

THE LIFE-BOAT

The Journal of the Royal National Life-boat Institution

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DECEMBER, 1948

No. 348

THE LIFE-BOAT FLEET

156 Motor Life-boats

1 Harbour Pulling Life-boat

LIVES RESCUED

from the foundation of the Life-boat Service in

1824 to December 31st, 1948 - - - - 76,312

Forty Years of Motor Life-boats

It was in 1904 that, as an experiment, the first petrol engine was fitted in a pulling and sailing life-boat. It was an engine of 10 horse power. Two years later three other sailing life-boats were fitted with larger engines. The experiment was a success and in 1908 the first three motor life-boats were built. Two of them were self-righting boats, one with a 24 h.p. engine and the other with a 30 h.p. engine. They went to Fishguard and Stromness. The third was a Watson boat, with a 40 h.p. engine. She went to Broughty Ferry. These three boats, built forty years ago, were the beginning of the motor life-boat fleet of to-day.

Now, in December, 1948, the last of the sailing life-boats has been replaced by a motor life-boat.* The mechanisation of the fleet—much delayed by two wars—has taken just forty years to complete.

156 Boats instead of 280

In 1908, when those first three motor life-boats were built, there were 276 pulling and sailing and four steam life-boats on the coast. To-day the work of those 280 life-boats is done by 156 motor life-boats. Only one life-boat which has not an engine remains in the

fleet. She is likely to remain. This is at Whitby, where, besides a motor life-boat, there is a pulling life-boat for work in the harbour entrance between the piers; there a boat under oars can work more easily and turn more quickly than a motor boat.

The first three motor life-boats, like the fleet of pulling and sailing life-boats, were open boats, with a cover over the engine itself, but no protection for the mechanic. They had single engines and, in case the engine should fail, carried a full set of sails. The sails continued to be carried, and still are, by all motor life-boats with only one engine.

For Launching off the Beach

Ten years later, when the first war ended, there were twenty motor life-boats in the fleet. Building could now be resumed and the next few years were busy with big developments. With greater confidence in the petrol engine, larger and more powerful motor life-boats could be designed. But there was a more difficult problem. It was to design smaller and lighter boats. Up to this time all motor life-boats had been launched down slipways. What was most urgent was boats that, with the added weight of an engine, would be light enough to be launched off a carriage on the beach. There were

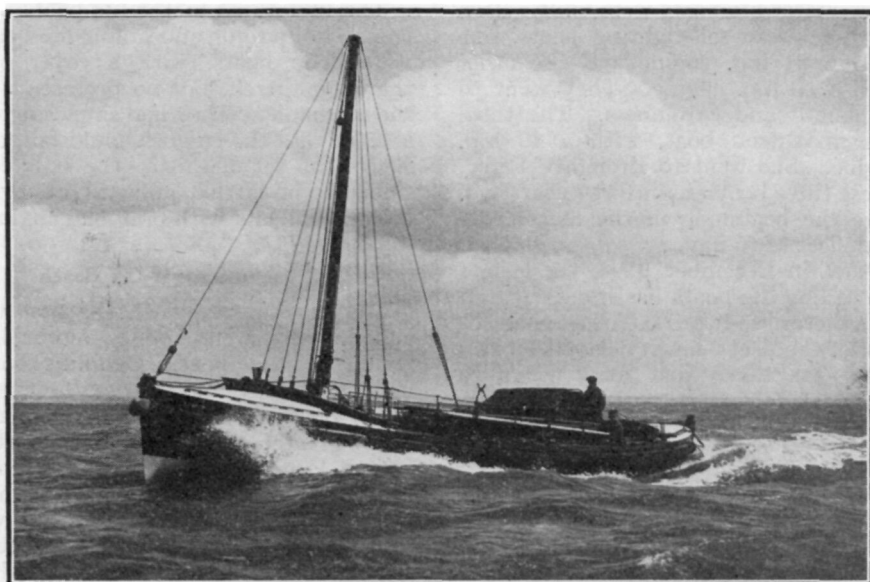
* An article on the last of the sailing life-boats will be published in the next number of *The Life-boat*.



1908

One of the first three motor life-boats, a 43-foot Watson boat, with a 40 h.p. petrol engine
Stationed at Broughty Ferry.

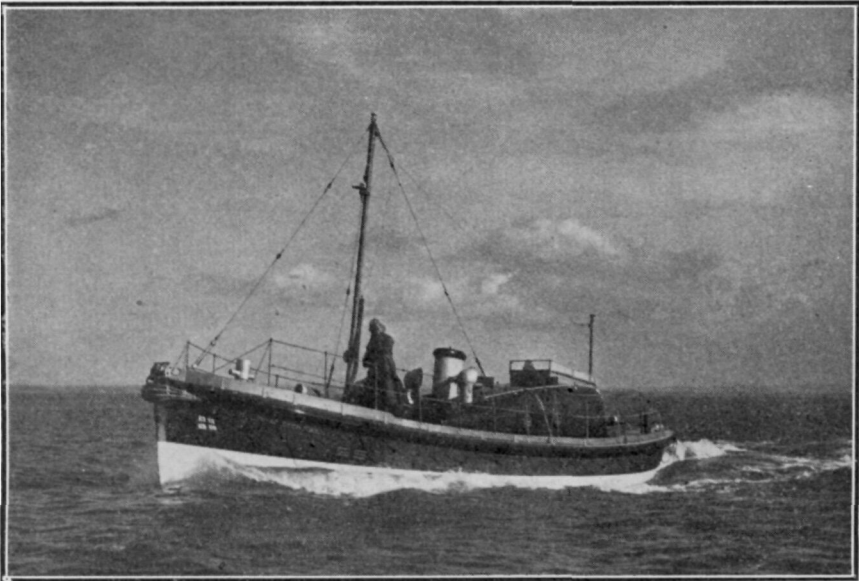
Cost, £3,400.



1923

The first cabin life-boat, a 45-foot Watson boat, with a canvas canopy and an 80 h.p.
petrol engine. Stationed at Tenby

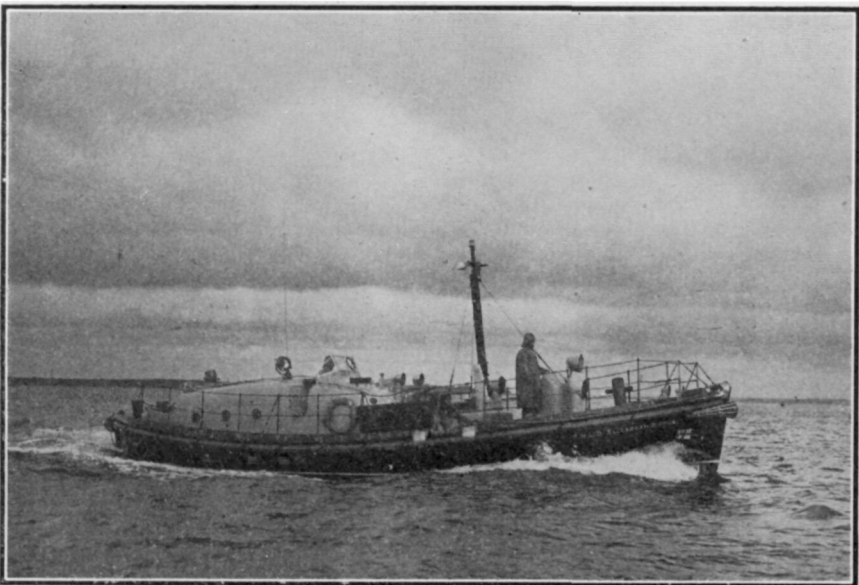
Cost, £9,000.



339

A 46-feet Watson cabin life-boat, with a wooden canopy and a windscreen, funnel for the exhausts, mast only for signalling and the wireless aerial, and two 40 h.p. Diesel engines. Stationed at Gorleston.

Cost, £9,000.



1948

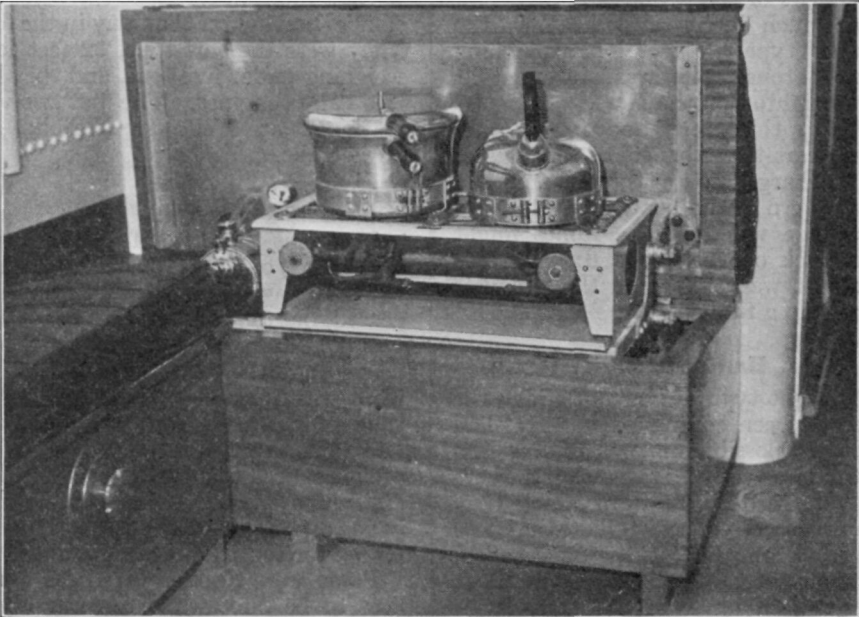
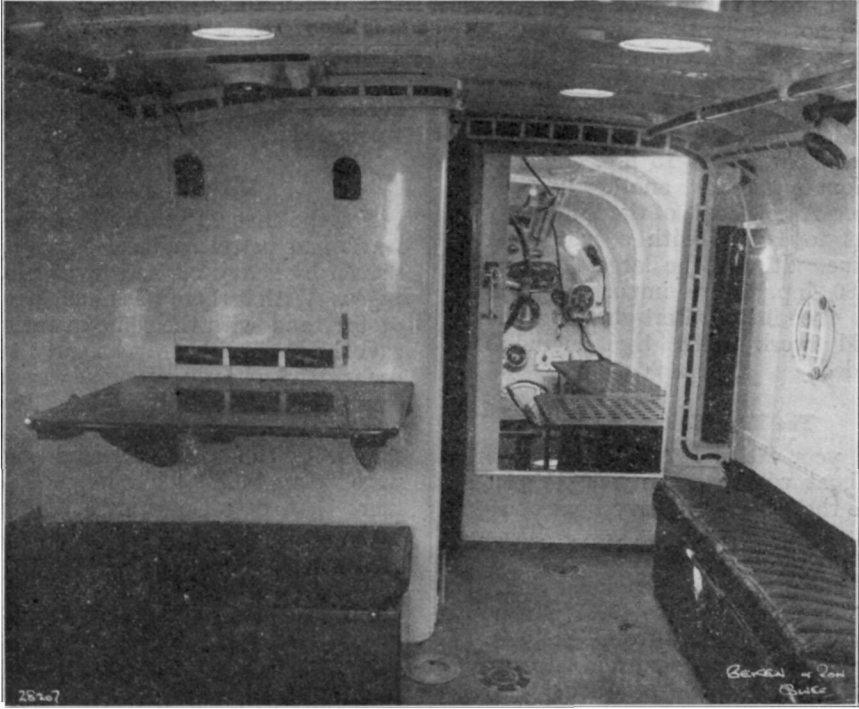
The first life-boat with a deck cabin, a 46-feet-9-inches Watson cabin life-boat, with two 40 h.p. Diesel engines. On top of the cabin are a whip aerial for the wireless and a loud hailer. Stationed at St. Helier, Jersey.

Cost, £20,000.

INSIDE THE ST. HELIER LIFE-BOAT**THE WIRELESS ROOM**

The top picture on the opposite page shows the cabin, with the chart table, and beneath the table a locker containing the cooking stove. The wireless room is on the other side of the partition at the back of the chart table. Through the door can be seen part of the steering wheel and the engine controls.

The bottom picture shows the cooking stove.



By courtesy of]

[Topical Press Agency

many stations where the boat could be launched in no other way. Until a lighter boat was designed these stations could not use motor power. The first of these light boats was placed at Eastbourne in 1921. She was 35 feet long and weighed under seven tons, two tons less than the lightest then on the coast. She had a 15 h.p. engine.

Next year saw another important step. A new boat, of the Watson type, went to Penlee with a new type of engine. It was the largest yet built, of 80 h.p. More important still, it was the first watertight engine. It could work with the engine-room flooded.

The First Cabin Life-boat

A year later, 1923, the first motor life-boat with a cabin was completed. Like the Broughty Ferry boat of 1908, she was of the Watson type. She was 45 feet long, weighed over 17 tons, and had an 80 h.p. engine. She was also the first boat to have a canopy over the engine-controls. It was of canvas, but in the next and succeeding boats, it was made of wood.

The same year saw an even more important advance. The first motor life-boat with two engines and twin screws was built, the first to be independent of sail. She was of a new type, much larger and heavier, the Barnett type, 60 feet long, weighing over 41 tons. She was stationed at New Brighton on the Mersey.

Up to this time, and for another three years the exhausts of the engines had discharged first at the side and then at the stern of the boat, where the disadvantage was that the fumes might blow back on the boat. In 1926 the first boat was built with the exhausts carried up a funnel.

A Heavier Beach Boat

The light type of boat, of which the first had been completed in 1921, had made it possible to have motor life-boats at nearly all stations, but there still remained a few from which they were excluded—stations where the boats had to be launched off the open beach, but where conditions at sea made it necessary to have larger and heavier boats than this new light type. Ten

years later, in 1931, a new type was designed to meet this special need, and the first of this type, the beach boat, was stationed at Aldeburgh. She was 41 feet long, weighed over 16 tons, had two 35 h.p. engines, and was launched not off a carriage, but down wooden skids.

Diesel Engines

For the first 28 years all motor life-boats had petrol engines. The engine driven by heavy oil had great advantages. With it there was much less risk of fire, and with the same quantity of fuel the boat could travel nearly twice as far. But a heavy-oil engine was much heavier than a petrol engine. It was too heavy for a life-boat. By the middle of the 'thirties Diesel engines were being built which weighed little more than petrol engines of the same horse power, and the first boat with Diesel instead of petrol engines was stationed at Howth in 1936. She was a 46-foot Watson cabin boat with twin screws. Each engine was of 40 h.p. Thereafter all the larger boats were built with Diesel engines, but petrol was still used in the light boats.

Up to this time also, only the larger boats had twin screws, but in 1936 two boats were built—and were followed by five more in the next three years—smaller and lighter than any in the fleet. They were the surf type, 32 feet long, weighing under five tons, and they had two 12 h.p. engines. The first two were stationed at Wells, in Norfolk, and Ilfracombe.

Beginnings of a New Fleet

That was the state of the fleet when war broke out in 1939. A year later the building of new life-boats almost ceased, but during the war a new design was prepared. Until then the steering wheel in all life-boats was right aft. That was a necessity with sails. Now that an increasing number of life-boats had twin screws and were independent of sail, it was decided to put the wheel amidships where the coxswain would have a better view, and be better placed for controlling his crew.

Plans were also prepared for a new fleet to be built when the war ended, in which all life-boats, light as well as

heavy, should have two engines and two screws, and all engines should use heavy oil, instead of petrol.

Aluminium Alloy

A new material has now made possible yet more developments in the design of life-boats. This is aluminium alloy, which is lighter than wood, of which life-boats are mainly built, or the mild steel which has been used for many years for engine-casings and bulkheads.

Aluminium alloy was first used in life-boats in 1927 for the panel of the engine-controls. Now, with the help of this metal, the first life-boat has been built with a deck cabin as well as a cabin below deck. She went to her station, St. Helier, Jersey, in September, 1948. She is of the Watson cabin type, 46 feet 9 inches, by 12 feet 9 inches, and she weighs 22½ tons. Not only the deck cabin, but the whole of the superstructure—the shelter for the mechanics, the mast and the ventilators—is made of aluminium alloy. Had it been of wood and mild steel the weight would have been over a quarter of a ton more. This deck cabin has seats

for eleven persons, besides the ten for whom there are seats in the cabin below deck. It has space between the seats for a stretcher. It has a chart table, and a locker with a paraffin cooker. This is the first life-boat with means for cooking food. There is a separate room for the radio telephone. The engine exhausts are, for the first time, carried up the mast, instead of a funnel, and in this way they escape well above the heads of the crew.

The St. Helier boat has also what has already been fitted in the wind-screens of one or two other life-boats, a Kent clear-view screen. It is a circular piece of glass which is spun round on a central pivot by an electric motor, and by spinning throws off all spray and rain, so that there is always a clear view through it.*

To-day the fleet has seven main types of motor life-boat, varying in length from 35 feet 6 inches to 60 feet; in weight from 8½ tons to 43½ tons; in power from two 18 h.p. engines to two 80 h.p. engines.

* This new life-boat has attracted much attention, and photographs of her have appeared not only in many British papers, but in papers in Canada, South Africa, New Zealand and South America.

Naming Ceremony at St. Ives

THE new St. Ives motor life-boat was named on the 17th of August. She is the eleventh life-boat that the station has had since it was established in 1840. The station has had a chequered history. Its life-boats have been out on service 180 times, they have rescued 468 lives, and two of them have been wrecked, with loss of life. In 1938 the *Caroline Parsons* was capsized as she left a wreck. She righted herself at once and her crew got aboard her again, but five of the 23 rescued men were drowned. Just a year later the next boat, the *John and Sarah Eliza Stych*, was capsized in the open sea when on her way to a wreck. She, too, righted herself at once, but capsized a second and a third time, each time losing some of her crew, and in the end was washed ashore on the rocks with only one of the eight men alive.

The new boat is of the 35-feet 6 inches

Liverpool type, with two 18 h.p. engines. She has been built out of legacies from Miss Lilian Cockcroft, of London, Major George William Wilson, of London, Mr. Orlando Francis Child, of Hereford, and Mr. Richard Barwick Pol, of London.

The ceremony was held in brilliant weather. Marines from Plymouth formed a guard of honour and the St. Ives Band accompanied the singing. The boat was named by the Countess of Mount Edgcombe, with whom were the Earl of Mount Edgcombe, Major-General Stephen Lamplugh, C.B.E., and Mrs. Lamplugh, and the ceremony was arranged by Captain F. H. Hicks, the honorary secretary of the station, and the local committee.

Alderman J. Daniel, J.P., C.C., chairman of the branch, presided, and after Captain G. R. Cousins, D.S.C., R.N., district inspector of life-boats,

had described the boat, Captain Guy D. Fanshawe, R.N., a vice-president of the Institution, presented her to the branch on behalf of the donors and the Institution. The Mayor of St. Ives, Councillor J. Cock, received her on behalf of the branch.

The Bishop of Truro, the Right Rev. Joseph Wellington Hunkin, O.B.E., M.C., D.D., then dedicated the boat and

the Countess of Mount Edgcombe named her *Edgar, George, Orlando and Eva Child*.

A vote of thanks was proposed by Captain N. A. Beechman, M.C., K.C., Member of Parliament for St. Ives, and seconded by Mr. P. Shurmer, Member of Parliament for the Sparkbrook Division of Birmingham, who was on holiday at St. Ives. The life-boat was then launched.

St. Helier Naming Ceremony

THE new St. Helier life-boat arrived at her station on the 11th of September, 1948, and on the 14th of October her naming ceremony was held on a sunny afternoon after a morning of storm.

The station was established in 1884, and the new life-boat is the fifth. The St. Helier life-boats have been out to ships in distress 38 times and have rescued 49 lives. In addition to those 38 launches and 49 lives, the motor life-boat *Howard D.*, which was at St. Helier during the German occupation of Jersey, went out five times—with her crew under German guards—and rescued 35 lives.

The new life-boat is of the 46-feet 9-inches Watson cabin type, with two 40 h.p. Diesel engines, and is the first life-boat to have a deck cabin. She has been built out of a legacy from Mrs. Elizabeth Rippon, of Hull.

Lady Coutanche, wife of the Bailiff of Jersey, Sir Alexander Coutanche, presided, and after Commander T. G. Michelmores, R.D., R.N.R., deputy

chief-inspector of life-boats, had described the new life-boat, Colonel J. Benskin, D.S.O., O.B.E., a vice-president of the Institution, presented her to the branch and Mr. S. Le Mesurier, vice-president of the branch, received her.

The Very Rev. Canon M. Le Marinel, M.A., Dean of Jersey, dedicated the life-boat, assisted by the Rev. R. J. Rider, M.C., president of the Free Church Council and the Rev. H. J. Le Page, honorary port chaplain, St. Helier Missions to Seamen.

Lady Grasett, wife of the Lieutenant Governor, Lieut.-General Sir Arthur Grasett, K.B.E., D.S.O., M.C., named the life-boat *Elizabeth Rippon*. The boat then left her moorings.

A vote of thanks was proposed by Mr. A. R. Dickinson, district organising secretary, and seconded by Mr. F. Le Quesne, a member of the branch. The ceremony was arranged by Mr. L. P. Stevens, honorary secretary of the station, and the local committee.

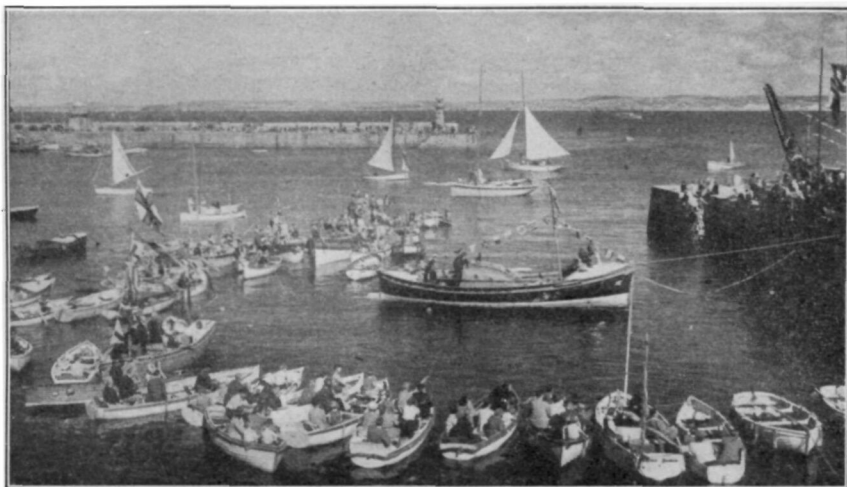
Sennen Cove Naming Ceremony

The Legacy of Mr. Charles Carr Ashley

THE new Sennen Cove life-boat is a gift to the Life-boat Service from one of its most generous benefactors, the late Mr. Charles Carr Ashley, who died at Mentone in 1906. He bequeathed his estate to the Institution, subject to a number of life annuities. So far the Institution has received £49,000 and the annuity fund of £16,000 will eventually come to it. Mr. Ashley, during his lifetime, had already pre-

sented a life-boat to bear his mother's name, Susan Ashley, and this boat was stationed at Lyme Regis from 1891 to 1915. The legacy itself was to provide five life-boats and endow them, so that they would be replaced, and continue to be replaced, by life-boats bearing the same names. These five life-boats were built in 1907, one of them with the name Susan Ashley. All five have now come to the end of

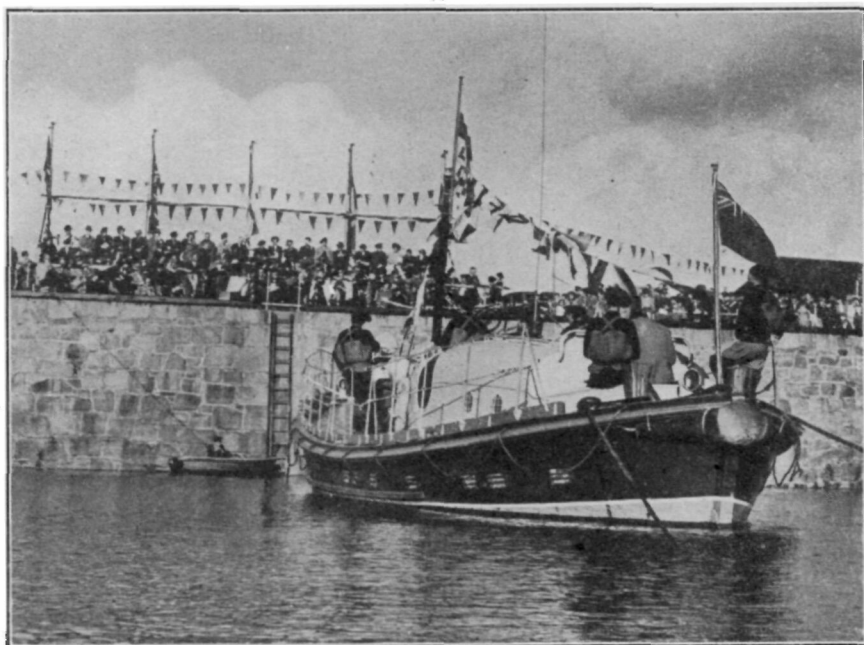
NAMING CEREMONIES



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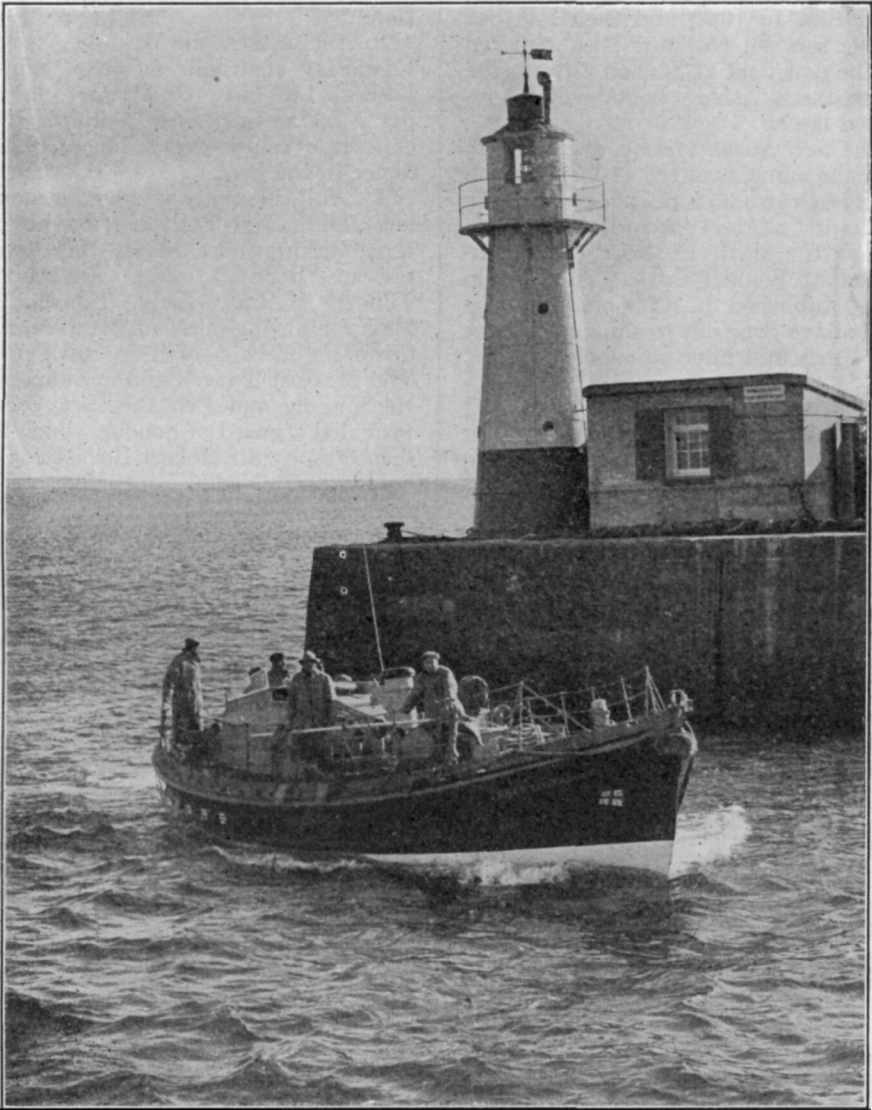
AT ST. IVES



AT ST. HELIER



THE NAMING CEREMONY AT SENNEN COVE



By courtesy of]

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RETURNING FROM SERVICE

The new Sennen Cove life-boat coming into harbour at Newlyn with four men rescued from the *Empire Flamingo* on the 26th of October, 1948.

(See page 258.)

their service, and one of them was replaced in 1933 by the present life-boat at Weston-super-Mare. Another of the five, the *Susan Ashley*, which was stationed at Brooke, Isle of Wight, from 1907 to 1937, and then sold out of the service, has now been replaced by the new boat at Sennen Cove. The other three Ashley boats will be replaced later.

The new *Susan Ashley*, the third to bear the name, is of the 41-foot Watson type, with two 35 h.p. engines, and she is the first of the type to have a cabin. She is the sixth life-boat to be stationed at Sennen Cove. The station was established in 1853 and its life-boats have gone out to ships in distress 140 times and have rescued 180 lives.

Ceremony without the Life-boat

The naming ceremony was fixed for the 4th of September, but on the morning of the 3rd a north-west gale was blowing and just after eight o'clock the life-boat was called out to the help of a trawler. She searched for her but could not find her. The trawler had managed to repair her engine and had gone on her way. As it was impossible in that gale for the life-boat to be hauled up her slipway at Sennen Cove, she made for Newlyn. There she had to remain until the 5th.

The life-boat was to be named by Lady Burnett, wife of the commander-in-chief at Plymouth, Admiral Sir Robert Burnett, K.C.B., K.B.E., D.S.O., Sir Robert and Lady Burnett were already on their way from Plymouth, and it was impossible to let them know what had happened until they arrived at Sennen Cove, so, although the actual naming was impossible in the absence of the life-boat, a ceremony was held. Speeches were made by Mr. J. T. Nicholas, chairman of the branch, Admiral Sir Robert Burnett, Mr. Laurence C. H. Cave, a member of the Committee of Management of the Institution, and Captain G. R. Cousins, D.S.C., R.N., the district

inspector of life-boats. The Assistant Bishop of Truro, the Right Rev. John Holden, D.D., said prayers and the naming ceremony hymns were sung, accompanied by the St. Ives Town Band.

In the afternoon Mrs. V. Nelson-Edwards, chairman of the Sennen Ladies' Life-boat Guild, gave a tea party in the boathouse, followed by a children's fancy dress dance, and a dance in the evening.

The full ceremony was held a month later, on the 2nd of October, and besides those taking part in it, there were present Rear Admiral Sir Aubrey Tillard, K.B.E., Lady Tillard, the Mayor and Mayoress of St. Ives, and Coxswain Edwin Madron, of Penlec. The St. Just Town Band accompanied the singing and Penzance Sea Cadets provided a guard of honour, which was inspected by Sir Robert Burnett.

Mr. J. T. Nicholas presided, and in the absence of Captain G. R. Cousins, R.N., district inspector of life-boats, who was ill, Mr. A. R. Dickinson, district organising secretary, described the life-boat. Mr. Lawrence Cave, on behalf of the donor and the Institution, then presented her to the branch, and she was received by Coxswain John Roberts.

The Rev. W. R. Morris, the rector of Sennen, dedicated the life-boat, and Lady Burnett named her *Susan Ashley*.

A vote of thanks was proposed by Mr. A. O. Kernick, the honorary treasurer of the branch, and seconded by Mrs. Nelson-Edwards, chairman of the Ladies' Life-boat Guild. The boat was then launched.

Mrs. Nelson-Edwards entertained the guests to tea at the Success Inn, and after tea the life-boat made three trips with visitors on board. In the evening Mrs. Nelson-Edwards entertained members of the crew and their wives, and members of the branch committee in the boathouse. The ceremony was arranged by Mr. Barrie Bennetts, the honorary secretary of the station, and the local committee.

Portrait on the Cover

THE portrait on the cover is of Coxswain William J. Hughes, of Rhyl, who retired

at the end of 1948 after serving for 21 years as an officer of the life-boat.

The Annual Meeting

The Annual Meeting was held at the Central Hall, Westminster, on the 27th of October, 1948, with Sir Godfrey Baring, Bt., chairman of the Committee of Management, in the chair.

H.R.H. the Duchess of Kent, President of the Institution, presented the medals for gallantry and other awards, and gave her presidential address.

The speakers were Admiral Sir William James, G.C.B., the Right Hon. Oliver Stanley, M.C., M.P., Commodore the Right Hon. the Earl Howe, C.B.E., V.R.D., P.C., R.N.V.R., a vice-president of the Institution and vice-chairman of the Committee of Management, and Colonel J. Benskin, D.S.O., O.B.E., a vice-president of the Institution.

Supporting the Duchess on the platform were the Mayor and Mayoress of Westminster, the Mayors and Mayoresses of 27 other London boroughs, the Mayors and Mayoresses of St. Albans, Deal and Weymouth, representatives of the Coastguard, King George's Fund for Sailors, and the Shipwrecked Mariners' Society, vice-presidents and honorary life-governors of the Institution, members of the Committee of Management and members of the Central London Women's Committee.

The Chairman's Address

It is with special pleasure that we welcome at our meeting to-day our President, Her Royal Highness the Duchess of Kent. It was a very great disappointment to us, and I am sure it was a disappointment to Her Royal Highness, that she was prevented by illness from coming to our meeting last year.

Her Royal Highness will present the awards for gallantry and for distinguished services, and I know how much it will add to the honour which we show to-day to our life-boatmen and to our honorary workers, that they will receive their awards from her hands.

We are very glad also to welcome the mover and the seconder of the first resolution, two very distinguished men, Admiral Sir William James and The Right Hon. Oliver Stanley. Admiral Sir William James is not only an Admiral but a well-known writer on naval matters; he has sat in the House of Commons; and he was for several years a member of the Institution's Committee of Management. Mr. Oliver Stanley's brilliant and witty speeches have for a long time past relieved the tedium of long parliamentary debates. Many of you will have heard him here before, when he spoke at this meeting

ten years ago, as President of the Board of Trade.

We had hoped also to have with us the Prime Minister. In fact, he had already promised to come, but his doctors told him that he must undertake no outside engagements. Disappointed though we are that he is not present with us, his intention to come is a tribute to the Institution, and to its work as a great voluntary service, which we deeply value. I am sure that you will all, irrespective of party, join with me in wishing the Prime Minister an early recovery of his full health and strength.

We have also with us the Mayors and Mayoresses of nearly thirty London Boroughs and two towns, Deal and Weymouth, whose life-boatmen have come to receive awards for gallantry. London never forgets that she is the Port of London, and we always heartily welcome at our meetings the Mayors of so many of her Boroughs. We are deeply grateful for all that they do to help our branches.

The report and accounts for the year are before you. I can sum them up in three sentences: Never before has the Life-boat Service been so busy in time of peace; never before has it cost more to maintain; never before, thanks to the devoted work of our honorary members in conjunction with the public, has it had a larger income. I now present to you the annual report and accounts for the year 1947.

Report and Accounts and Elections

The report and accounts for 1947 were adopted, and the President, vice-presidents, treasurer and other members of the Committee of Management, and the auditors were elected.

Presentation of Medals by the Duchess of Kent

The secretary read the accounts of services by the life-boats at Walmer, Shoreham Harbour, New Brighton and Weymouth, and the Duchess of Kent presented medals for gallantry:

To COXSAIN FREDERICK UPTON, OF WALMER, KENT, the silver medal for rescuing in a gale thirty lives from the Italian steamer *Silvia Onorato*, stranded on the Goodwin Sands, on the 4th of January, 1948.

To PERCY CAVELL, THE MOTOR MECHANIC OF WALMER, KENT, the bronze medal for the same service. He has twice been awarded the Institution's thanks on vellum.

To COXSAIN JAMES UPPERTON, OF SHOREHAM HARBOUR, SUSSEX, a bar to his silver medal for the rescue in a gale on the 8th of August, 1948, of three men, two women and a boy from the yacht *Gull* wrecked outside Newhaven Harbour.

To SECOND-COXSAIN WILLIAM JONES, OF NEW BRIGHTON, CHESHIRE, the bronze medal for landing six men from a fort in the mouth of the Mersey, when in danger of collapsing

in a south-westerly gale on the 22nd of September, 1947. Second-coxswain Jones was in command of the life-boat for the first time.

To COXSWAIN FREDERICK PALMER, OF WEYMOUTH, DORSET, the bronze medal for rescuing in a gale on the 6th of June, 1948, three men from the motor yacht *Mile*, on her way from Malta to London.

The President's Address

It was a very great disappointment to me that I was prevented through illness from coming to this meeting last year. Nineteen-forty-seven was a terrible year, a year darkened by the shadow of the tragic loss of the gallant Mumbles life-boat crew, whose widows I am to meet in a few days, when I visit Swansea. The heroism of their menfolk will never be forgotten.

This year it has been a great pleasure for me to present medals to the brave men of Walmer, Shoreham, New Brighton and Weymouth, whose gallantry on the high seas is happily unclouded by the loss of any of their comrades.

I have been much interested by the developments in life-saving equipment that I have seen in my visits throughout the year to life-boat stations all over this country and in Northern Ireland.

But it is not with these things alone that I have been impressed. Only those who are familiar with the cheerfulness, unceasing vigilance, and indomitable courage of the life-boat crews can measure the debt which we owe to every one of them. I am indeed proud to be associated with a Service whose name is rightly famous throughout the world.

I should like, too, to thank all those whose generosity in the past year, as in many others, has helped to make this great work possible, and whose support of the Royal National Life-boat Institution has been more magnificent than ever before. With them we must remember the devoted services of those who have, once again, volunteered their help with unflinching readiness and tireless enthusiasm. To them, and to all who are in any way connected with the Institution and its work, but above all to the coxswains and crews of our life-boats, I send my most sincere thanks and good wishes for the future. (Loud Applause).

Admiral Sir William James

It is my privilege to move this resolution, in which we express our appreciation of the great work done by the crews of the life-boats and also of the work done by the honorary officials.

The resolution is couched in simple terms. There are very few adjectives. But, like some of those short, monosyllabic verses in the first chapter of Genesis, it conjures up a never-ending, purposeful story, and in this case a never-ending story of unsurpassed gallantry and unremitting endeavour without thought of reward. I feel sure that we are not here alone to-day. We may not see them, but I feel that here with us to-day in spirit are all the deep-sea mariners of the world, because the ships of all nations with a

sea-board sooner or later take soundings off our coast, and that "wire-slackening", which is the signal that the lead has found bottom, is also a signal that the ship is within reach of a British life-boat. How comforting it must be, when there have been no sights for several days, when the coastal waters are enshrouded in fog, or when a rapidly-falling glass portends a great storm, to know that if anything untoward happens, a British life-boat will appear on the scene if it is humanly possible. These life-boatmen of ours demonstrate again and again that "the Brotherhood of the Sea" is not just an idle phrase, but a vigorous reality. I would that the statesmen of the world could follow their example.

NO LACK OF MEN FOR ADVENTURE

Last year I was privileged to give a lecture in what are known as the "Lees-Jones Lectures" at Cambridge University. The subject was "The Influence of Sea-Power on the History of the British people," and after tracing through that influence from the first day, when the first King's ship was launched at Erith, I found I could sum up the whole business in one sentence: We became a great people, and we have so far held our position in the world, because we have been able to protect from assault our merchant ships outward-bound with soldiers and inward-bound with food and commodities not found in these islands. That was the whole story: no mention of the weapon, you will notice, that varies through the ages. The merchant ship is very much the same to-day as it has always been, though it is now propelled by steam and not by sail. It still is and will always be a commodious receptacle for bulk cargoes that can circumnavigate the world at an economic speed. Well, there is more to be added to that summing-up. There was something missing. That something missing was that we have always been able to man those ships; and that is one of the most striking things in our history. We are, as you all know, a nation of dormice. There are no people so brave, so determined, when attacked; no people so gullible, and so ready to snooze, when victory has been won by great exertion. And in those snoozing periods, so frequent in our history, you will find that we have always paid very scant attention to our Merchant Navy; and yet there never has been a lack of men and boys who, seeking adventure, have left their town or village and made for the nearest sea-port—never.

If that continuing urge to seek what lies beyond the horizon is such a striking feature of our history, how much more striking, how much more notable, is this continuing acceptance of grave risks in order to save the lives of brother seamen! Some of you know, I think, the blind sailor's prayer, which ends: "I have filled my heart, Lord. Now I pray to keep the laughter and the colour in this uplifting sleep." Well, you know, for the deep-sea mariner there are hazards, there are great discomforts often, but there is laughter and often a riot of colour. But for the men



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THE MEDALLISTS

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[L.N.A.,

THE DUCHESS OF KENT AND COXSWAIN UPPERTON

Coxswain Upperton has twice won the silver medal. The first time was in the war of 1939 to 1945. In the war of 1914 to 1918 he was serving with the Coldstream Guards in France.

whom we honour to-day there are only hazards; there is no laughter; the only colours are sombre, the blacks and greys of storm-clouds and angry seas. Indeed, these men are noblemen of the seas.

It may have occurred to some of you, as it has occurred to me, that we ought to be reducing our Life-boat Service. Shortly after the first World War, we were told that there would be no more shipwrecks. There was this wonderful new wireless, these radar gadgets for helping ships into port. The other day a young naval officer told me that the Navigation Branch was at an end, because all a captain had to do was to look into some mystery-box on the bridge and he could see exactly where he was, and that if he saw a buoy and wondered what buoy it was, he made a signal to it by wireless and it replied and gave its name. (Laughter.) I thought that would make you laugh, but it is absolutely true. Yet, despite all these aids to navigation, we cannot reduce the Life-boat Service; and why? Because man has not yet dominated Nature and man is not yet a complete robot. He is still, thank God, a human being, and he still makes mistakes. But what we must be most grateful for is that science does enable us to build and equip boats which reduce the hazards of these "noblemen of the seas," as I have called them, and which give them a much greater chance of bringing to a successful issue their missions of mercy. For that, we should be ever so grateful.

The other day I came across in Kipling some lines in a poem called "A Song in Storm," and I thought they epitomised the great purpose of the life-boatmen:

Be well assured, though wave and wind
Have mightier blows in store,
That we who keep the watch assigned
Must stand to it the more.

No matter though our decks be swept
And mast and timber crack,
We can make good all loss except
The loss of turning back.

Mr. Chairman, if you are ever looking for a new motto for the life-boatmen, I give you those last two lines,

We can make good all loss except
The loss of turning back.

I beg to move the resolution. (Loud Applause.)

The Right Hon. Oliver Stanley, M.P.

It is never a very easy task to speak after an Admiral; he very seldom leaves you anything to say; but when you speak after an Admiral who has also been a Member of Parliament and a University Lecturer, it is quite clear that the cupboard is left very bare.

I want to cast my mind back—and perhaps take back the minds of some of you in this hall—to a day ten years ago, in 1938, when, as President of the Board of Trade, I moved the resolution which has just been moved by Admiral Sir William James. Ten pretty

terrible years have gone between those two dates—ten years in which all of us have experienced loss and most of us have experienced peril—ten years in which millions of people all over the world have met death, sometimes in its most horrible form, and other millions all over the world have passed dangers with varying degrees of courage. I think our countrymen might be excused if, after ten years such as those, they had begun to be callous, if they had begun to forget an appreciation of the brave and begun to forget sympathy for those in danger; but I am glad to say that that is not so. Our people have come out of this devastating fire with hearts as warm and imaginations as vivid as ever they were. And in the ordinary, very simple terms of this resolution, we are paying tribute to-day to those two things: appreciation of the brave and sympathy for those in danger.

We have heard to-day read out the accounts of four typical examples of the courage which these men have shown in the past twelve months. They may be the finest examples, but they are by no means the only ones. All of us, I think, who have heard those accounts read out will agree that of all the heroism which has been shown in these last ten years, these deeds that we have just heard about, for cool, calculated courage—courage not as shown in hot blood, courage not shown for a few moments of great danger, but courage to persist and to keep on, with none of the dramatic side of war—for courage of that kind, these exploits rank with anything shown by anyone anywhere in the years of war.

THE FEELINGS OF THE RESCUED

If we appreciate the courage of those who serve our life-boats round our coasts, it must be a man or woman of very little imagination who cannot enter the other side of the picture, who cannot imagine for himself, in these very episodes we have heard about this afternoon, what must have been the feelings of those upon the boat who were in such dire peril. However bravely they faced the end—an end which seemed certain, in circumstances of the most awe-inspiring—however bravely they were prepared to face it, what a dread, drear outlook it must have been! And we can feel what it must have meant to those people when they saw the life-boat which, at the last moment, brought them rescue in their peril. So we can feel that anything we do, however humble our effort, to help this great Service may result—in fact every year does result—in hundreds of people being suddenly relieved from the imminent, urgent, and apparently inevitable, fear of death.

It is indeed disappointing, as the Admiral has told you, that with all the advances of science, peril by sea seems to-day to be as great as ever it was. We would have hoped, in view of some of these great scientific advances which have added so much to the power of destruction, that perhaps there would have been an equal advance in them along the road to safety. But, as he has told you, that is not so, that the calls upon the life-boats to-day are just as large as ever they

were before science made these new discoveries. In fact, I believe this summer the calls have been more frequent than they have ever been before in a summer of peace, and only just a little less than they were in the summer of war in 1940, during the Battle of Britain. So that the need for our help, and the need for our effort, grows no less. Indeed, it grows greater, because, just as the demands for the services of the life-boat increase, so, alas, the cost of maintaining those services is increasing too. Even to maintain, far less to increase, that on which people all round our coasts have counted, will take more effort and more money than it ever did in the past.

Before I came here, I heard a spontaneous and very pleasing tribute to this organization. The man I was sitting next to at luncheon said to me, as I was going out, when I told him that I was coming to this meeting, "You are going to a meeting of the best-run charitable institution in this country." (Applause.) That is a pretty good tribute, and a pretty encouraging one, because it does make all feel that, whatever they can give, whatever they can raise, will go not to waste for administration, but for the fine purpose for which they intend it.

OPPORTUNITIES FOR VOLUNTARY SERVICE

Finally, you will see that the resolution expresses our thanks not only to the coxswains and crews of the life-boats, the people who are in the front line, who have to run the danger, but also to all the committees, the secretaries, the officers and the voluntary workers, the people without whose efforts and without whose help the front line could never be kept in being. We are indeed grateful to all of them and to all of you. We live in a day (I must not trench on political matters) when the opportunities for voluntary effort are becoming more and more restricted, and yet I believe that a great deal of the greatness of our people has been founded upon voluntary service in one capacity or another, given by millions of our fellow countrymen up and down the land. It is the feeling that we should do something not merely because we are ordered to do it, not just because we are paid to do it, not even because we necessarily enjoy doing it, but because it is for an object in which we believe and because it is a service which we think we are rendering to other people. Here still remains one of the finest opportunities for voluntary service of this kind, and I only hope that this opportunity, at any rate, will long be left open for those who wish to show an appreciation of

the men who carry out our business upon the seas, and a desire, as far as possible, to make their business, just as our business, safe and secure. I have much pleasure in seconding this resolution. (Loud Applause.)

The Chairman

This resolution has been moved and seconded in two of the most admirable and arresting speeches, if I may respectfully say so, that I have ever heard at an annual meeting, and I have great pleasure in putting it to the meeting: "That this meeting, fully recognizing the important services of the Royal Life-boat Institution, in its national work of life-saving, desires to record its hearty appreciation of the gallantry of the coxswains and crews of the Institution's life-boats, and its deep obligation to the Local Committees, Honorary Secretaries, and Honorary Treasurers of all Station Branches, and to the Honorary Officers and hundreds of Voluntary Members of the Financial Branches and of the Ladies' Life-boat Guild in the work of raising funds to maintain the Service."

The resolution was carried.

Presentation to Honorary Workers

Since the last annual meeting eight honorary workers had been appointed honorary life-governors of the Institution, the highest honour which it can confer on an honorary worker, and the Duchess of Kent presented vellums, signed by herself as President of the Institution to three of them who were present at the meeting.

MRS. F. M. HEATH, of BARMOUTH.

MRS. TALBOT CADDOW, of CARLISLE.

COLONEL LAWRENCE WILLIAMS, of MOELFRE, ANGLESEY.

The gold badge had been awarded to eleven honorary workers, and the Duchess of Kent presented their badges to six who were present at the meeting:

MR. FREDERICK CLARK, of CLOUGHTON, YORKSHIRE.

MRS. HORROCKS, of PRESTWICH.

MRS. F. ALLSOP, of HYDE.

MR. B. B. BENNETTS, of PENLEE.

MR. J. W. BAYES, of FLAMBOROUGH.

MR. H. E. SELLERS, of ASHBOURNE.

Vote of Thanks

A vote of thanks to H.R.H. The Duchess of Kent was proposed by Commodore the Earl Howe, R.N.V.R., and seconded by Colonel J. Benskin.

Mr. John Miller, M.B.E.

MR. JOHN MILLER, the honorary secretary of the Thurso station, was made a Member of the Order of the British Empire in the Birthday Honours List, 1948. Mr. Miller became honorary secretary in March, 1914, and retired

in May, 1948, after thirty-four years' service. In 1926 he was awarded the Institution's binoculars, and this year he was elected an honorary life governor, the highest honour which the Institution can give to an honorary worker.

Life-boat Services in September, October and November

73 Lives Rescued

During September, life-boats went out on service 60 times and rescued 40 lives.

A BOY IN A RUBBER DINGHY

Cromer, Norfolk.—During the morning of the 2nd of September, 1948, the engines of the No. 1 life-boat *Henry Blogg* were being tested as she lay at moorings. At half past eleven the coxswain noticed a small boy being carried out to sea in a rubber dinghy, and the *Henry Blogg* immediately put out in a squally south-westerly breeze with a moderate swell. She reached the dinghy three-quarters of a mile away, rescued the boy, and returned to her station, arriving at a quarter past twelve.—Rewards, £11. 2s. 6d.

A TRAWLER ON THE ROCKS

Fishguard, Pembrokeshire.—At 4.10 in the morning of the 4th of September, 1948, information was received that a trawler, which had gone ashore at Saddle Point, was blowing her syren and burning flares, and the motor life-boat *White Star* was launched at 4.55. A moderate northerly gale was blowing, with a very rough sea. The life-boat found the steam trawler *Ephratah*, of Milford Haven, with a crew of seven, hard on the rocks. With difficulty she anchored, got alongside her, and took off the seven men. She arrived back in the harbour at 7 o'clock. The trawler was later refloated and towed clear by a motor boat.—Rewards, £17. 9s.

ACCIDENT ON BOARD A STEAMER

St. Ives, Cornwall.—At 6.48 a.m. in the morning of the 4th of September, 1948, the coastguard telephoned that the s.s. *Moyallon*, of Belfast, lying in St. Ives Bay, had signalled that an accident had occurred on board, and the motor life-boat *Edgar, George, Orlando and Eva Child* was launched at 7.19, with a doctor and ambulance man. A north-north-west gale was blowing, with a heavy sea. The injured man was found to have fractured

his pelvis and the life-boat brought him ashore at 7.30.—Rewards, £14. 2s.

FIRE IN THE ENGINE ROOM

Torbay, Devon.—At 1.55 in the afternoon of the 6th of September, 1948, the Brixham coastguard telephoned that a motor cruiser was on fire three-quarters of a mile south-south-west of Berry Head, and the motor life-boat *George Shee* was launched at 2.10 in a light north-north-west breeze with a calm sea. She found the motor cruiser *Cartaret*. The engine-room had caught fire and the owner and another man had taken to their dinghy. The life-boat took them on board and towed the *Cartaret* to St. Mary's where she was beached, arriving back at her station at 4.25.—Rewards, £4. 4s. 6d.

YACHTS' ENGINES BROKEN DOWN

Ramsey, Isle of Man.—At 8.40 in the evening of the 8th of September, 1948, the coastguard reported that the yacht *Seamew*, of Ramsey, with a crew of two, had left for Douglas that afternoon and had not arrived. The motor life-boat *Lady Harrison* was launched at 9.25 in a moderate west-south-west wind with a smooth sea. She found the *Seamew* four miles north-east of Ramsey harbour, drifting northwards with her engine broken down, and towed her to Ramsey, arriving at 2 o'clock the following morning.—Rewards, £22.

Clovelly, Devon.—About 4 o'clock in the morning of the 10th of September, 1948, the Hartland Point coastguard telephoned that a flare had been seen, and the motor life-boat *City of Nottingham* was launched at 4.15 in a moderate southerly breeze with a smooth sea. She found the auxiliary motor yacht *Sea Bird*, of London, two miles north-north-east of Hartland Point, with two on board. They were bound from Ilfracombe to Poole and their engine had broken down. The life-boat towed them to Clovelly, arriving at 6.20.—Rewards, £21. 4s.

DRIFTER AGROUND IN A GALE

Islay, Inner Hebrides.—At 4.45 in the morning of the 10th of September, 1948, the Southend coastguard telephoned that the Portpatrick radio station had reported the steam drifter *Abide*, of Peterhead, bound for the Clyde, aground in the Sound of Islay, and the motor life-boat *Charlotte Elizabeth* was launched at 5.30. A southerly gale was blowing, with a very rough sea. The life-boat found the drifter at Glas Eilean, and her crew of nine about to abandon her. She passed a line to the drifter and with great difficulty succeeded in towing her into deep water. The drifter's rudder was damaged and the life-boat escorted her to Caol Ila pier, helped her to make fast and returned to her station again at 10 o'clock.—Property Salvage Case.

FRENCH TRAWLER RESCUED FROM HAISBOROUGH SANDS

Cromer, Norfolk.—At 11.22 on the night of the 10th of September, 1948, the coastguard reported that the Humber Radio Station had intercepted a message from the French motor trawler *Georges Langanay*, of Fécamp. She was on the Haisborough Sands and her crew of nineteen were about to abandon ship. The No. 1 motor life-boat *Henry Blogg* was launched at 11.40 in a light south-south-west wind and a calm sea. She reached the trawler at 1.40 next morning and found her aground one and a half miles east by south of the Middle Haisborough Buoy. Her engine-room was flooded, but her crew still aboard. A tug arrived and the life-boat piloted her across the sands and passed a rope from her to the trawler, but it parted. At six that morning the tug went to Yarmouth to fetch pumps, and the life-boat put them aboard the trawler, but they were unable to cope with the water. If the wind got up the position of the trawler would soon be desperate, so a call by radio telephone was sent to the coxswain of the No. 2 motor life-boat *Harriot Dixon* for the help of National Fire Service pumps, and at 7.10 in the evening the *Harriot Dixon* was launched with two pumps on board, three members of the Fire Service, and the honorary

secretary of the life-boat station, Major Peter Hansell. She reached the sands at 10 o'clock and the pumping was so successful that about 2.30 in the morning of the 12th, the tug was able to move the trawler. An hour later the *Harriot Dixon* left for her station, after transferring Major Hansell to the *Henry Blogg*. Several times the tow parted, but by the combined efforts of the life-boat and tug the trawler was got clear of the sands about 3 o'clock in the afternoon. The tug then took her in tow and made for Yarmouth. On the way the trawler's boat broke adrift. The life-boat recovered it, but it broke adrift again and sank. The wind was freshening from the south, but at 7.30 that evening the three vessels arrived off Yarmouth. A fresh breeze was now blowing, and the tug had great difficulty in getting the trawler into harbour, but with the help of the life-boat, which hung on to the trawler's stern, she accomplished it at 9 o'clock that night, the 12th of September. The *Harriot Dixon* arrived back at her station at 5.50 in the morning of the 12th of September and the *Henry Blogg* returned from Yarmouth on the afternoon of the 14th.—Property Salvage Case.

ANOTHER YACHT'S ENGINE BROKEN DOWN

Caister, Norfolk.—At 6.15 in the evening of the 11th of September, 1948, the Great Yarmouth coastguard telephoned that a yacht was on the Barber Sands flying her flag upside down, and the motor life-boat *Jose Neville* was launched at 6.30, in a light south-westerly breeze with a smooth sea. She found the motor yacht *Switha*, of Inverness, with four men aboard and her engine broken down. The life-boat towed her to Yarmouth and arrived back at her station at 9.50 that night.—Rewards, £16 5s. 6d.

ANOTHER INJURED SEAMAN

Ramsey, Isle of Man.—At half past three in the afternoon of the 12th of September, 1948, the coastguard reported that the Portpatrick Radio Station had signalled that the tug *Warrior*, of Glasgow, about three miles east-north-east of Ramsey Harbour,

had an injured man on board, and the motor life-boat *Lady Harrison* was launched half an hour later with a doctor. A fresh northerly wind was blowing, with moderate sea. It was not necessary to land the injured man, and the life-boat reached her station again with the doctor at five o'clock.—Rewards, £3.

LASHED TO THE MAST

Clacton-on-Sea, Essex.—At 9.41 in the morning of the 13th of September, 1948, the coastguard telephoned that the sailing barge *British Oak*, of London, had sunk on the Buxey Sands. Her two masts could be seen. The motor life-boat *Edward Z. Dresden* was launched at 10 o'clock, in a strong north-west wind with a heavy swell. She found the two members of the barge's crew lashed to the mizzen mast. They were exhausted, for they had been exposed to heavy rain throughout the previous night and had burned clothes soaked in paraffin as a signal of distress, but the bad visibility had prevented the signal from being seen. The life-boat rescued the men and returned to her station at 12.15 that afternoon.—Rewards, £11 3s. 6d.

BELGIAN TRAWLER TOWED IN

Lowestoft, Suffolk.—At 8.57 on the night of the 13th of September, 1948, the coastguard telephoned that a vessel was making lamp signals and burning flares about six miles to the south-south-east, and the motor life-boat *Michael Stephens* left her moorings at a quarter past nine in a slight swell and a south-westerly breeze. She found the motor trawler *Roger*, of Nieuport, Belgium, with her engines broken down, and towed her to the harbour, returning to her station at 11 o'clock.—Property Salvage Case.

SCHOONER IN A HEAVY SEA

Donaghadee, Co. Down.—At 8.10 in the morning of the 15th of September, 1948, the police telephoned that a vessel was firing distress signals about one mile off Bangor, and at 8.55 the motor life-boat *Civil Service No. 5* was launched. A northerly gale was blowing, with a very heavy sea. The life-boat found the schooner *Antelope*, of

Wexford, in distress one mile north of Bangor pier. She took off her crew of five and arrived back at her station at 11.30. The weather improved, and about 6.30 in the evening the skipper of the *Antelope* asked the life-boat to take him and his crew out again as the weather had now moderated. As the schooner, where she was anchored, was a danger to shipping, the life-boat took out the five men, put them on board and returned to her station again at 9 o'clock.—Rewards: First Service, £8 14s.; Second Service, £7 5s.

TWO FISHING BOATS TOWED IN

St. Abbs, Berwickshire.—In the morning of the 15th of September, 1948, a sudden north-easterly gale sprang up, two fishing boats were seen to be in difficulties about one and a half miles to the southward, and at 10.50 the motor life-boat *Annie Ronald and Isabella Forrest* was launched in heavy driving rain and rough seas. She found the local motor fishing boat *Caledonia* with a crew of two, riding at anchor with her engines swamped, a quarter of a mile off shore, and close inshore the rowing boat *Girl Pat*, of St. Abbs, whose crew of two were unable to make headway against the wind and sea. The life-boat towed both boats into harbour, and returned to her station again at 11.25.—Rewards, £6 17s. 6d.

IN DANGER OFF THE LITTLE ORME

Llandudno, Caernarvonshire.—At 10.44 in the morning of the 15th of September, 1948, the Rhyl coastguard telephoned that a fishing vessel in Penrhyn Bay was driving ashore, and the motor life-boat *Thomas and Annie Wade Richards* was launched at half past eleven. A north-westerly gale was blowing with a rough sea. The life-boat found the fishing boat *Yap*, of Conway, three miles off the Little Orme, escorted her through the heavy seas to the Menai Straits and then returned to her station, arriving at half past three that afternoon.—Rewards, £21 2s. 6d.

BARGE ADRIFT IN ROUGH SEAS

New Brighton, Cheshire.—During the early afternoon of the 15th of September,

1948, the Hoylake coastguard reported that a barge had broken away from her tug in Liverpool Bay and had anchored, but was dragging towards the Burbo Bank, and at 1.45 the barge was reported to have made distress signals. The No. 1 motor life-boat *William and Kate Johnston* left her moorings at a quarter past two, in a squally northerly gale with very rough seas, and found the barge *Tatam II*, with a crew of eight, half a mile north-west of the No. 1 R. Black Buoy. The life-boat took off the eight men and returned to her station, arriving at 4 o'clock. The barge was eventually towed to Brunswick Dock. The owners made a donation to the Institution.—Rewards, £5 15s.

CAUGHT BY A SUDDEN STORM

Whitby, Yorkshire.—During the afternoon of the 15th of September, 1948, a sudden storm sprang up and the local fishing fleet returned to harbour, but the motor fishing coble *Helena* did not arrive, and about 3.45 the coastguard telephoned that she was two miles to the northward. The No. 1 motor life-boat *Mary Ann Hepworth* was launched at once, in a strong northerly breeze with a rough sea, passed life-belts to the *Helena's* crew, and escorted the coble into harbour, arriving back at her station at half past four.—Rewards, £6 7s. 6d.

ANOTHER FISHING BOAT TOWED IN

Dunbar, Haddingtonshire.—Shortly before 6 o'clock in the morning of the 16th of September, 1948, a message was received from the coastguard that the motor fishing boat *Bluebell*, of Port Seton, had broken down nine miles to the north-east, and at six o'clock the motor life-boat *George and Sarah Strachan* was launched, in a fresh westerly wind with a rough sea. She found the fishing boat eleven miles south-south-east of Fifeness with a crew of seven, towed her into Dunbar harbour and returned to her station at 11 o'clock.—Property Salvage Case.

CARRIED OUT TO SEA

Berwick-on-Tweed, Northumberland.—At 11.33 in the morning of the 17th of September, 1948, the coastguard tele-

phoned that a small motor boat with two men on board was drifting out to sea, and the motor life-boat *J and W* was launched at 11.36 in a fresh and squally south-westerly wind with a moderate sea. She came up with the motor boat, towed her into harbour, and returned to her station again at one o'clock that afternoon.—Rewards, £7 4s.

ADrift IN A MOTOR BOAT

Donaghadee, Co. Down.—At 1.20 in the morning of the 18th of September, 1948, the Bangor coastguard telephoned that a trawler had wirelessly that she had picked up two men, who had been adrift in a motor boat, and asked for the life-boat to land them. The motor life-boat *Civil Service No. 5* was launched at 1.35, in a strong westerly breeze with a choppy sea, found the trawler *Flanders* two miles off-shore, and brought in the two men and their boat, arriving at her station at 3 o'clock.—Rewards, £5 5s.

DINGHY BLOWN OUT TO SEA

Walton and Frinton, Essex.—In the early afternoon of the 19th of September, 1948, the coastguard telephoned that a man had gone out in a rowing boat, to tow in a dinghy which had blown out to sea, was unable to make headway and was getting exhausted, and at half past one the motor life-boat *E.M.E.D.* left her moorings in a light west-south-westerly breeze with a choppy sea. She found that the man had given up his attempt to tow and had made for the shore, so she took the dinghy in tow and returned to her station at 3.45. The owner of the dinghy made a donation and the man in the rowing boat expressed his thanks.—Rewards, £10 15s.

OUT OF FUEL

Ramsgate, Kent.—At 8.50 in the morning of the 20th of September, 1948, the coastguard reported that a yacht three miles to the north-north-west was flying a two-flag signal and appeared to have stopped in an unusual position. The motor life-boat *Mary Scott*, on temporary duty at the station, was launched at 8.58, in a moderate north-westerly breeze with a moderate sea, and found the auxiliary yacht

Mascotte, of London, with a crew of four. She had run out of fuel and had anchored. Three life-boatmen boarded her and the life-boat took her in tow, arriving back at her station at 10.55.—Property Salvage Case.—Rewards, 13s. 6d.

BROKEN DOWN WITH A CREW OF SEVEN

Dunbar, Haddingtonshire.—At 4.30 in the afternoon of the 20th of September, 1948, the coastguard reported that the motor fishing boat *Bluebell*, of Port Seton, with a crew of seven, had broken down nine miles to the north-east, and the motor life-boat *George and Sarah Strachan* was launched at 4.45, in a moderate north-westerly breeze with a choppy sea. She took the *Bluebell* in tow, and arrived back at her station at 8.20 that evening.—Rewards, £8 1s.

A SEARCH FOR FIVE BOYS

Dunbar, Haddingtonshire, and Anstruther, Fifeshire.—At 7.30 in the evening of the 26th of September, 1948, the Musselburgh police telephoned to the Dunbar life-boat station that a sailing boat with five boys on board had been driven out to sea and had last been seen off Inchkeith. The Dunbar motor life-boat *George and Sarah Strachan* left her moorings fifteen minutes later. A south-westerly gale was blowing, with a rough sea. About 8 o'clock the coastguard at Anstruther telephoned a similar message to the Anstruther life-boat station, but owing to the vagueness of the information the motor life-boat *Nellie and Charlie* was not launched at once. At midnight a further message was received, and she was launched at 12.25 on the 27th. Meanwhile, the *George and Sarah Strachan* had made a wide search, but found nothing. She called at Leith for news, but was told that the boat had not been seen and continued the search. It was not until nearly 3 o'clock in the morning that the *Nellie and Charlie* found the sailing boat about three miles south-east of Methil. She rescued the five boys, gave them food, and with their boat in tow, returned to Anstruther, where she arrived at five o'clock that morning. The Dunbar life-boat was recalled by wireless and reached her station at

5.45.—Rewards: Dunbar, £18 13s.; Anstruther, £16 6s.

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

Islay, Inner Hebrides.—September 1st.—Rewards, £22 6s. 11d.

Holyhead, Anglesey.—September 1st.—Rewards, £4 10s.

Shoreham Harbour, Sussex.—September 1st.—Rewards, £7 16s.

Margate, Kent.—September 2nd.—Rewards, £23 13s.

Walmer, Kent.—September 2nd.—Rewards, £16.

Sennen Cove, Cornwall.—September 3rd.—Rewards, £34 5s.

Dover, Kent.—September 3rd.—Property Salvage Case.

Aberystwyth, Cardiganshire.—September 3rd.—Rewards, £28 19s.

A LONG SEARCH

Barry Dock, Glamorganshire.—At 11.10 on the night of the 3rd of September, 1948, a message came from The Mumbles, through Burnham Radio, that a small boat, with two men on board, was drifting in distress toward the Mixen Shoal, off Mumbles Head, and the motor life-boat *Rachel and Mary Evans* was launched at 11.45. She searched for twelve hours in a strong, squally north-west wind with a rough sea, but found nothing, and returned to her station a quarter of an hour before noon the following day.—Rewards, £26 5s.

Dover, Kent.—September 4th.—Property Salvage Case.

Tenby, Pembrokeshire.—September 4th.—Rewards, £28 15s. 6d.

Ilfracombe, Devon.—September 4th.—Rewards, £25 2s. 6d.

Margate, Kent.—September 4th.—Rewards, £10 11s. 6d.

Cromer, Norfolk.—September 4th.—Rewards, £16 19s.

Weymouth, Dorset.—September 5th.—Rewards, £8 1s.

Swanage, Dorset.—September 7th.—
Rewards, £15 1s.

Ilfracombe, Devon.—September 9th.—
Rewards, £18 2s. 6d.

Portrush, Co. Antrim.—September
11th.—Rewards, £7 2s. 6d.

Fowey, Cornwall.—September 12th.—
Rewards, £7 12s.

Bembridge, Isle of Wight.—Septem-
ber 13th.—Rewards, £6 7s.

Minehead, Somerset.—September 13th.—
Rewards, £9 1s. 6d.

Courtmacsherry, Co. Cork.—September
15th.—Rewards, £22 5s.

Dunbar, Haddingtonshire.—September
15th.—Rewards, £5 5s.

Newhaven, Sussex.—September 15th.—
Rewards, £8 11s.

St. Helier, Jersey.—September 15th.—
Rewards, £11 7s.

Selsey, Sussex.—September 18th.—
Rewards, £11.

Dungeness, Kent.—September 18th.—
Rewards, £19 13s.

Sennen Cove, Cornwall.—September
22nd.—Rewards, £10 8s.

St. Peter Port, Guernsey.—September
22nd.—Rewards, £5 5s.

Berwick-on-Tweed, Northumberland.—
September 23rd.—Rewards, £10 5s.

Campbeltown, Argyllshire.—September
25th.—Rewards, £8 18s. 6d.

Whitby, Yorkshire.—September 27th.—
Rewards, £5 13s.

Wells, Norfolk.—September 27th.—
Rewards, £27 15s.

OCTOBER

During October life-boats went out
on service 32 times and rescued 29 lives.

CLINGING TO UPTURNED DINGHY

Ramsgate, Kent.—At 8.15 in the
evening of the 1st of October, 1948,
cries for help could be heard off the
pier, and at 8.27 the motor life-boat
Mary Scott, on temporary duty at the
station, was launched in a light south-
westerly breeze with a smooth sea.
About two hundred yards outside the
harbour she found a rowing boat which
had rescued one of two men who had
been flung into the sea when their

dinghy had capsized. The life-boat
searched for the other man, using her
searchlight, and found him three-
quarters of a mile to the southward
clinging to the upturned dinghy. She
rescued him, picked up the dinghy, and
returned to her station where the man
was put into a waiting ambulance at
9 o'clock.—Rewards, £8 12s. 6d.

ANOTHER ENGINE BROKEN DOWN

Hastings, Sussex.—At 12.20 in the
afternoon of the 2nd of October, 1948,
the Fairlight coastguard telephoned that
a fishing boat at anchor, three and a
half miles to the eastward, was sig-
nalling for help. The motor life-boat
Cyril and Lilian Bishop was launched
at 12.38, in a moderate south-westerly
breeze with a moderate sea, and found
the local fishing boat *Susan Anne*, with
a crew of three. Her engine had
broken down. The life-boat towed her
to Hastings, arriving back at her station
at 1.55.—Rewards, £34 11s. 6d.

YACHTSMAN LOST AT SEA ALL NIGHT

Weymouth, Dorset.—At 9.30 on the
night of the 2nd of October, 1948, the
local sailing club telephoned that the
club secretary had gone out for a sail
at 4 o'clock that afternoon in his yacht
Glebe, but had not been seen since, and
at 9.45 the motor life-boat *Hearts of
Oak*, on temporary duty at the station,
was launched. The sea was smooth,
with a slight breeze, but there was fog.
Using her searchlight, the life-boat
searched widely, but found nothing, and
returned to her station at 12.30 the
next morning. At 6.30 she again put
out, and this time found the *Glebe* off
Mupe Rocks, Lulworth, and towed her
to Weymouth, arriving back at her
station at 10.30.—Rewards, £19 4s.

TO THE HELP OF A TUG

Margate, Kent.—At 1.15 in the afternoon
of the 5th of October, 1948, a tug with
a yacht in tow was seen five miles to
the northward, making little headway,
and at 2.30 the coastguard telephoned
that she appeared to have broken down
and was driving on to the sands. The
motor life-boat *Lord Southborough*,
Civil Service No. 1 was launched at
2.50. The north-easterly breeze was
moderate, but the sea rough. The

life-boat found the tug *Beaulieu*, of Southampton, with a crew of three, anchored three and a half miles to the north-north-east. A steam-pipe was broken, her bilge pumps would not work and she was listing heavily. The life-boat stood by while repairs were made and arrived back at her station at 5 o'clock.—Rewards, £12 19s. 6d.

YACHT DRAGGING TOWARDS THE ROCKS

Dover, Kent.—At one in the morning of the 6th of October, 1948, the Eastern Arm Signal Station reported that a yacht was making S.O.S. signals in Langdon Bay, and at 1.20 the motor life-boat *J. B. Proudfoot* was launched. The south-easterly breeze was light, but there was a swell. The life-boat found the yacht *Warragaburra*, of London, with a crew of two, at anchor. Her engine had broken down. She was rolling heavily and was dragging towards the rocks. A life-boatman boarded her to help secure a tow rope and weigh the anchor, and the life-boat then towed her to the harbour, arriving back at her station at 3 o'clock.—Property Salvage Case.

ANOTHER YACHT TOWED IN

Exmouth, Devon.—At 8.29 in the evening of the 8th of October, 1948, the coastguard reported a message from the Budleigh Salterton police that a yacht was about a hundred yards off Budleigh Salterton beach in a heavy swell, and the motor life-boat *Catherine Harriet Eaton* was launched at 8.45. A moderate south-easterly breeze was blowing, with a moderate sea. The life-boat found the auxiliary ketch *Cresta*, bound for Salcombe, three miles south of Budleigh Salterton. She was running short of petrol and some of her rigging had parted. Her crew of four, one of whom had crushed his thumb, asked the life-boat to take them in tow. This was done, and the *Cresta* was moored in Exmouth Bight. The life-boat landed the injured man, and arrived back at her station at 12.40 the next morning.—Property Salvage Case.

REFLOATING A COAL VESSEL

Helvick Head, Co. Waterford.—About 9.30 on the night of the 9th of October,

1948, a vessel was seen to enter Dungarvan Harbour at full speed and run aground on Whitehouse Bank. She was not seen to signal, but telephone messages from Dungarvan and Ballinacourty said that she needed help, and the motor life-boat *H. F. Bailey* was launched at 9.45. A strong southerly breeze was blowing, with heavy seas. The life-boat found the motor vessel *Fennel*, laden with coal, put three men on board and then went into deeper water. The *Fennel* was pounding heavily and her derricks had cast loose, but the three life-boatmen were able to refloat her and took her to an anchorage off Helvick pier. The life-boat arrived back at her station at 1.15 the next morning. The owners of the steamer sent £50.—Rewards, £12 16s.

FRENCH FISHING BOAT SUNK

Sennen Cove, Cornwall.—At 4.35 in the morning of the 11th of October, 1948, the coastguard reported a message from the British steamer *Woodlark* that she had collided with and sunk the fishing vessel *Saphir*, of Camaret, three miles north-west of Longships, and that she had picked up one survivor of the boat's crew of six. The motor life-boat *Susan Ashley* could not be launched at once, owing to the state of the tide, but she got away at 5.39. A light south-westerly breeze was blowing, with a slight swell, and there was mist. The life-boat found the *Woodlark* eight miles north-west of the Longships and helped in the search for the five missing men, but found nothing except an empty upturned dinghy and wreckage. At the request of the *Woodlark* the life-boat transferred the survivor to another French fishing boat and then returned to her station, arriving at 11 o'clock. The French Consul at Southampton sent his thanks.—Rewards, £20 4s.

EXHAUSTED WITH PUMPING

Skegness, Lincolnshire.—At three in the morning of the 12th of October, 1948, the owner of the fishing smack *Albert*, of Boston, reported that the smack was to the southward, leaking, and in difficulties, and the motor life-boat *Anne Allen* was launched at 3.10. A light south-westerly breeze was blowing,

with a choppy sea. The life-boat found the fishing boat two and a half miles south of Gibraltar Point, her crew exhausted with pumping for many hours. She went alongside and some of the life-boatmen took over the pumping. At daylight the life-boat took the *Albert* in tow and made for Boston, with the men working the pumps throughout the journey. She berthed the fishing boat in Boston Docks, and returned to her station, arriving at 5.10 that afternoon. The owner made a donation to the Institution.—Rewards, £41 14s.

PROPELLER SHAFT BROKEN

Dunmore East, Co. Waterford.—At two in the afternoon of the 14th of October, 1948, information was received that the motor trawler *Melrose*, of Kilmore, had broken her propeller shaft and was drifting towards the shore two and a half miles east by south of Dunmore Lighthouse. The motor life-boat *Annie Blanche Smith* was launched at 2.20, in a strong westerly breeze with a rough sea, found the trawler, with a crew of four, anchored, but with the anchors dragging, and towed her to harbour, arriving back at her station at 3.25.—Rewards, £7.

BECALMED YACHTS A DANGER TO SHIPPING

Tynemouth, Northumberland.—At six in the evening of the 16th of October, 1948, the coastguard telephoned that two sailing yachts were becalmed in fog, one to the north of the pier and the other to the south, and that they were a danger to shipping, so the motor life-boat *Tynesider* was launched at 6.30. She found the sailing yacht *Narwhal* south of the pier, advised the skipper to anchor and went in search of the other yacht. She found her, the *Iolanthe*, one mile north-east of the pier, took her in tow, returned to the *Narwhal*, took her in tow also, and moored both yachts in the harbour, arriving back at her station at 7.47. The owner of the *Iolanthe* sent a donation to the Institution.—Rewards, £10 6s.

BARGE TOWED IN

Ramsgate, Kent.—At 12.55 in the afternoon of the 17th of October, 1948, the coastguard telephoned that a small

barge was flying a signal and drifting to the north-east, half a mile offshore. The motor life-boat *Mary Scott*, on temporary duty at the station, was launched at 1.5, in a moderate south-westerly breeze, with a moderate sea, and found the auxiliary barge *Arctic Dawn*, with a crew of three, off Dumpton Gap. Her fuel pipes were choked and she was at anchor, but dragging. The life-boat towed her to the harbour and arrived back at her station at 2.8.—Rewards, £8 13s.

SMALL BOATS BROKEN DOWN IN A ROUGH SEA

Southend-on-Sea, Essex.—At 6.5 in the evening of the 17th of October, 1948, the coastguard telephoned that a ship had reported two small vessels in distress and signalling for help, one and a half miles north-east of Blacktail Spit Buoy, and the motor life-boat *Greater London, Civil Service No. 3*, was launched at 6.25. A strong south-westerly breeze was blowing, with a rough sea. The life-boat found an ex-naval assault boat broken down with another in tow. Two men and a boy were in the boats, but although they were cold and hungry they would not leave them, so the life-boat towed both boats to the pier, arranged for refreshments for the men and the boy, and arrived back at her station at 9.30 that night.—Property Salvage Case.

STANDING BY A STRANDED TRAWLER

Barra Island, Outer Hebrides.—At 12.45 in the morning of the 20th of October, 1948, the steam trawler *Barry Castle*, of Swansea, left Castlebay harbour, but a quarter of an hour later she ran aground at the entrance. She blew her steam whistle, and at 1.20 the motor life-boat *Lloyd's* was launched. A strong north-westerly breeze was blowing with a rough sea. The life-boat stood by the *Barry Castle* for over five hours until she refloated on the rising tide. She did not appear to be damaged, and the life-boat returned to her station, arriving at 6.45.—Rewards, £15.

ENGINE FAILED IN A GALE

St. Abbs, Berwickshire.—At 7.20 in the evening of the 20th of October,

1948, the Eyemouth harbour-master reported that the local motor fishing boat *Emulate* was overdue. A fishing boat's lights could be seen to the north of St. Abbs Head Signal Station and at 7.30 the motor life-boat *Annie Ronald and Isabella Forrest* was launched. A moderate westerly gale was blowing, with a rough sea. The life-boat found the fishing boat four miles north by east of St. Abbs Head, anchored to a seine net, with her engine broken down. She had a crew of five. The life-boat towed her to St. Abbs and reached her station again at 9.35.—Rewards, £10 4s.

DRIVING ASHORE IN A GALE

Thurso, Caithness-shire.—At 6.35 in the morning of the 25th of October, 1948, the Wick Coastguard telephoned that the s.s. *Cantick Head*, of Leith, was driving ashore in Thurso bay, and at 7.10 the motor life-boat *H.C.J.* was launched. A strong northerly gale was blowing, with a heavy sea. On her way to the steamer, the life-boat passed the steam trawler *Semnos*, of Aberdeen, which said that her engine had broken down. The life-boat found the *Cantick Head* with her anchors down in broken water. She had a crew of ten, and was bound for Scrabster, loaded with cement. The life-boat escorted her into clearer water, then she put a man on board, accompanied her to Scrabster Harbour, and helped to berth her. She arrived back at her station at 10 o'clock, but the crew stood by until the *Semnos* berthed at 3 o'clock that afternoon. The owners of the *Cantick Head* sent their thanks to the station and 20 guineas.—Rewards, £16 7s.

IN DANGER OF SWAMPING

Helvick Head, Co. Waterford.—At 1.45 in the afternoon of the 25th of October, 1948, the harbour-master telephoned that a small yawl, under sail, was about six miles out to sea and appeared to be in difficulties. A squally north-westerly gale was blowing, with a rough sea. The motor life-boat *H. F. Bailey* was launched at two o'clock and found the fishing yawl to be the *Seagull*, of Helvick, with a crew of two. She was in danger of being swamped. The life-boat rescued the two men and, with

the *Seagull* in tow, made for her station, arriving at 4.30.—Rewards, £9 15s. 6d.

RESCUED FROM HALF A SHIP

Sennen Cove, Cornwall.—At 8.15 in the morning of the 26th of October, 1948, the coastguard telephoned that a message had been received from the tug *Superman* asking for the life-boat to take four men off a sinking hulk three miles south of the Longships Lighthouse. The motor life-boat *Susan Ashley* was launched at 8.33. The northerly breeze was moderate, but there was a heavy ground swell. The life-boat found the fore-part of the S.S. *Empire Flamingo* with four men on board. She had broken away from the tugs *Superman* and *Airman*, while being taken from Arromanches to Newport for breaking up. She was foundering in the heavy seas. The life-boat rescued the four men and made for Newlyn. On the way she received a wireless message that the hulk had sunk. She landed the rescued men at Newlyn and returned to her station, arriving at 1.10 that afternoon.—Rewards, £21 4s.

ENGINE SWAMPED BY HEAVY SEAS

Wicklow.—At 11.5 in the morning of the 27th of October, 1948, a boat was seen to be in difficulties and flying a distress signal two miles south-west of Newcastle Point, and the motor life-boat *Lady Kyslant* was launched at 11.15. A south-easterly gale was blowing, with a very heavy sea. The life-boat found the motor fishing boat *Seal*, of Dublin, with a crew of four, drifting. Her engine had been swamped by the heavy seas. The life-boat passed a line to her and towed her into Wicklow harbour, reaching her station again at 12.35 in the afternoon.—Rewards, £10 2s.

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

Barra Island, Outer Hebrides.—October 3rd.—Rewards, £22 5s.

Cromarty.—October 3rd.—Rewards, £14 5s.

Dunbar, Haddingtonshire.—October 5th.—Rewards, £14 5s.

LIBERTY BOAT CAPSIZES

Weymouth, Dorset.—At 11.35 on the night of the 17th of October, 1948, the Portland Naval Base telephoned that a liberty boat returning to H.M.S. *Illustrious*, lying in Portland harbour, had sunk near the ship and that many men were in the sea, and at 11.50 the motor life-boat *William and Clara Ryland* was launched. A southerly gale was blowing, with a rough sea. The life-boat and other boats searched the water for survivors, and then, at the request of the *Illustrious*, the life-boat searched the two breakwaters for men who might have been washed on to them. Three life-boatmen landed on the breakwaters but found nothing. All that the life-boat picked up was some wreckage, life-buoys and clothing. These she handed over to the *Illustrious* and returned to her station, arriving at 5.15 the next morning. One mid-shipman and twenty-eight men had lost their lives.—Rewards, £14 5s.

New Brighton, Cheshire.—October 19th.—Rewards, £9 5s.

Ramsey, Isle of Man.—October 21st.—Rewards, £19 18s.

Fraserburgh, Aberdeenshire.—October 22nd.—Rewards, £10 0s. 6d.

Helvick Head, Co. Waterford.—October 27th.—Rewards, £11 12s.

Tynemouth, Northumberland.—October 28th.—Rewards, £14 8s.

Clovelly, Devon.—October 29th.—Rewards, £18 5s.

Wick, Caithness-shire.—October 29th.—Rewards, £6 16s.

Walton and Frinton, Essex.—October 29th.—Rewards, £11 15s.

STEERING ROD BROKEN

Bridlington, Yorkshire.—At 9.45 in the morning of the 30th of October, 1948, a fishing vessel off the pier was seen to burn a flare, and at 10.15 the motor life-boat *Tillie Morrison, Sheffield*, was launched. She found the local motor fishing vessel *La Mariole*, with her rudder steering rod broken. The life-boat brought a man ashore with the rod to get it repaired, stood by the vessel, and then took the man back with the repaired rod. *La Mariole* then went on her way, and the life-boat returned to her station at 11.45.—Rewards, £10 13s. 6d.

NOVEMBER

During November life-boats went out on service 57 times and rescued four lives.

FISHING BOAT'S ENGINE FAILED

Whitby, Yorkshire.—At 5.15 in the morning of the 1st of November, 1948, a vessel was seen to be signalling by searchlight. The coastguard signalled her and she replied with red flares. A south-westerly gale was blowing, with a moderate sea. The No. 1 motor life-boat *Mary Ann Hepworth* was launched at 6.18 and found the motor fishing boat *Provider*, with a crew of six, three miles to the north-east. Her engine had broken down. The life-boat towed her to the harbour and arrived back at her station at 7.30.—Rewards, £8 4s.

PROPELLER FOULED BY TRAWL

Kilmore Quay, Co. Wexford.—At six o'clock in the evening of the 5th of November, 1948, red flares were seen to the south-south-east, and the motor life-boat *Ann Isabella Pyemont* was launched at 6.40 in a strong, squally west-south-west breeze with a ground swell. She found the local fishing boat *Lanho* with a crew of four, at anchor twelve miles to the south-south-east. Her propeller had been fouled by a trawl. Her anchor too was fouled and in heaving it up she had broken her winch. The life-boat shone her searchlight on the *Lanho*, at the request of the skipper, while she struggled with her anchor, but she could not get it clear and cut the cable. Then she swung broadside to the sea. It carried her down on to the life-boat, which was slightly damaged. The life-boat took her in tow and made for harbour, arriving back at her station at 11.22 that night.—Rewards, £30 3s.

ICELANDIC TRAWLER ON THE ROCKS

Mallaig, Inverness-shire.—At 9.20 in the evening of the 6th of November, 1948, information was received that the motor trawler *Eldborg*, of Borgarnes, Iceland, had grounded half a mile south of Ardnamurchan, and the motor life-boat *Sir Arthur Rose* left her moorings at 10 o'clock and in a fresh south-easterly breeze with a moderate ground swell. She found the trawler pounding on a rock. She also had a list. But

her crew of fourteen would not abandon her. The life-boat took soundings and, at the skipper's request, stood by. Then the tug *Enforcer* arrived and tried to get the trawler clear, but the tow-rope parted. A second attempt was made at 9.30 the next morning and this time the *Eldborg* was refloated, damaged and leaking. The tug took the trawler in tow and the life-boat returned to her station, arriving at one o'clock in the afternoon of the 7th. —Rewards, £37 0s. 6d.

HEAVY SEAS IN THE HARBOUR ENTRANCE

Scarborough, Yorkshire.—During the morning of the 7th of November, 1948, the local fishing boat *Courage*, with a crew of five, was overtaken by bad weather. The sea was rough in the bay and at the harbour entrance, and when, just before noon, the coastguard reported that the *Courage* was approaching, the motor life-boat *Herbert Joy II* was launched. A strong east-south-east breeze was then blowing, with heavy breaking seas. The life-boat found the *Courage* three miles north-east of Castle Hill, escorted her in, and arrived back at her station at 1.30 that afternoon.—Rewards, £15 16s. 6d.

ESCORTING IN THE FISHING BOATS

North Sunderland, Northumberland.—About noon on the 8th of November, 1948, several of the fishing boats returned to harbour. The north-westerly breeze was light, but there was a very heavy swell at the harbour entrance, and they had difficulty in getting in. The weather got worse, and when the fishing coble *Boy's Own* returned at 12.45, the motor life-boat *W.R.A.* was launched and escorted her in. She then made for Beadnell, but there found that all the fishing boats from that harbour had returned safely. There were still two boats from North Sunderland at sea, the *Speedwell* and the *Cluaran*, and the life-boat remained ready in the harbour until they appeared at five o'clock. She escorted them in and returned to her station at 5.20.—Rewards, £28 2s.

LONDON STEAMER FOUNDERED

Arbroath, Broughty Ferry, and Montrose, Angus.—At 12.50 in the afternoon of the

10th of November, 1948, the Arbroath coastguard telephoned the Arbroath life-boat station that the S.S. *El Ciervo*, of London, had reported that she had picked up three men of the crew of ten of the S.S. *Warren Grove*, also of London. The *Warren Grove* had foundered the previous night while bound for Buckie laden with coal, and the men had been picked up eighteen miles east by north of Whiting Ness. The Arbroath motor life-boat *John and William Mudie* was launched at 1.30, in a light south-easterly breeze with a ground swell. She searched widely for the other seven men, but only found a life-jacket. She arrived back at her station at 9 o'clock that night.

The Carnoustie coastguard informed the Broughty Ferry life-boat station at 12.47 in the afternoon of the 10th, and the motor life-boat *Mona* put out at 1.45, fifteen minutes after the Arbroath life-boat had been launched. She too made a wide search, but found nothing, and returned to her station at 9.25. Then the Usan coastguard rang up the Montrose life-boat station at 8.5 in the morning of the 11th, and suggested that a search be made further to the north and east. The No. 1 motor life-boat *The Good Hope* was launched at 8.30, in a moderate south-easterly breeze, with a choppy sea, and late in the afternoon found the body of the captain nine miles south east of Gourdon. She also picked up a tank from a ship's life-boat, but found no one alive. She arrived back at her station at 6.30 in the evening.—Rewards: Arbroath, £19 3s.; Broughty Ferry, £21 10s.; Montrose, £27 19s.

FOULED PROPELLER

Ramsgate, Kent.—At 12.10 in the morning of the 12th of November, 1948, information was received that the local motor fishing boat *Victory*, with two aboard, was five hours overdue, and the motor life-boat *Mary Scott*, on temporary duty at the station, was launched at 12.16 in a light south-westerly breeze with a slight sea. With the help of her searchlight she found the *Victory* near South Brake Sands. Her propeller was foul and she was making very slow progress against a strong ebb tide. The life-boat towed

her to the harbour, arriving back at her station at 2.45.—Rewards, £10 13s. 6d.

LIFE-BOATMAN ADRIFT

Maryport, Cumberland.—At 6.35 in the evening of the 12th of November, 1948, it was reported that the life-boat bowman had gone fishing to the north in a small boat and had not returned. A strong, squally wind was blowing from the south, with rough seas. The motor life-boat *Joseph Braithwaite* was launched at 6.35. She made a wide search and in the end found the bowman in Allonby Bay, five miles north of Maryport. He had broken one oar, and lost the other, and was lying in the boat cold, hungry, and exhausted with his long efforts to keep the boat afloat. The life-boat took him on board and revived him, and returned to Maryport with his boat in tow, but before she arrived the boat was swamped and sank. She reached Maryport at 9.35 that night.—Rewards, £17 1s. 6d.

ENGINE BROKEN DOWN

Hastings, Sussex.—At 6.20 in the morning of the 13th of November, 1948, the Fairlight coastguard telephoned that a boat was burning flares about two miles off Winchelsea, and later the Winchelsea coast watcher reported that the boat was at anchor. The motor life-boat *Cyril and Lilian Bishop* was launched at 7.5 in a light west-south-west breeze with a calm sea, and found the fishing boat *Skylark*, of Rye, with a crew of three, one and a half miles off Winchelsea. Her engine had broken down. The life-boat towed her to Hastings and arrived back at her station at 9.3.—Rewards, £33 11s. 6d.

FOULED BY HER OWN NETS

Maryport, Cumberland.—At 6.50 in the evening of the 13th of November, 1948, a message was received from Whitehaven that a fishing vessel which had put out from there had not returned, and the motor life-boat *Joseph Braithwaite* was launched at 7.26 in a fresh southerly breeze with a rough sea. She searched, but found nothing. Visibility was poor, and she put into Whitehaven to inquire where the fishing vessel had last been seen. She left Whitehaven again about ten

o'clock to continue the search and, half an hour after midnight, found the *Salvia*, of Inverness, ten miles to the north-west with her propeller fouled by her nets. She towed her to Whitehaven, arriving there at 7.15 in the morning, and returned to her station arriving at nine o'clock.—Rewards, £35 18s.

A CASE OF APPENDICITIS

Barra Island, Outer Hebrides.—At five in the evening of the 15th of November, 1948, an urgent call was received for the life-boat to take a woman, who was suffering with acute appendicitis, to Lochboisdale, in South Uist. The motor life-boat *Lloyd's* left her moorings at 5.45 in a north-westerly breeze with calm sea, and landed the patient at Lochboisdale. From there the patient was taken by road to Benbecula and put on an aeroplane for Glasgow. The life-boat reached her station again twenty minutes after midnight.—Rewards, £16 14s.

SUNK ON AN OLD WRECK

Southend-on-Sea, Essex.—At 2.15 in the morning of the 17th of November, 1948, the pier head coastguard reported that the S.S. *Nordic Queen* was approaching Southend and wanted to land ten survivors whom she had picked up from the Dutch motor vessel *Quo Vadis*. The *Quo Vadis* had sunk about a mile west of Nore Tower, after striking a wreck. The motor life-boat *Greater London, Civil Service No. 3* was launched at three o'clock in a light north-west breeze with a calm sea, met the *Nordic Queen*, took off the ten survivors and landed them on Southend Pier, returning to her station at 3.50.—Rewards, £8 15s.

A MATERNITY CASE

Barra Island, Outer Hebrides.—At 4.30 in the morning of the 19th of November, 1948, a telephone message was received from Vatersay Island asking for help to be sent for a maternity case. A south-east gale was blowing with a rough sea, and the motor life-boat *Lloyd's* was launched at 5.15 with a doctor and nurse aboard. She took them to Vatersay and arrived back at her station at 7.15.—Rewards, £7 11s.

A FRACTURED THIGH

Aith, Shetlands.—At eleven on the night of the 19th of November, 1948, a doctor telephoned that one of his patients on the Island of Papa Stour had met with an accident and asked if the life-boat would take him there. A whole gale was blowing from the south-south-east with very heavy seas and sleet squalls. A quarter of an hour after midnight the motor life-boat *The Rankin* left her moorings with the doctor aboard, and landed him at Papa Stour in a small boat. Later, with much difficulty, the life-boat took aboard the doctor and his patient—who had a fractured thigh—and returned with them to Aith, arriving at 5.20 on the morning of the 20th. There an ambulance took the injured man to a hospital at Lerwick.—Rewards, £14 15s.

A SICK SEAMAN

Rosslare Harbour, Co. Wexford.—At five in the evening of the 20th of November, 1948, a signal was received from the motor vessel *Menapia*, of Wexford, that a doctor was urgently needed, and the motor life-boat *Mabel Marion Thompson* left her moorings at 5.45, with a doctor aboard. A moderate south-westerly breeze was blowing with a choppy sea. The life-boat met the *Menapia* in South Bay, put the doctor on board her, and forty minutes later took him off again and the sick man. She arrived back at Rosslare Harbour at seven o'clock, and the sick man was taken to hospital.—Permanent Paid Crew. Rewards, £1 11s.

TWICE ASHORE

Islay, Inner Hebrides.—At 7.30 in the evening of the 25th of November, 1948, a trawler appeared to be ashore off Bonahaven Distillery and was seen to be showing a light. The motor life-boat *Charlotte Elizabeth* was launched at 9.3 in a strong south-easterly breeze with a moderate sea. She found the Admiralty mooring vessel *Moorcock*, of Rosyth, bound for Greenock, aground on the Jura shore, three miles south-east of Rhu Vaal Lighthouse. She had a crew of sixteen, but they were in no immediate danger. The life-boat stood by, and later refloated the *Moorcock* and piloted her to a safe anchorage.

She arrived back at her station at three next morning. About nine o'clock the *Moorcock* got under way but returned to Port Askaig Pier. At 2.30 in the afternoon she left the pier, to make room for other vessels, but ran ashore half a mile to the north, on the Islay shore. A moderate south-easterly gale was now blowing, with a rough sea. At three o'clock the life-boat again put out, went alongside the *Moorcock* and took off nine of her crew. She landed them and, as the vessel was in no great danger, returned to her station at six o'clock in the evening. The *Moorcock* was later refloated and taken in tow by tugs.—First Service: Property Salvage Case; Second Service: Rewards, £8 7s.

BADLY HURT ON A LIGHTVESSEL

Eastbourne, Sussex.—At 1.6 in the morning of the 20th of November, 1948, the coastguard telephoned that a man had been badly injured on the Royal Sovereign Lightvessel. After further information had been obtained the motor life-boat *Jane Holland* was launched at half past two, with a doctor and two police officers on board, in a fresh east-south-easterly breeze with a moderate sea. She put the doctor on board the lightvessel, and later took him off again, and the injured man, and landed them at 5.15. The injured man was taken to hospital.—Rewards, £19 18s. 6d. Repaid to the Institution by Trinity House.

ASHORE IN A FOG

Bridlington, Yorkshire.—At 11.20 in the morning of the 27th of November, 1948, the harbour master reported a telephone message from the Post Office at Barmston that a vessel was ashore, and the motor life-boat *Tillie Morrison, Sheffield*, was launched at 11.53. The south-westerly breeze was light, with a slight swell, but there was thick fog. The life-boat found the steam drifter *Rait Castle*, of Portknockie, with a crew of ten, aground in a dangerous position about two miles north of Barmston. The second coxswain boarded her to advise the skipper, and the life-boat then towed her off. After putting another man on board the drifter to help the crew, the life-boat

escorted her to Bridlington and arrived back at her station at 1.5 that afternoon.—Property Salvage Case.

LOST IN THE FOG

Margate, Kent.—At 11.15 in the morning of the 28th of November, 1948, during a dense fog, the coastguard rang up to say that the skipper of a motor boat had reported passing the local fishing vessel *Kathleen* near Longnose Buoy and that her crew of three had said that they had no compass. At 1.10 in the afternoon, as the *Kathleen* had not returned, her owner asked for the help of the life-boat, and at 2.25 the coastguard telephoned that the fishing vessel had last been seen two miles east of the harbour. At 2.40 the motor life-boat *Lord Southborough, Civil Service No. 1* was launched in a light variable breeze with a smooth sea. She found the *Kathleen* one and a half miles to the eastward steaming seawards, guided her to the harbour and arrived back at her station at 3.15.—Rewards, £10 16s.

Ramsgate, Kent.—In the same dense fog on the night of the 28th of November, 1948—as five boats which had put out with fishing parties had not returned—the life-boat coxswain and another man burned flares at the East Pier. By their help four of the boats came in. At 10.50 the following morning the coastguard telephoned that the rowing boat *May Queen* was still missing, and the motor life-boat *Prudential* left her moorings at 10.59 with the motor boat *Kenneth*. The weather was calm, but the fog still thick. They made a wide search, and two and a half miles south of Quern Buoy the life-boat found the *May Queen* anchored. The two men in her were hungry, cold, and exhausted. The life-boat took them on board, gave them food and drink, and with their boat in tow, returned to Ramsgate at 1.20 that afternoon.—Rewards, £11 13s. 6d.

LADEN TRAWLER ASHORE

Great Yarmouth and Gorleston, Norfolk.—At 9.25 in the morning of the 29th of November, 1948, the coastguard reported a vessel apparently aground close in to the south east of the look-out,

and the motor life-boat *Louise Stephens* was launched at 10.14. The weather was calm, but very foggy. The life-boat found the Aberdeen steam trawler *Scot*, with a crew of ten and a load of fish, laid out an anchor for her, and stood by until, with the rising tide, the trawler got off at half past four. The life-boat escorted her into harbour, which was reached at 5.30 in the afternoon.—Property Salvage Case.

BROKEN DOWN ON BIDEFORD BAR

Appledore, Devon.—At 7.7 in the evening of the 30th of November, 1948, the Westward *Ho* coastguard telephoned that *Pilot Cutter No. 1* was in difficulties on Bideford Bar and burning flares, and the motor life-boat *Violet Armstrong* was launched at 7.20 in a south-easterly breeze with a moderate sea. She found the cutter, with a crew of two, half a mile north of the Bell Buoy, out of control with her engine broken down, and towed her to the Pool, reaching her station again at nine o'clock.—Rewards, £9 3s.

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

Penlee, Cornwall.—November 1st.—Rewards, £18 3s. 6d.

Stornoway, Outer Hebrides.—November 1st.—Rewards, £10 17s.

Beaumaris, Anglesey.—November 3rd.—Rewards, £12 19s.

Torbay, Devon.—November 3rd.—Rewards, £3 7s. 6d.

Ramsgate, Kent.—November 3rd.—Rewards, £10 13s. 6d.

Blyth, Northumberland.—November 3rd.—Rewards, £7 12s.

Islay, Inner Hebrides.—November 9th.—Rewards, £8 7s.

New Brighton, Cheshire.—November 11th.—Rewards, £12 15s.

Margate, Kent.—November 11th.—Rewards, £12 19s. 6d.

The Mumbles, Glamorganshire.—November 14th.—Rewards, £16 2s.

Southend-on-Sea, Essex.—November 17th.—Rewards, £10 10s.

Hoylake, Cheshire.—November 19th.—Rewards, £20 11s.

Swanage, Dorset.—November 20th.—Rewards, £13 4s.

Aberystwyth, Cardiganshire.—November 21st.—Rewards, £22 11s.

Selsey, Sussex.—November 23rd.—Rewards, £16 5s. 6d.

Torbay, Devon.—November 23rd.—Rewards, £7 15s.

Salcombe, Devon.—November 23rd.—Rewards, £9 12s.

Anstruther, Fifeshire.—November 23rd.—Rewards, £27 9s.

Eyemouth, Berwickshire.—November 24th.—Rewards, £12 12s.

Dunbar, Haddingtonshire.—November 25th.—Rewards, £18 5s.

Great Yarmouth and Gorleston, Norfolk.—November 25th.—Rewards, £19 1s.

Lytham St. Annes, Lancashire.—November 25th.—Rewards, £16.

New Brighton, Cheshire.—November 25th.—Rewards, £21 18s.

Caister, Norfolk.—November 27th.—Rewards, £12 5s.

Sheringham, Norfolk.—November 28th.—Rewards, £36 9s.

Walmer, Kent.—November 28th.—Rewards, £20 6s.

Portpatrick, Wigtownshire.—November 29th.—Rewards, £5 11s.

Stornoway, Isle of Lewis.—November 29th.—Rewards, £12 5s.

Walmer, Kent.—November 29th.—Rewards, £30 14s.

St. Peter Port, Guernsey.—November 29th.—Rewards, £10 19s.

Poole and Bournemouth, Dorset.—November 29th.—Rewards, £11 17s.

Salcombe, Devon.—November 30th.—Rewards, £9 12s.

Awards to Coxswains and Life-boatmen

TO WILLIAM J. BAKER, on his retirement, after serving for 25½ years as coxswain of the Padstow life-boat, a coxswain's certificate of service and an annuity.

TO JAMES TAIT, on his retirement, after serving for 15½ years as coxswain of the Aith life-boat, a coxswain's certificate of service and an annuity.

TO WILLIAM J. HUGHES, on his retirement, after serving for 14½ years as coxswain, 4½ years as second coxswain and 1½ years as bowman of the Rhyl life-boat, a coxswain's certificate of service and an annuity.

TO FREDERICK H. ZABIELA, on his retirement, after serving for 3 years as coxswain, 9½ years as second coxswain and 9½ years as bowman of the St. Peter Port life-boat, a coxswain's certificate of service and an annuity.

TO WILLIAM H. JONES, on his retirement, after serving for 2½ years as coxswain and 16½ years as second coxswain of the Hoylake life-boat, and previously 7½ years as second coxswain of the Hilbre Island life-boat, a coxswain's certificate of service and an annuity.

TO FRANCIS W. HAYES, on his retirement, after serving for 2 years as coxswain, 6 years

as second coxswain, and 32 years as a member of the crew of the Poole life-boat, a life-boatman's certificate of service and a gratuity.

TO JAMES R. THOMSON, on his retirement, after serving for 4 years as second coxswain, 9 years as bowman and 16 years as a member of the crews of the Dunbar and Skateraw life-boats, a life-boatman's certificate of service and an annuity.

TO WILLIAM H. JONES, on his retirement, after serving for 7½ years as assistant motor mechanic and 16½ years as a member of the crew of the Pwllheli life-boat, a life-boatman's certificate of service and a gratuity.

TO the late ADAM STRAKER, who for 24 years was a member of the crews of the Alnmouth and Boulmer life-boats and previously bowman of the Alnmouth life-boat for 9 years, a life-boatman's certificate of service.

TO the late JOHN W. STEPHENSON, who for 40 years was a member of the crew of the Boulmer life-boat, a life-boatman's certificate of service.

TO the late ROBERT STEPHENSON, who for 15 years was a member of the crew of the Boulmer life-boat, a life-boatman's certificate of service.

Notice

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

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

The next number of THE LIFE-BOAT will be published in April, 1949.