnaird, and the motor life-boat *John and Charles Kennedy* was launched at 5.53. A light south-easterly breeze was blowing and the sea was calm, but there was a dense fog. The life-boat made an extensive search. She found no trace of the aeroplane, a *Seafire*, and returned to her station at 12.45 the next morning. The fog was still thick and the crew

stood by until mid-day in readiness to resume their search if visibility improved. At 6.30 that evening, the 19th, a wireless message was received that the Aberdeen trawler *Viking Star* had recovered the pilot's body and that she was asking for the life-boat. The *John and Charles Kennedy* again put out, in a light southerly breeze with a calm sea, met the trawler at the harbour entrance and took the airman's body on board. She arrived back at her station at 7.50.—Rewards, First Service, £22 1s 6d.; Second Service, £4 19s.

HEAVY SEAS AT WHITBY HARBOUR

Whitby, Yorkshire.—The local fishing boat *Success*, which had been out fishing all night, enquired by wireless at nine in the morning of the 20th of May, 1948, what the condition was at the harbour mouth. She was told that if she came in she would need an escort. She replied that she would be off Whitby about eleven o'clock. At ten o'clock the No. 1 life-boat *Mary Ann Hepworth* was launched. A strong north-north-west breeze was then blowing with a heavy sea. The life-boat met the *Success* two miles north of Whitby Rock Buoy, escorted her through the rough sea at the harbour mouth, and returned to her station at 11.20.—Rewards, £6 9s.

ANOTHER SICK MAN LANDED

Great Yarmouth and Gorleston, Norfolk.—At 9.40 in the morning of the 20th of May, 1948, the S.S. *Foreland*, of Blyth, anchored off Great Yarmouth and signalled for a doctor. At 9.57 the motor life-boat *Louise Stephens* was launched, in a fresh northerly breeze and a moderate sea, with a doctor on board. She brought the sick man ashore at 10.44.—Rewards, £10 11s.

WHITBY HARBOUR BAR AGAIN

Whitby, Yorkshire.—About eight in the evening of the 20th of May, 1948, the local motor fishing vessel *Galilee*—which was out fishing and had intended staying at sea throughout the night—wirelessly that she would be returning to harbour. Reply was made that it would not be possible for her to enter before eleven o'clock owing to the

state of tide and the rough sea. A moderate north-east breeze was blowing, the sea was rough and visibility was very bad. When the *Galilee* was sighted, a rocket was fired to keep her off until the No. 1 motor life-boat *Mary Ann Hepworth* put out. The life-boat was launched at 10.40, met the *Galilee* at the Rock Buoy, and escorted her into harbour, returning to her station at midnight.—Rewards, £6 17s.

YACHT COLLIDES WITH PIER

Ramsgate, Kent.—On the morning of the 21st of May, 1948, a fresh north-easterly breeze was blowing, with a heavy sea. At 10.30 the sailing yacht *Esperanza*, with a crew of two, went to sea. The weather got worse, and as the yacht attempted to enter the harbour she hit the west pier and carried away her fore-stay, bowsprit and lee-board. The motor life-boat *Prudential* put out at 11.35, and towed the *Esperanza* into harbour. She arrived back at her station at noon.—Rewards, £6 12s. 6d.

A BUSY AFTERNOON

Ramsgate, Kent.—At 2.12 in the afternoon of the 23rd of May, 1948, the coastguard telephoned that a yacht, with two persons on board, had capsized off Dumpton Gap, and four minutes later the motor life-boat *Prudential* left her moorings. A moderate south-south-west gale was blowing, with a rough sea. Before the life-boat reached the yacht a Broadstairs motor boat had gone to her help and rescued the two persons. On her way back the life-boat saw two open boats in difficulties in Pegwell Bay, and altered course. The life-boat's second coxswain, who was out in his own fishing boat, also went to their help. The life-boat rescued the crew of four of one of the two boats, the *Dora*, and took her in tow. The second-coxswain rescued the crew of the other boat and took her in tow. Then the life-boat, and the second coxswain in his boat, made for harbour. Before they arrived they saw three motor yachts running for shelter, so the life-boat put about and escorted them in. She arrived back at her station at 4.15.—Rewards, £8 5s. 6d.

ADrift FOR TWENTY HOURS

Fishguard, Pembrokeshire.—At 2.55 in the afternoon of the 26th of May, 1948, the Strumble Head coastguard telephoned that a small vessel appeared to be in distress six miles to the westward. Five minutes later he saw her flying distress signals, and at 3.30 the motor life-boat *White Star* was launched. A moderate north-north-east gale was blowing, with a rough sea. The life-boat found pinnace No. 1349 at anchor. She was bound from Plymouth to Portmadoc, with a crew of four, for fitting out, but her rudder had been disabled and she had been drifting for nearly twenty hours. Her skipper had left her in a punt, but he had nearly capsized, and had been helped ashore by the coastguard. Two life-boatmen went on board the pinnace and the life-boat towed her to Fishguard, arriving back at her station at 8.30 that evening. —Property Salvage Case.

YACHT TOWED IN

Aldeburgh, Suffolk.—At 5.29 in the evening of the 30th of May, 1948, the coastguard telephoned that a sailing yacht was burning a red flare three miles to the east-south-east, and the No. 1 motor life-boat *Abdy Beauclerk* was launched at 5.40 in a moderate southerly breeze with a slight sea. She found the sailing yacht *Emery*, of Brightlingsea, with a crew of three. The yacht had lost her dinghy in a squall, and in the rising sea and wind she had become unmanageable. The life-boat towed her to Lowestoft and arrived back at her station at 12.37 the next morning. —Rewards, £49 1s. 6d.

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

Cromarty.—May 1st. —Rewards, £5 5s.

Weymouth, Dorset.—May 3rd. —Rewards, £11 7s.

Buckie, Banffshire.—May 4th. —Rewards, £5 13s.

Torbay, Devon.—May 4th. Rewards, £9 12s. 6d.

Port Ellen, Inner Hebrides.—May 5th. —Rewards, £15 6s.

Howth, Co. Dublin.—May 5th. —Rewards, £6.

Fraserburgh, Aberdeenshire.—May 7th. —Rewards, £6 9s.

Cromer, Norfolk.—May 9th. —Rewards, £22 12s.

Salcombe, Devon.—May 10th. —Rewards, £8 19s.

Dover, Kent.—May 12th. —Rewards, £9. 14s.

Sunderland, Durham.—May 13th. —Rewards, £8 15s. 6d.

Berwick-on-Tweed, Northumberland.—May 15th. —Rewards, £7 2s. 6d.

Clacton-on-Sea, Essex.—May 16th. —Rewards, £22 3s.

Troon, Ayrshire.—May 16th. —Rewards, £5 15s.

TWO BOYS DROWNED

Teesmouth, and Redcar, Yorkshire.—At 6.40 in the evening of the 23rd of May, 1948, the South Gare coastguard reported both to Teesmouth and Redcar that a rowing boat, with three boys on board, was in difficulties near broken water about half-way between Teesmouth and Redcar. The Teesmouth motor life-boat *J. W. Archer* was launched at 7.10 and the Redcar motor life-boat *Louise Polden* at 7.40. The north-easterly breeze was light, but there was a heavy swell. Before the life-boats reached the boat, the *Rose of England*, she had drifted into the heavy breakers and capsized. One of the three boys scrambled ashore. The life-boats searched for the other two, but could not find them, and returned to their stations, Teesmouth arriving at nine o'clock and Redcar at 9.25. —Rewards, Teesmouth, £11 13s.; Redcar, £8 17s.

Campbeltown, Argyllshire.—May 24th, 1948. —Rewards, £5 18s. 6d.

Llandudno, Caernarvonshire.—May 27th, 1948. —Rewards, £24 16s.

Hoylake, Cheshire.—May 31st, 1948. —Rewards, £14 16s.

A Night on the Goodwins

[This article appeared in The Lancet for 29th, June 1946, in the feature "In England Now," and is reproduced by kind permission of the author and the editor of The Lancet.]

OCCASIONALLY we read in our daily paper "The Life-boat Stood By All Night" and we think, no doubt, of the gallant men of her crew, comfortably clad in oilskins and well lushed up with rum, anchored in the lee of the ship, smoking cartons of duty-free cigarettes passed down from above. I did till one day last winter when a trip in the life-boat to render medical assistance got merged in an urgent call to a second ship on the Goodwin Sands. As we were about to land, distress rockets flamed up to call the boat urgently to the outer edge of the South Sand Head where a 9,000-ton Victory ship had gone aground on the top of high water.

We made course due east straight across the Sands, now covered with water boiling like a cauldron and whipped up by a N.W. gale. It was about ten o'clock on a pitch-dark night, and the ship with all her lights blazing stood out like a beacon with the rotating beams of the South and East Goodwin light-vessels sweeping across her every half minute. Two red lights slung vertically from her triatic stay showed that she was "not under command." Very cautiously the coxswain took the life-boat round the ship with the crew holding on with hands and feet as the mountainous waves rolled her in all directions. The waves breaking over the ship made it almost impossible to come alongside; and from the high bridge came the warning by signal lamp "We Are Aground," followed by the inevitable query: "What Ship?" We replied with my pocket torch—"Life-boat Standing By." It was obvious that no attempt at salvage could be made till the next high-tide, about eleven hours later; meanwhile there was a considerable risk of the ship, with her crew of fifty, rolling over with the falling tide or breaking in half if the sand washed away from bows and stern—the age-old danger to any vessel on these treacherous banks.

Attempting to Anchor

This would mean immediate action if any of her company were to be saved, so the coxswain made course for some deeper water a few cables' length from the ship and dropped a light anchor. Even this meant a superhuman effort by five of the crew, who clawed their way forward and managed to cast over the necessary cable while the wind and waves tried to tear them from their handholds. Meanwhile, the coxswain, astride the steering wheel, held the boat head on to the wind and tide on both engines. After a dog-fight lasting twenty minutes the bowman came aft to report that the anchor would not hold, and the order was given to raise it. Then we decided that our nearest safe anchorage was on the west side of the Sands about six miles from the shore, where the coxswain said we could lie snug for the night. It all depends what you mean by snug, and after crossing the boiling maelstrom of the Sands again, the twelve-fathom deep, which the local men call Abraham's Bosom, was certainly a shade quieter, and enabled us to get down the heavy anchor with many yards of six-inch cable. At last came the order "Stop Engines," and we swung head to the racing tide on the edge of Trinity Bay and settled down for the night. The ship, still with full lights, lay less than half a mile away and we could see every signal passing between her and the naval control in the adjoining anchorage.

Biscuits, Chocolate and Rum

The life-boat, freed from the control of her propellers, stood on her head and tail as the fancy took her, while the seas swept across her open deck at irregular intervals and drenched the unwary trying to move about. Our coxswain, pulling himself stiffly from the wheel, made sure that all was ready for immediate casting off and posted a watch to give warning of any fresh danger to the ship. Then we broached

the rations. A tin of sweet biscuits, another of sweet plain chocolate, and a pint bottle of rum appeared from the forward locker and were passed aft. It didn't seem very much among ten large men who had taken their last meal about seven hours before; with the warning that it might have to last for days, half a dozen biscuits and squares of chocolate were shared out by the second mechanic, who had wedged himself between two lockers. We crawled past him, one by one, and went away munching with one hand and holding on with the other, the biscuits helped down by unexpected mouthfuls of salt water appearing out of the surrounding darkness. The rum, measured out in two thick china mugs as opportunity occurred, went down the same way. Most of us would have sold our souls for a can of hot soup as the temperature dropped to freezing and our bodies stiffened in their cramped positions.

In spite of oilskins the bitter N.W. wind found every chink in our armour, and rubber boots did not prevent a steady numbing of the feet and legs as the night wore on. Any attempt to sleep, with relaxation of hand or foothold, caused the victim to be slung across the boat on to some sharp obstacle, and the constant slap of the rudder with breaking waves and howling wind made conversation well-nigh impossible. After a few hours we lapsed into a kind of torpor broken by an occasional buzz of speech when somebody inspected the crawling hands of the clock. All our lights had been put out to save current, and the only break in the monotony was to read the signals from the ship. The last came at 1.30 A.M.: "Am Closing Down Generators Please Inform Coastguard."

Misery Before Dawn

The hours till dawn seemed to me to plumb the depths of human misery. One or two hardy souls tried to stamp about on deck and nearly got washed overboard for their pains; the remainder of us stayed wedged in our various crevices till cramp made a change of position inevitable. I heard an occasional grunt from the second coxswain, just convalescent from two months of sciatica; and one poor wight with influenzal bronchitis, who had coiled himself up in the chain locker, had frequent bouts of coughing till a wave broke inside and shut him up. But no word of complaint was uttered by any of the crew throughout that long night, and to my amazement the possibility of another night or more under these conditions was quietly accepted without comment. As dawn broke about 6.30 A.M., we hauled up anchor and returned to the ship. By now two salvage tugs had come up and we managed to carry their hawsers across to the ship, to be followed by thick towing cables as the tide rose to high water. Any attempt to board the ship was out of the question as the waves swept round her in both directions from bow to stern. No effort of the straining tugs at high water peak could loosen the grip of the glutinous quicksands, and as the water fell the tugs cast off and moved away from the doomed ship. At low tide, six hours later, with a terrifying crack her back broke and the order came: "Abandon Ship"; in twos and threes her crew jumped for safety to the life-boat as time and again she came alongside. Packed like standing sardines and wet to the skin, they came ashore in safety. The life-boatmen? They just spent the next hour getting the boat ready for another launch.

£1,725 from Welsh Students

IN 1947 the students of the Aberystwyth University College gave the Institution £325 from the proceeds of their annual "Rag-Week." This year the whole

week was held on behalf of the Life-boat Service, and raised £1,400. These two gifts are to be used towards the cost of the new boathouse at Aberystwyth.

The Mumbles Life-boat Disaster Fund

At a final meeting of the committee and representatives of the subscribers to the Mayor of Swansea's 1947 Mumbles Life-boat Disaster Fund, which was held at the Guildhall, Swansea, on the 4th of June, a scheme was approved for the administration of the Fund and for the payments to be made out of it to the widows, children and other dependent relatives of the eight men of the life-boat crew at The Mumbles who lost their lives on April 23rd, 1947. On June 12th the final signatures were put to the trust deed.

The total subscribed to the Fund was £94,804, and payments had then been made out of it to the dependents amounting to £4,174. At the meeting on the 4th of June audited accounts were submitted giving full details of all monies received, and of the payments made by those who were responsible for the administration of the Fund until the final scheme had been prepared and approved. No fee or

payment of any kind for its administration had been made out of it since it was opened thirteen months before. All the work had been voluntarily done by the staffs of the Mayor and Treasurer of Swansea, by actuaries, accountants and lawyers who had been concerned in the preparation of the scheme, and by the offices of the *South Wales Evening Post*, Swansea, and the *Western Mail*, Cardiff.

Under the trust deed the Fund, now amounting to £90,574, will be administered by the Midland Bank Executor and Trustee Company, and payments will be made of £6 a week to each widow; £1 a week for each child up to the age of 18 years; 10/- a week for each child between 18 and 21; £500 to each child on reaching the age of 21; and £2 a week to each dependent parent. These payments are based on a report by the honorary actuaries, who estimated that if they are made, the Fund will be exhausted by the time there is none left dependent on it.

In Memory of the Men of The Mumbles

APRIL the 23rd was the first anniversary of the loss of the life-boat at The Mumbles with all her crew, and on that day the Vicar of Oystermouth dedi-

cated, and the Mayoress of Swansea unveiled, a plaque which the Institution has placed in the boat-house in memory of the eight men.

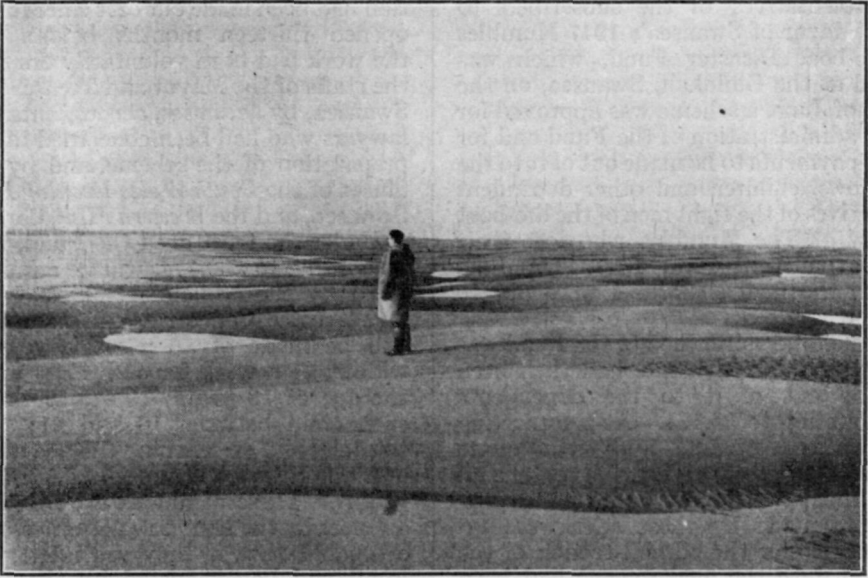
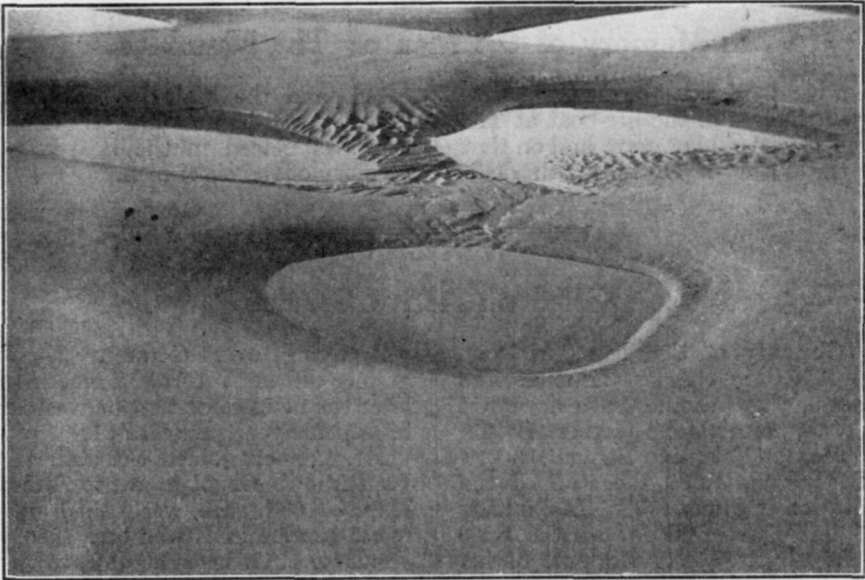
Killed on Active Service

IN "Obituary of the Years of War, 1939-1945," in the last issue of *The Life-boat*, there should have appeared two other names, John Herbert Bolton and Thomas Valentine Bennett.

Mr. Bolton joined the staff of the Institution in June, 1937. In January 1941 he volunteered for service with the Royal Air Force, did part of his training in South Africa and Rhodesia, and returned to England with the rank of sergeant-gunner in the summer of 1942. On the night of the 27th of May, 1943, the bomber in which he

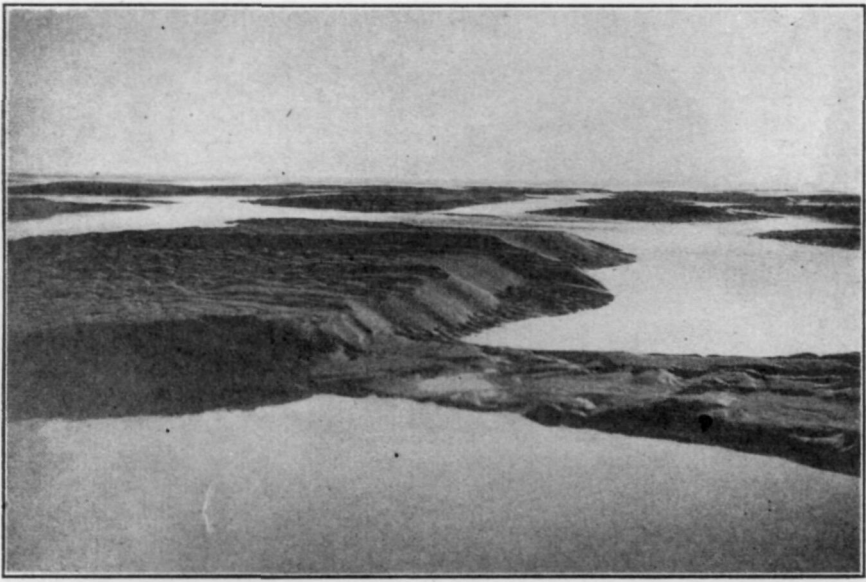
was flying over Germany as rear-gunner did not return. Three months later the news came that he was buried in Copenhagen. He was 21.

Mr. Bennett joined the staff of the Institution's Depot as a fitter's boy in March, 1938. He was called up for naval service in November, 1939. In January, 1941, he went down with the air-craft carrier *Illustrious*. He was 22. These were the only two of the Institution's staff, at its Head Office and Depot, serving in the forces, who were killed in action.

THE PERIL OF THE GOODWINS**THE FIRM SANDS AT LOW TIDE****THE FOX HOLES**

They are sometimes twelve feet deep

THE PERIL OF THE GOODWINS

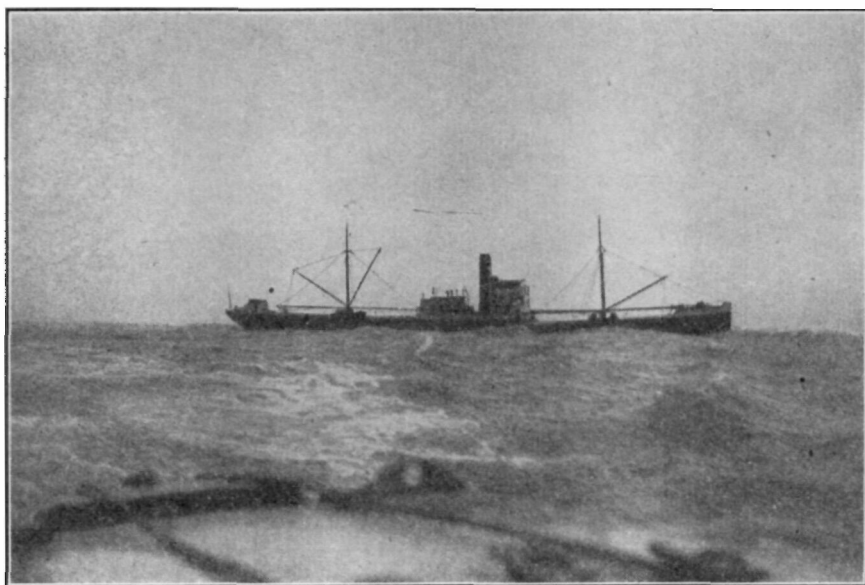


THE TIDE HAS TURNED

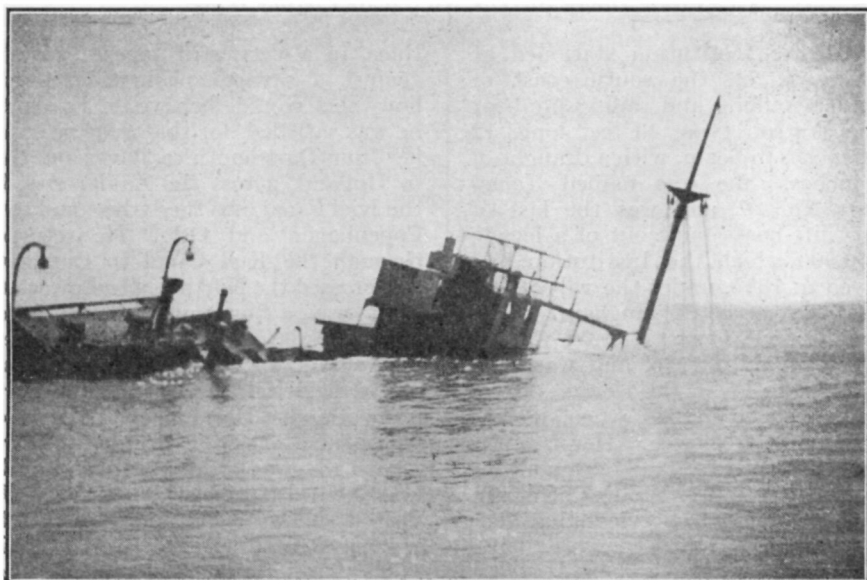


THE TIDE MAKING

As it makes it not only flows through the channels but soaks into the sands.

THE PERIL OF THE GOODWINS**FIRM SANDS TURNED TO QUICK****TRAPPED!**

The steamer looks as if she were going on her way. In fact she is held fast by the sands.

THE PERIL OF THE GOODWINS**TWO MONTHS LATER****RETURNING FROM THE SANDS**

The Walmer life-boat and her crew

The last photograph is by Mr. Bert. Hardy, of *Picture Post*, and is reproduced by kind permission of that paper. The other photographs are by Mr. George Goldsmith Carter, author of *Looming Lights*, *A True Story of the Lightships*, and *The Smacksman*. They are to appear in a book which he is writing on the Goodwins, and they are reproduced by his kind permission and *Picture Post*'s.

Adventures of an Old Life-boat

From *James Stevens No. 20* to *Eternal Wave*

IN 1901 the Institution stationed at Queenstown, on the south coast of Ireland, a pulling and sailing life-boat of the Watson type, 43 feet long, 12 feet 6 inches in beam, with a draught of $37\frac{3}{4}$ inches. She was named *James Stevens No. 20*, and was the last of twenty life-boats built out of a legacy of £50,000 which the Institution had received in 1894, under the will of Mr. James Stevens, of Birmingham.

The *James Stevens No. 20* was at Queenstown until 1923, and was then transferred to Fenit, Co. Kerry. There she remained until 1928, when she was sold out of the service. Her twenty-seven years at these two Irish stations had been very quiet. It was after she left the Life-boat Service that her adventures began.

On an African River

Old life-boats usually have a long life before them when they leave the life-boat fleet. Most of them become pleasure cruisers, but not all. One of them, another boat from the Irish coast, went into the coal business. Some go far afield. One became a motor launch on the Kowie River in South Africa. Another, the steam life-boat *Queen*, became a tender for landing passengers through the surf on the Gold Coast. But none can have had more adventures than the *James Stevens No. 20*.

In 1931 she was bought by Mr. Tom Norman Dinwiddy, whom *Motor Boat and Yachting* described—when he died three years ago—as “one of the greatest yachtsmen that this or any other country has ever known.” Mr. Dinwiddy converted the *James Stevens No. 20* into a motor cruiser, fitting her with a 30 h.p. Kelvin Ricardo as her main engine, and a 15 h.p. auxiliary. He renamed her the *Eternal Wave*, and under that name she was—the same paper said—“the motor boat that deserves to be the most renowned in all the history of yachting.”

“To begin with,” continues *Motor Boat and Yachting*, “Dinwiddy characteristically put her through Alderney

Race, in a very stiff breeze, blowing against a savage spring tide, to see how she would behave.” Evidently he was satisfied, for that year he sailed her from Dartmouth to Dover and then to Holland, across the Zuider Zee, by the Kiel Canal into the Baltic, and so to Copenhagen and Oslo. He returned through the Kiel Canal to Cuxhaven and crossed the North Sea to Lowestoft. That was a journey of 1,800 miles. Two years later the *Eternal Wave* went to Norway by way of the west coast of Great Britain and round the north of Scotland. Her longest passage on that course was from Lerwick to Sogne Fjord. It was a passage of 225 miles and she did it in heavy weather. She visited many fjords and returned by way of Denmark. That was a cruise of 2,735 miles, done in 51 days. Next year the *Eternal Wave* was in the Baltic again, all up its eastern shore, calling at Danzig, Memel and Riga, Helsingfors and Abö. From there she crossed the Baltic to Stockholm. By the time she arrived home she had done 3,288 miles on that cruise at an average of 50 miles a day.

In the following year the *Eternal Wave* was again in the Baltic, and reached her “farthest north” at Haparanda, the most northerly port in Sweden. That was another 3,600 miles. Such is the account of her cruises as given in the *Motor Boat and Yachting*.*

15,400 Miles

In October, 1935, on his return from Haparanda, Mr. Dinwiddy wrote to the chief inspector of life-boats:

“It may be of interest to you that I took my Watson type Fenit boat this year to Haparanda at the top end of the Gulf of Bothnia—a 3,600 miles cruise—with one hand, calling at various ports with longish passages between, and that wherever she goes, and that now embraces 14 different countries, she creates interest as an English life-boat type. In almost every foreign port that I have been in, and it is many,

* The number for June, 1945, in “The Skipper’s Page.”

I have met with interested questions as to the life-boat's characteristics and type, and much favourable comment on the boat's seaworthy appearance. . . . *Eternal Wave* has cruised some 15,400 miles. I have experienced some crashes forward against bad weather and bad water—one last early summer in the race off Start Point, when it broke the exhaust cross pipe of the engine, perhaps because I was asking too much and driving her too hard. But I have never had a drop of following water over the stern."

That was the *Eternal Wave's* last cruise with Mr. Dinwiddy, for he then sold her. She was in her thirty-fifth year; but she was still very far from the end of her career.

A Fire-float in the War

It was not until eleven years later that the Institution again heard of her. Her first six years after Mr. Dinwiddy sold her are a blank, but in 1942, the third year of war, the Ministry of Transport bought her, and handed her over to the National Fire Service River Thames Formation, which sent her

from London to Norwich. There she arrived on the 1st of December of that year. From Norwich she went to Lowestoft and there Mr. Dinwiddy's accommodation was taken out of her and she was converted into a fire-float, with two 700-gallons-per-minute pumps. She was ready for service in September, 1943—that was the date of her commission—and as a fire-float she served in Lowestoft harbour until the end of the war, in May, 1945. She was then sold out of the Fire Service and her new owner took her to Chertsey, on the Thames, where she was to be converted again into a motor cruiser. From there he sailed her to Littlehampton. A friend who went with him wrote: "It was far from ideal weather but we found her remarkably comfortable in a seaway, with not a creak or a groan anywhere, in spite of her 45 years of service. That speaks well for the excellence of the Institution's specifications."

So in her 46th year the old *James Stevens No. 20* underwent her third transformation and entered on her fourth career. Her name is still *Eternal Wave*.

The Southern Africa Branch

LAST year the Institution received from its Southern Africa Branch £1,500. Since the branch was established at a meeting in Cape Town in February, 1942, it has contributed £33,000. The first of three motor life-boats to be built out of the gifts, and to bear South African names, the *Field-Marshal and Mrs. Smuts*, went to her station at Beaumaris, Anglesey, in September, 1945. The second, *Southern Africa*, is now being built, and is intended for Dover. The third is to be named *Deneys Reitz*, but it has not yet been decided at which station this boat will be placed.

The branch was founded as the result of appeals by Miss Pattie Price, the South African disease and singer. Early in 1940 Miss Price read in *The Times* a letter from the Institution's chairman giving the record of the Service during the first five months of war. She was so moved by this record that she wrote at once to the Institu-

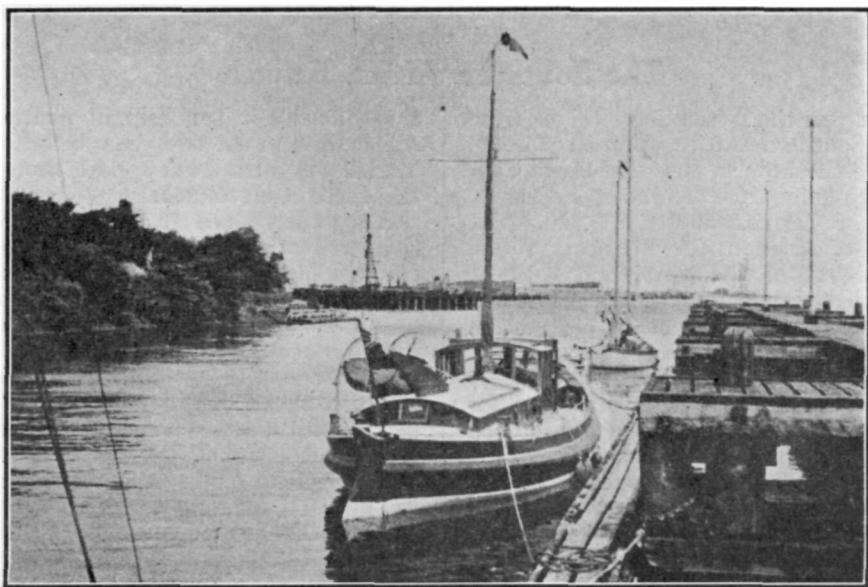
tion offering it her help in Southern Africa, and in the two years before the branch was formed her appeals brought the Institution £4,265.

Altogether, since 1940, the Institution has received from Southern Africa, through Miss Price's appeals, through the branch, or direct from individuals, over £42,000, and also, during the war, big gifts of woollen comforts.

In June, 1941, the Institution awarded Miss Price its gold badge "in deep gratitude for her generous and most successful help." Since the branch was formed she has from time to time and for long periods, acted as its honorary secretary. The Institution has now appointed her an honorary life-governor, the highest award which it can make to an honorary worker, and has awarded its gold badge, given only for distinguished honorary services, to Mrs. D. A. Hosking, the honorary secretary and treasurer of the branch.



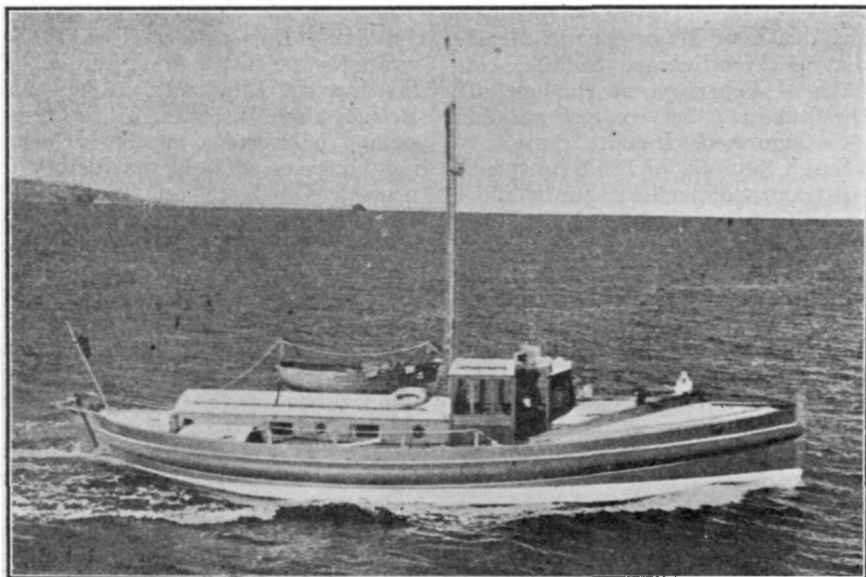
THE JAMES STEVENS No. 20 AT QUEENSTOWN



From a photograph by]

THE ETERNAL WAVE

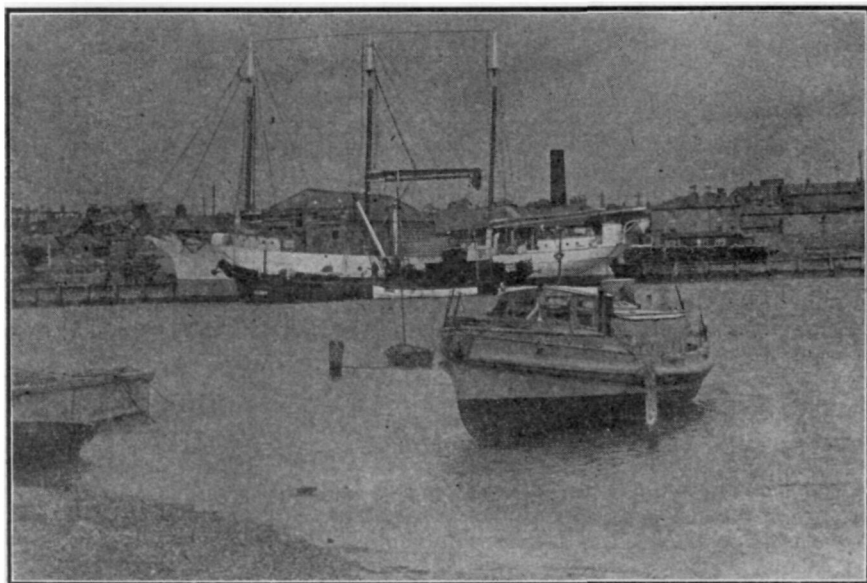
[Mr. T. N. Dinwiddy



From a photograph by]

[Mr. T. N. Dinwiddy

THE ETERNAL WAVE AT SEA



By courtesy of]

[D. A. Aldington

THE THIRD CONVERSION

Refitting at Littlehampton

Major Ernest Cooper

By the death of Major Ernest Read Cooper, of Woodbridge, Suffolk, on the 11th of February, at the age of 83, the Life-boat Service lost an old and distinguished friend. Born at Blythburgh, Suffolk, in 1865, he spent the greater part of his life in Southwold, and was its town clerk and clerk to the magistrates. He was a man who held many offices and had many interests. He was an historian, an antiquary, a fellow of the Society of Antiquaries and a member of the Society for Nautical Research. His deepest interest was the sea and probably there was no one who knew so much of the life and history of the Suffolk coast. He was the honorary secretary of the life-boat station at Southwold from 1900 to 1920 and was awarded the Institution's binoculars, its thanks on vellum and its gold badge.

Major Cooper contributed frequently to the *East Anglian Daily Times* under the name "Suffolk Coast," and to a number of sea journals. In 1912 he published *Seventy Years Work of the*

Southwold Life-boats, and in 1917 he wrote for the Institution's journal "The Southwold Life-boats, 1890-1916." Besides these histories of the life-boat station he wrote a number of charming books on Suffolk, its history and people. His last book, published in 1937, *Storm Warriors of the Suffolk Coast*, is one of the best life-boat books ever written. In a foreword to it the secretary of the Institution said: "If there could be found for every part of the coast of these islands an historian with the knowledge which Major Cooper has of the coast of Suffolk, what a story could be written!"

Mrs. Cooper wrote to the Institution after his death: "My husband was indeed a lover of the Life-boat Service. Indeed, I think it was his greatest interest. He was always talking of it and thinking of it. His last wish was that some of the life-boatmen from Southwold should carry him when he was buried. This they did. They were all members of the old crew."

Portrait on the Cover

THE portrait on the cover is of Coxswain Leonard Peddlesden, of Newhaven, Sussex, who retired in January after serving for fifteen years as an officer of the life-boat. He had been coxswain for nearly six years. He won the silver medal for gallantry

in the war, when in November, 1943, he carried on in a gale with his life-boat almost cut in two, one of his men washed overboard and drowned, injured himself, and with three of his other six men injured.

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 October, 1948.