

# THE LIFE-BOAT

The Journal of the Royal National Life-boat Institution

VOL. XXXII

APRIL, 1949

No. 349

## 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 March 31st, 1949 - - - - 76,400

*As the last of the sailing life-boats was replaced by a motor life-boat on the 12th of December, 1948, the term motor life-boat will no longer be used. "Life-boat" will mean "motor life-boat."*

*The one boat remaining which has not*

*a motor, the second boat at Whitby, used only in the harbour entrance, will be called "the harbour pulling life-boat." In this number of the journal "motor life-boat" is used in the accounts of services up to the end of 1948.*

## The Last of the Sailing Life-boats

At half-past eight in the morning of Sunday, the 12th of December, 1948, a new motor life-boat, the *St. Albans*, arrived at New Quay, Cardigan, from the building yard at Cowes, after one of the stormiest passages which a life-boat has ever had from the building yard to her station. She replaced the last of the pulling and sailing life-boats in the Institution's fleet.

The *St. Albans* is a Liverpool boat, 35 feet 6 inches long, with a beam of 10 feet 8 inches, and is driven by two 18-h.p. engines. She carries a crew of eight, and with gear and crew on board weighs 8½ tons. She is a gift to the Institution from the people of St. Albans.

The last sailing life-boat, which that day came to the end of her service, was the *William Cantrell Ashley*. She was a Liverpool boat, 35 feet long with 10 feet beam. She was rigged with jib, fore lug and mizzen, and had twelve oars. She carried a crew of fifteen, and with crew and gear on board weighed just over 5½ tons. She was a gift to the

Institution from Mr. Charles Carr Ashley, who died in 1906, leaving £65,000 to provide and endow five life-boats.\* She was built in 1907 and had spent her forty-one years at New Quay. There she was launched on service 18 times and rescued 10 lives.

The first of all life-boats, the *Original*, built at South Shields in 1789, had only oars. The first sailing life-boat was built by the London coachbuilder Lionel Lukin for the Suffolk Humane Society in 1807, so that sailing life-boats have served on our coasts for 141 years.

When the *St. Albans* arrived at New Quay the *William Cantrell Ashley* sailed out to meet her and the two boats were filmed by the B.B.C.'s television unit. They were the first life-boats to be televised.

The *William Cantrell Ashley* has been presented by the Institution to the Outward Bound Sea School at Aberdovey, and on the morning of the 25th of February she sailed from New Quay

\* A full account of this legacy was published in the last issue of *The Life-boat*.

for the last time manned by some of her old crew and by members of the committee of the New Quay station. At sea she met the school's ketch *Garibaldi*, and a crew of the boys of the school took her over and sailed her to Aberdovey. The school wrote to the Institution:

"We are delighted with the life-boat. Sailing her to Aberdovey exhibited her splendid qualities. She is going to be our most proud possession."

#### "Exploits of the Old Sailing Life-boats"

On the evening of the day after the *St. Albans* arrived at New Quay, the secretary of the Institution, Colonel A. D. Burnett Brown, M.C., T.D., M.A., broadcast a farewell to the sailing life-boats in a news talk in the Home Service programme of the B.B.C.

"For over a century the old pulling and sailing life-boats have braved the worst of the weather round our coasts. There is not a year, in those hundred years, without an exploit of their gallantry.

"There was a scene at the famous Cromer station in 1917 which not one of those who saw it will ever forget. The life-boat's crew were old men—for the younger men had joined the Navy. They came back with a rescued crew, exhausted after their long struggle. Then they put out again to a second steamer. In the blaze of searchlights they could be seen at their oars, sometimes with the life-boat standing on end, next moment buried in the seas. They fought on until five of their oars were broken, and three washed away; and then the life-boat herself was flung back on the beach. More oars were fetched; once more the weary men rowed her through the surf; and this

time they returned with the steamer's whole crew.

"In a November gale in 1919 off Land's End a naval launch was flung on the rocks, broke into pieces, and in a few minutes had disappeared, leaving four of her men clinging to the rocks. There the Sennen Cove life-boat found them. Her coxswain took her right through a gap in the reef, where a single mistake would have destroyed her, and rescued all the men.

"In another November gale in recent years the coxswain at Moelfre, Anglesey, found a wreck sinking. He sailed his life-boat right on to her deck, and seized her men. But the life-boat had had three holes broken in her. Full of water, she beat home against the gale all through the night, and arrived with two men on board dead, and her coxswain temporarily, but completely, blind.

"In those old life-boats there was not only danger and exposure, but often terrible toil. Once in the open sea they could set their sails, but to drive them through the surf, and again at the most dangerous moment of their task, when they came alongside the wreck, their crews had only the strength of their own bodies at the oars.

"From that toil the engines of the motor life-boats have freed the crews. But do not think that the dangers are less. The motor life-boats can travel further. They can come sooner to the rescue. They can manoeuvre much more swiftly when they approach the wreck. But they can take bigger risks. And they do take them. Less than two years ago all the men of another Welsh crew, from The Mumbles, lost their lives when their motor life-boat capsized in a hurricane. So the work goes on, with a greater hope of rescuing life. But the dangers remain."

### Miniature Life-boat Medals

THE Institution is issuing to living holders of its gold, silver and bronze medals, miniature reproductions of their medals. These miniatures will be half the size of the originals. They will have on them the reverse of the originals, three men in a life-boat

rescuing an exhausted man from the sea. On the other side the holder's name and the date of the award will be inscribed. There will be two types of fastening, a stud to fit into the buttonhole in a coat lapel, or a safety-pin.

## December Passage

### The Journey of the *St. Albans* from Cowes to New Quay

By Commander E. W. Middleton, V.R.D., R.N.V.R., Western District  
Inspector of Life-boats

By some unfortunate chance, new life-boats seem to make a habit of being ready for delivery during the winter months. But one can experience good weather in winter and bad weather in summer. The main disadvantage of winter seafaring is the lack of daylight, which usually means leaving in the dark and arriving in the dark. The passage of the *St. Albans* was chiefly remarkable for the persistent gales.

Her crew for the passage consisted of Coxswain Arden Evans, Motor Mechanic Gwilym Davies and Life-boatmen Meurig Lewis and Eric Swan. As district inspector, I was in command, and Mr. Ireland, the district engineer was in charge of the machinery.

#### From Cowes on a Friday

We left Cowes on the morning of Friday, the 3rd of December; not a popular day of the week for sailing; and the crew were inclined to blame this for the weather we afterwards experienced. All my efforts to explain that on my previous trip, only a few weeks earlier, we sailed on a Friday and had wonderful weather the whole way, were received with polite scepticism.

It had blown a gale the day and night before we left, and as we made down towards The Needles a big lumpy sea was running, but the wind appeared to be moderating. A frigate doing gunnery trials lay stopped off the South-West Shingles Buoy, and we tried to enliven the proceedings by signalling "Can we help?" But the joke fell flat as they replied soberly, "No, thank you. We are quite all right!"

*St. Albans* Head was not particularly kind to its little namesake, for the Race was lively and gave the boat a wet welcome. It was just after dark when we slipped quietly between the piers at Weymouth, past the towering cross-channel steamers, to round to alongside the Weymouth life-boat. Here, as at all ports on our way, we received the most willing help from the life-boat

crew and coastguard. This friendly welcome, and obvious desire to make things as easy as possible, is one of the most pleasant features of these coastal passages, and one that shows that the brotherhood of the sea is still a very real thing.

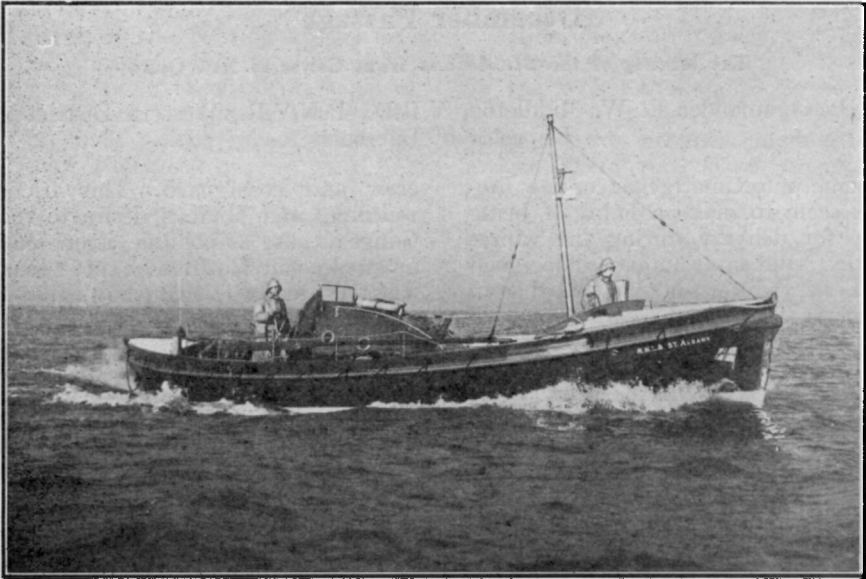
The weather forecast being reasonably good we decided to push on, so we refuelled, had a hot meal, and sailed again at ten o'clock that night.

Portland Race was kind, and there was nothing like as much sea off the Bill as we expected. We passed the lighthouse within a few boat's lengths, in order to keep inside the Race, and commenced the long plug across West Bay. There was quite a big sea running, but not a lot of wind, for the first few hours. Sleep is virtually impossible in a boat of this size, and after an hour or two the cold begins to get you. About one in the morning we opened some tins of self-heating soup and were more than grateful for the steaming hot fluid. This is good, rich, sustaining food, and it is boiling in a few minutes. It can be used in any weather conditions.

#### Over Salcombe Bar

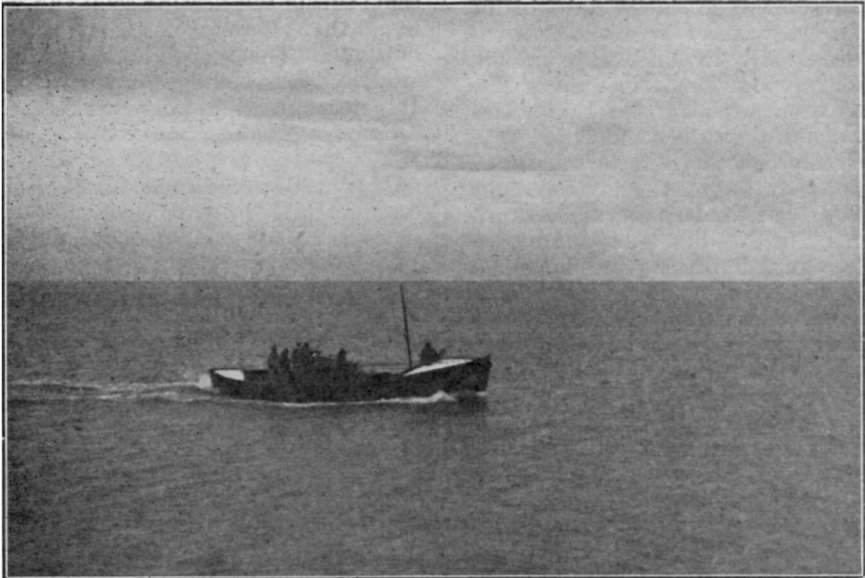
Soon after Start Point Light broke the horizon, the wind veered to the north-west and freshened considerably. This put up a nasty cross sea and damped our spirits somewhat. The tide was against us now, and progress seemed painfully slow. Daylight saw the Start abeam, however, and not long afterwards Salcombe began to open up.

Had the wind remained southerly, there would have been a very nasty sea on Salcombe bar, but as it was, it was just breaking and no more. Close under the wooded cliffs we ran smoothly up harbour, with a sparkle of early morning sunshine to brighten the lovely estuary. Coxswain Distin and Motor Mechanic Laphorne were afloat and met us off the town. They had



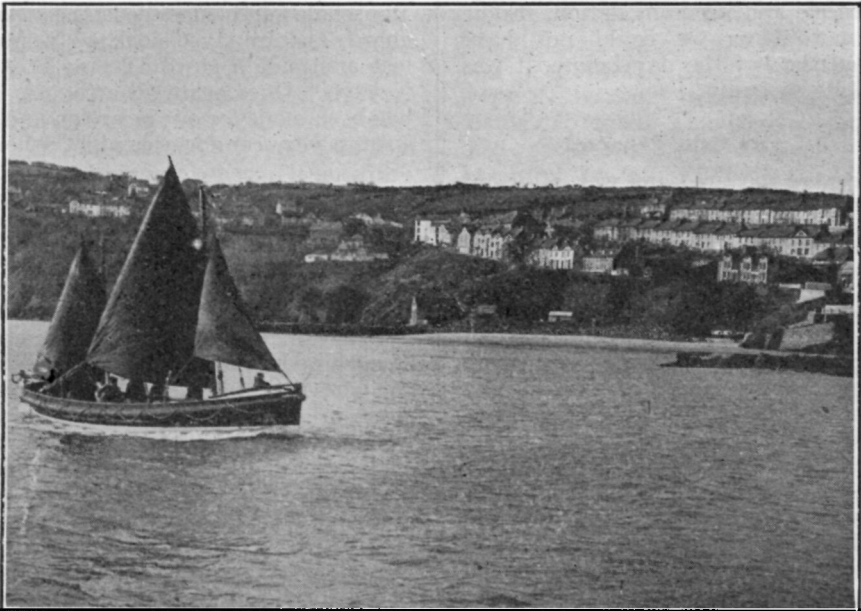
**THE ST. ALBANS**

The new motor life-boat at New Quay, Cardigan, a gift from the Institution's St. Albans branch.



**AFTER A STORMY PASSAGE**

The *St. Albans* arriving at New Quay



By courtesy of]

[E. J. Brown, Barmouth

**LAST OF THE SAILING LIFE-BOATS**

The *William Cantrell Ashley* sails away from New Quay, Cardigan.



By courtesy of]

[E. J. Brown, Barmouth

**NEW QUAY SAYS GOOD-BYE**

everything arranged for us—refuelling, hot meal, and accommodation. Eddie Distin told us we could not have crossed the bar the day before, it was breaking so badly.

#### Severe Gales Promised

We were too tired and wet, after our twenty hours afloat, to proceed that day. That was a pity, as conditions were then fairly good, and when daylight came next day, it was blowing a full gale. After one look at the seas breaking on the bar I hardly needed the efforts made to dissuade me from leaving. So we spent Sunday in Salcombe, waiting for some sign of improvement in the weather.

Next day, Monday, we were away at daylight, into a fresh to strong southerly wind and the familiar big sea. Off the Eddystone the wind and sea increased, and the greasy clouds had a look reminiscent of typhoon weather about them. A wireless warning of severe gales and a somewhat pessimistic outlook on the part of the Coastguard at Polruan, with whom we were in touch by radio-telephone, made me decide to put into Fowey instead of continuing on round The Lizard to Newlyn. It was just as well, for by the time it was dark the wind had increased to hurricane strength and it would have been most unpleasant off The Lizard.

#### A Western Ocean Sea

On the Tuesday morning, conditions were better and we made our way out of harbour in good style. By this time we had decided that the boat would stand anything—the only limiting factor was what *we* could stand.

All the way down to The Lizard the wind and sea increased. It was as big a sea as I have ever seen in the Channel, more like a Western Ocean sea. Several ships were sheltering off Helford River, and nobody seemed to like the look of things very much, but the *St. Albans* took it all in her stride and skimmed over the big breaking seas like a gull. Round The Lizard we brought the sea on the beam as we made up towards Newlyn, but we shipped little or no water, and I am sure we were more comfortable than some of the big ships

we passed. Soon after dark we sighted Mousehole and signalled the coast-guard, and by six o'clock we were all fast alongside a sturdy fishing boat in Newlyn. Once again all arrangements had been made for our reception and we spent a very comfortable night ashore.

#### Running Into a Naval Battle

Next morning, Wednesday, there were one or two jobs to do in the boat and it was after nine o'clock before we got away. The wind was in the south-west, fresh to strong, and the sea was steeper and more unpleasant than on the previous day. Off the Runnelstone a destroyer and a submarine were plunging about warily in the Redland and Blueland "battle," which was in progress. We hoped they were enjoying their fun and games.

Cutting the corner we headed up inside the Longships, where the seas began to pile up astern. Sennen Cove life-boat station answered on the radio telephone and expressed surprise at our temerity in making light of their waters.

The sun shone, and once round Pen-deen we had the best few hours of the trip, till the wind went round to the southward again and the dry spell was over. It was after seven before we made our way into Padstow, having arranged to go alongside Padstow No. 1 boat in the Cove, as there was not enough water to go up to the harbour.

#### A Wrong Weather Forecast

The B.B.C. having promised a southerly gale, we sought to take advantage of a fair wind for the passage from Padstow to Tenby. With this in mind we left Padstow, after refuelling boat and crew, at eleven o'clock that night. Alas, the prophet was false, and off the south end of Lundy the wind came away from the west-north-west with a bang. Within a few minutes the wind, sea and driving rain were all acting as if inspired by vicious personal animosity. The seas came tearing up out of the murk, their grey-white tops swirling in and around the boat hungrily. Now and again we would get the full force of the break and a good deal of solid water would make its appearance on board.

After four or five hours of this we were all extremely cold and damp, and resigned, if not definitely miserable. But these New Quay men took their turns at the wheel and nursed the boat carefully, like the splendid seamen they were. The boat herself again took it all in her stride and behaved beautifully, only shipping water under the utmost provocation. Truly, a real life-boat.

Soon after dawn, with Caldy Island Light showing up clearly ahead, we spliced the mainbrace. The effect was magical, and had we had the fuel, nobody would have complained if we had carried straight on to New Quay.

#### A Quick Laundry

By nine o'clock of the Thursday morning, we were under the lee of Caldy Island, and shortly afterwards Captain Diment, the honorary secretary of the Tenby station, was welcoming us alongside the jetty. The Tenby crew took over and refuelled while we were hurried off to hot baths and a hot meal. All our clothes, including those stowed under cover in kitbags, were soaked, and these were all collected by the local laundry, dried, and returned to us neatly folded!

Next day, Friday, it blew harder than ever, and it was not until Saturday evening that there was any sign of a let-up. Even then, the weather reports were bad and the coastguard told us conditions were far from good.

Tenby Harbour dries out, and the boat was nearly on the bottom, so there was no time to speculate. While we got our gear together the Tenby coxswain took the boat out into the bay, and we made a quick change-over at the life-boat slipway.

#### A Third Run by Night

Our third night run of the passage proved the lucky one. In spite of threatening conditions there was little more than a big swell off St. Goven's Head and right round to the South Bishop Light. There was a lot of shipping off Skokholm Island and our radio telephone was busy with Tenby and Strumble Head coastguard stations.

Dawn on the Sunday showed New Quay right ahead, and a rocket from the shore told us we had been sighted. At half-past eight we passed the break-water, which was lined with cheering people. I think the whole village was there. It was a wonderful welcome and more than repaid any discomforts of the trip. Mr. D. J. Rees, the honorary secretary of the station, Mr. H. E. Carrington, of the St. Albans branch, and Lieut.-Colonel V. M. Lewis, M.C., organising secretary for Wales, met us as we beached, and the boat was soon surrounded by an admiring crowd. That afternoon, the old life-boat hoisted her sails and ran smoothly out of the bay. *St. Albans* was on station and ready for service.

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## Cut Off by the Tide

### Two Bronze Medals for Clovelly Life-boatmen

ON the evening of the 30th of August, 1948, two young Americans were swimming and wading round Baggy Point in North Devon. One of them was the son of Mr. Negley Farson, the author, the other was a photographer on the staff of the American Services' newspaper, *Stars and Stripes*. They intended to go right round the point to Croyde Bay, but they were caught by the rising tide and took refuge on a rock under the cliffs of Baggy Point.

The wind was off shore, and the sea was calm, but a heavy swell was run-

ning up the Bristol Channel. It was breaking on the cliffs, with a strong back-wash, and was swirling round the rocks, making a very ugly piece of water at the cliff-foot. It would have been impossible for the men to swim through it. They were seen, and the Croyde coastguard went to their help with the life-saving rocket apparatus. But the cliff overhangs the rocks and made it impossible to reach them from above. A line could be fired to them from further along the cliff, but it would drag them through the surf and across

the rocks before it could haul them up the cliff. It could not be done without serious injury to them. So, at 9.40, the coastguard sent a message to the Clovelly life-boat station, ten miles away: "Two men on ledge at Baggy Point. Request life-boat and dinghy. Will guide you to spot by searchlight." Five minutes later the motor life-boat *City of Nottingham* was launched, with an 11-foot dinghy lashed across her gunwale.

#### Waiting While the Tide Rose

The life-boat had a journey of an hour and a half, and the tide was rising. The coastguard turned their searchlight on the men, and when the tide was nearing the top of their rock they fired two lines. These fell within reach and the men were able to seize them. Then, if the life-boat did not arrive before the tide threatened to wash them off the rock, an attempt could be made to haul them up the cliff. There was now nothing to be done but to wait for the life-boat.

Guided by the coastguard's searchlight she arrived at twenty minutes past eleven, and the coxswain examined the scene. It was very dark under the cliff, but the searchlight's beam, running diagonally down the face of the cliff, showed him the two waiting men in their bathing suits, and the tide already nearly up to the top of their rock.

The coxswain anchored in two fathoms of water and called for volunteers to man the dinghy. Two men came forward and put off, but in eight minutes they had returned, saying that it was impossible. The coxswain was considering if he should take the life-boat herself among the rocks, when two more men volunteered to make a second attempt in the dinghy, Percy Shackson, the bowman, and William Braund, the assistant motor mechanic. The coxswain first moved the life-boat nearer, with his anchor still down, intending, if the dinghy failed, to take her right up to the rocks and to use his cable to haul her clear again in case of emergency. He could only have done it, among the submerged rocks and breaking swirling waters, at grave risk to the life-boat.

#### At Grave Risk

It was at grave risk that the bowman and assistant motor mechanic pulled the dinghy near enough to the rock to fling a line. One of the men caught it and jumped into the sea. He was hauled aboard, and then the dinghy was seized by a fierce rush of water and carried away. Those who watched from the cliff-top thought that first the swimmer and then the dinghy were lost. But the two men got her under control again, and pulled back towards the rock. The second man jumped and he too was hauled in. Then Percy Shackson and William Braund pulled the dinghy clear of rocks and whirlpools to where the life-boat waited. It was now close on midnight.

The two men were very cold and exhausted after those hours in the darkness on the rock with only their bathing shorts, but the life-boatmen took off their own clothes to cover and warm them and then fed them with hot tea, rum and biscuits. Meanwhile the life-boat was on her way to Clovelly, and arrived at quarter to two in the morning.

#### The Rewards

The two men had handled the dinghy with great skill and courage in the darkness and dangerous waters and the Institution has made the following awards:

To PERCY SHACKSON, bowman, the bronze medal for gallantry, accompanied by a copy of the vote inscribed on vellum;

To WILLIAM BRAUND, assistant motor mechanic, the bronze medal for gallantry, accompanied by a copy of the vote inscribed on vellum;

To COXSWAIN GEORGE LAMEY, in recognition of the good judgment he showed, the thanks of the Institution inscribed on vellum;

To the coxswain and each of the six members of the crew a reward of one pound in addition to the award of £1 7s. to each man on the ordinary scale. Scale rewards, to crew and launchers, £23 6s. 6d.; additional rewards to crew, £7; total rewards, £27 6s. 6d.



## The Life-boat Service in 1948

### A Comparison with Ten and Twenty Years Ago

IN 1948 the life-boats of the Institution were called out 603 times to vessels in distress.

Ten years ago the number was 485. That was then a record year for time of peace. In each of the three years since the war ended that record figure has been exceeded.

The average for these three years is 607 launches. For the same three years, ten years ago, the average was 454; for the same three years twenty years ago, the average was 284.

There is an increase, though not so great, in the number of lives rescued. In 1948 life-boats rescued 548. The average for the past three years is 540. For the three years ten years ago it was 456; for the three years twenty years ago it was 341.

Those figures show the great increase in the work of the Service. It is more than twice as busy to-day as it was twenty years ago.

Besides the 548 lives rescued in 1948 by life-boats 90 were rescued by shore-boats, and the rescuers were rewarded by the Institution. That is a grand total of 638 lives.

Life-boats also saved, or helped to save, from destruction 83 boats and vessels, and helped 203 others in various ways.

Those 548 lives were rescued by life-boats without loss of life.

### Services to Foreign Vessels

Life-boats went out to the help of 47 foreign vessels and rescued from them 112 lives. The vessels belonged to thirteen different countries. Fourteen of them hailed from France, ten from Norway, seven from The Netherlands, four from The United States, three from Sweden, two from Iceland, and one each from Belgium, Denmark, Egypt, Italy, Panama, Russia and Spain.

Besides the 112 lives rescued from these vessels, two Americans were rescued when cut off by the tide.

### Medals for Gallantry

Six medals were won for gallantry during the year, by Coxswain Frederick Upton, of Walmer, Kent, who won the silver medal, Coxswain James Upperton of Shoreham Harbour, Sussex, who won a bar to his silver medal, Coxswain Frederick J. Palmer, of Weymouth, Mr. Percy Cavell, the motor mechanic at Walmer, and Mr. Percy Shackson and Mr. William Braund, members of the Clovelly crew, who all won bronze medals.

The year saw the first life-boat with a deck cabin completed and sent to the coast, and the last of the sailing life-boats replaced by a motor life-boat.

## The Bravest Deed of 1948

THE "Miss Maud Smith's reward for courage, in memory of John, 7th Earl of Hardwicke," for the bravest deed of the year has been awarded to Coxswain Frederick Upton, of Walmer, for

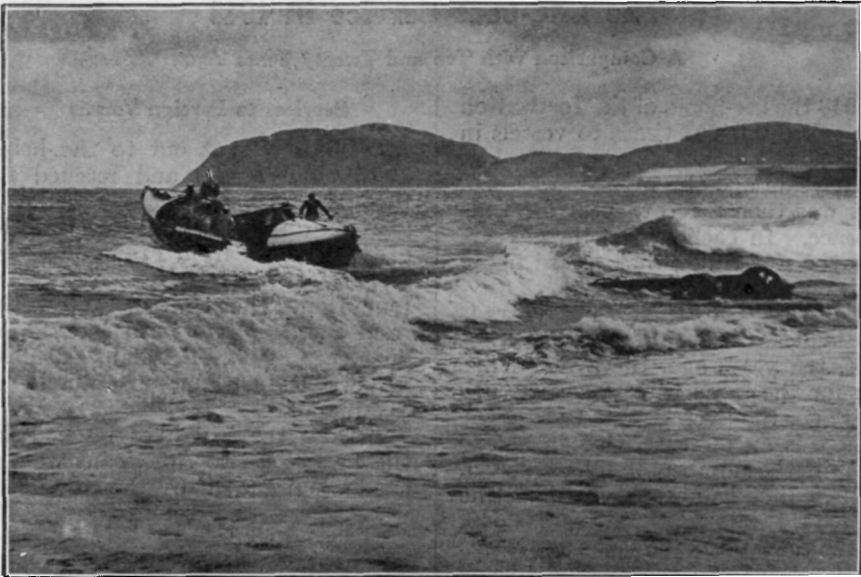
the rescue of thirty lives from the Italian steamer *Silvia Onorato*, wrecked on the Goodwin Sands on the 2nd of January, 1948.\*

\* A full account of this rescue appeared in *The Life-boat* for March, 1948.

## Sennen Cove—A Correction

IN the account of the naming ceremony of the Sennen Cove life-boat in the last issue of the journal, it was said that the ceremony had been arranged by

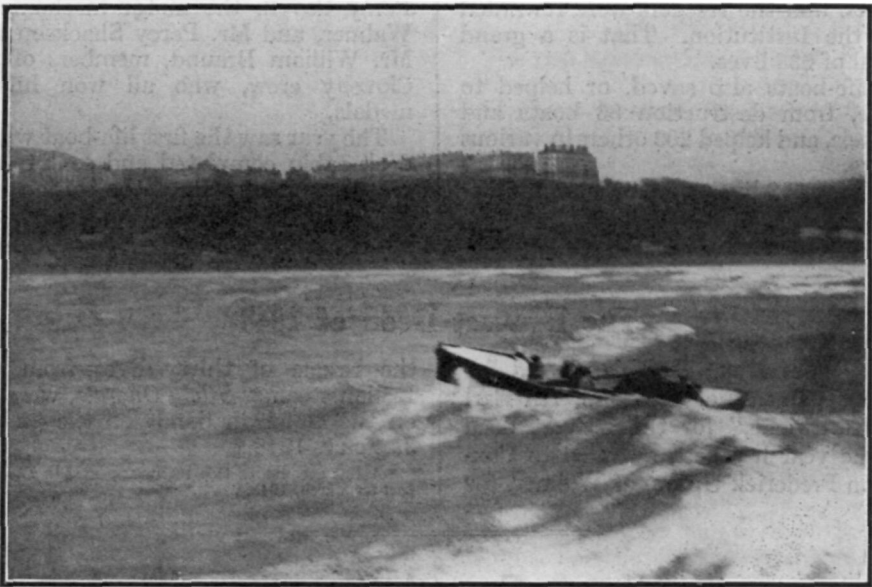
Mr. Barrie Bennetts, the honorary secretary of the station, and the local committee. It should have been Mr. J. K. Bennetts.



*By courtesy of]*

*[J. A. Jones, Llandudno*

**A LAUNCH AT LLANDUDNO**



*By courtesy of]*

*[Yorkshire Post*

**A SUDDEN GALE**

The Scarborough life-boat goes out to the help of fishing boats on the 9th of February, 1949.

(See page 288.)



**THE EASTBOURNE MUSEUM**

Opened in the old "William Terriss Memorial Life-boathouse" in 1937 and temporarily closed shortly after war broke out in September, 1939.



**70,000 IN TWO YEARS**

The museum was re-opened in April, 1947, and in the first 23 months about 70,000 people visited it.

*Photographs by Mr. Amos Burg, of Portland, Oregon, U.S.A.*

## Services of the Life-boats in December, 1948 and January and February, 1949

### 164 Lives Rescued

DURING December, 1948, life-boats went out on service 55 times and rescued 137 lives.

#### STRANDED IN A FOG

**Broughty Ferry, Angus.**—At 7.6 in the evening of the 1st of December, 1948, during a thick fog, the superintendent of the Tay Ferry Service telephoned that the ferry steamer *Sir William High*, of Dundee, was overdue on a trip from Newport, Fife, and could be heard sounding S.O.S. signals on her whistle. She was thought to be aground. At 7.15 the motor life-boat *Mona* was launched. The weather was calm. The life-boat found the steamer, with seventy passengers on board, stranded on Fowler Rock. At the captain's request, the life-boat landed the passengers. Then she stood by the steamer, helped to refloat her on the rising tide, and accompanied her to Dundee. She reached her station again at 1.30 the next morning. The Dundee Harbour Trust sent their thanks.—Rewards, £16 17s. 6d.

#### A FORTNIGHT'S GALE

**Ferryside, Carmarthenshire.**—About 8.30 in the evening of the 1st of December, 1948, The Mumbles coastguard telephoned that the s.s. *Tungenes*, of Stavanger, had reported that she was aground off Llanelly, with her rudder broken, and the motor life-boat *Caroline Oates Aver and William Maine* was launched at 9.26 in a fresh south-easterly gale, with a very rough sea. The life-boat first came up with the s.s. *Peterjon*, of London, which asked for a pilot. She then found the *Tungenes*, half a mile south-west of Pembrey Old Harbour. The steamer was high and dry and did not need immediate help, but would be in danger of capsizing at high water, so the life-boat made for Burry Port. She arrived at 4 o'clock the next morning, and went out again with a pilot at 8 o'clock. She put him aboard the

*Peterjon* and then stood by the *Tungenes* while tugs tried to get her clear. They failed and the life-boat returned to Burry Port at 8 o'clock. There it was decided she should remain, while the gale continued, ready to go out again to the help of the *Tungenes*, or to any other ships which were in danger. The wind blew at nearly gale force for a fortnight, and it was not until the 15th that she returned to her station.—Rewards, £54 17s. 6d.

#### RUDDER NOT WORKING

**Newhaven, Sussex.**—At 10.5 on the night of the 1st of December, 1948, the coastguard telephoned that a fishing vessel appeared to be in difficulties, and drifting, half a mile south-east of the breakwater, and at 10.40 reported that she was making distress signals. The motor life-boat *Cecil and Lilian Philpott* was launched at 10.50. A fresh southerly breeze was blowing, with a heavy swell. The life-boat found the local fishing vessel *Ocean Reaper* with a crew of two a quarter of a mile south-east of the east pier. Her rudder was not working. The life-boat towed her into harbour and returned to her station at 11.35.—Rewards, £9 11s.

#### SIXTEEN RESCUED FROM TRAWLER

**Islay, Inner Hebrides.**—At 11 o'clock in the morning of the 2nd of December, 1948, the Southend coastguard telephoned that a trawler was ashore in the Sound of Islay, and that another trawler was standing by, but could not help. The motor life-boat *Charlotte Elizabeth* was launched at 11.15, in a south-easterly gale with a rough sea. She found the trawler *Roden*, of Fleetwood, at Glas Eilean, bound for the fishing grounds with sixteen men. She was hard on the rocks. The life-boat went alongside, rescued the crew, put eight of the men on board the other trawler, the *Red Charger*, which was bound for Fleetwood, and landed the remainder at Islay at 6 o'clock that

evening. The *Roden* was refloated three days later.—Rewards, £13 6s.

#### FIVE MEN ON AN ISLAND

**Stornoway, Outer Hebrides.**—About 4.30 in the afternoon of the 2nd of December, 1948, the coastguard telephoned a message received from Cross-bost Post Office that a motor fishing vessel, the *Triumph*, of Stornoway, appeared to be in a dangerous position at the entrance to Loch Erisort. She had made no distress signals, but at 5.30 it was reported that she was making flares, and at 6.50 the motor life-boat *William and Harriot* left her moorings. A fresh south-south-west gale was blowing, with a heavy sea. The life-boat, using her searchlight, searched widely, but found nothing and returned to her station at 10 o'clock that night. As there was still no news of the *Triumph* at midnight, it was decided to renew the search at day-break. At 7.45 the next morning the life-boat again put out, and found the *Triumph's* crew of five on the Island of Tabhaidh. The *Triumph* had drifted ashore the previous evening and had sunk. The life-boat took the men on board and returned to her station at 9.30.—Rewards, £19.

#### FISHING BOAT TOWED IN

**Scarborough, Yorkshire.**—At 6.44 in the evening of the 5th of December, 1948, the coastguard telephoned that flares could be seen one mile north by east of Burniston, and the motor life-boat *Herbert Joy II* was launched at 6.55. The southerly breeze was moderate, but a rough sea was running. The life-boat found the local fishing coble *Good Cheer* one mile north-east of Burniston with her engine broken down. She had been at sea for sixteen hours and her crew of three were exhausted. The life-boat took her in tow and arrived back at her station at 9 o'clock.—Rewards, £14 14s. 6d.

#### SAILING BARGE SINKING

**Clacton-on-Sea, Essex.**—At 1.5 in the morning of the 6th of December, 1948, the coastguard telephoned that red flares could be seen four miles to the south-south-east, and the motor

life-boat *Edward Z. Dresden* was launched at 1.30. A moderate south-south-east gale was blowing, with a heavy sea. The life-boat found the sailing barge *Esterel*, of London, carrying grain to Ipswich, with a crew of three, two and a half miles to the south-south-east. She was sinking. With difficulty the life-boat went alongside, slightly damaging herself, and rescued the men. It was then just after two in the morning. The barge sank about 6.50. The life-boat anchored off the pier until daybreak and reached her station again at 8.15.—Rewards, £19 10s.

#### STANDING BY FOR SEVEN HOURS

**Ramsey, Isle of Man.**—At 8.30 on the night of the 6th of December, 1948, the coastguard reported that the S.S. *Saxton*, of Middlesbrough, was aground outside the harbour entrance with her engines broken down, and the motor life-boat *Thomas Corbett* was launched at half past nine. A southerly gale was blowing, with a rough sea. She stood by the *Saxton* for seven hours. At 4.30 the *Saxton* was driven outside the north pier, but when the tide ebbed she was secure for the night, and the life-boat returned to her station at 5.20 in the morning of the 7th. Her crew assembled during the day, while the *Saxton* was refloated, but the life-boat was not needed.—Rewards, service, £30 17s.; assembly, £3 12s.

#### ANOTHER STEAMER STRANDED

**Lytham St. Annes, Lancashire.**—At 8.20 in the morning of the 9th of December, 1948, the Hoylake coastguard reported a message from the Southport police that a vessel appeared to be aground off Ainsdale beach, and at 9.10 that the vessel was now flying a distress signal. The motor life-boat *John and Mary Meiklam of Gladswood*, on temporary duty at the station, was launched at 9.45. A moderate westerly breeze was blowing with a moderate sea. The life-boat found the s.s. *Loke*, of Oslo, stranded one mile south of Southport pier, and stood by until she refloated and made for Liverpool. She returned to her station arriving at 5.30 that evening.—Rewards, £23 4s.

### THREE LAUNCHES IN ONE DAY

**Southend-on-Sea, Essex.**—In the morning of the 9th of December, 1948, a strong southerly gale was blowing. At 8.35 a barge was seen to be in difficulty three-quarters of a mile west of the pier, and the motor life-boat *Greater London, Civil Service No. 3*, was launched at nine o'clock. She went through very heavy seas to the barge, which was the *G.C.B.*, of Rochester, laden with maize and bound for Ipswich. She found the crew of two trying to get a small boat away, rescued them, and returned to her station at 9.40. About two hours later, the Canvey Island lookout reported a barge flying distress signals near the No. 4 Sea Reach Buoy, and the life-boat was again launched. It was then 11.45. She found the London barge *Senta* a mile west of No. 4 Sea Reach Buoy, but a tug was standing by, and, as she was not needed, the life-boat returned to her station, arriving at 1.10. The gale had now dropped to a fresh breeze, and it was decided that an attempt should be made to save the *G.C.B.* At 1.50 the life-boat put out for the third time, and found the *G.C.B.* only slightly damaged, but leaking. She towed her in, anchored her, and then returned to her station, arriving at 4.20.—Rewards: first launch, £7 10s.; second launch, £10 15s.; third launch, property salvage case.

### PROPELLER FOULED BY NETS

**Arklow, Co. Wicklow.**—At nine o'clock on the night of the 9th of December, 1948, it was reported that a fishing boat was burning flares to the north-east, and the motor life-boat *Inbhear Mor* was launched at 9.10 in a southerly breeze. The sea was rough. The life-boat found the local motor boat *Santa Cruz* five miles to the north-east, with the life-boat's bowman, his father and three others on board. Her nets had fouled her propeller and she was drifting. The life-boat towed her in, arriving back at her station at a quarter past eleven.—Rewards, £11 4s. 6d.

### DOCTOR TO AN INJURED MAN

**Great Yarmouth and Gorleston, Norfolk.**—At 6.45 in the evening of the 10th of December, 1948, the police telephoned

that North Foreland radio station had reported the s.s. *Fulham II*, of London, one mile north-east of Britannia Pier, with a badly injured man on board. The motor life-boat *Louise Stephens* embarked a doctor at 7.30, and was launched in a strong south-south-east breeze with a rough sea. She put the doctor on board and later took him and the injured man to Great Yarmouth, reaching her station again at 9 o'clock. The injured man thanked the crew.—Rewards, £11 15s.

### ROYAL FLEET AUXILIARY IN DANGER

**Peterhead, and Fraserburgh, Aberdeenshire.**—Shortly after 8 o'clock in the morning of the 11th of December, 1948, the Royal Fleet Auxiliary *C. 617*, bound with stores from Invergordon to Rosyth, wirelessly to Wick Radio that she was drifting with her engine broken down. Her position was given as nine miles north-east of Peterhead. At 8.30 the motor life-boat *Julia Park Barry, of Glasgow*, was launched. A strong south-easterly wind was blowing, with a rough sea, and the weather was getting worse. A later message gave the position as eight miles north-east of Rattray, but while the life-boat was going to this position, the message was amended to five miles north-east of Kinnaird Head. The Fraserburgh life-boat station was informed at 8.50, and in view of the third position given the Fraserburgh motor life-boat *John and Charles Kennedy* was launched at 9.58. At 10.24 she found the vessel, which had a crew of seven. She was now steaming slowly south, and her master said that he did not need help. At 11.30 the Peterhead life-boat arrived, and as she was not needed she returned to her station, arriving at 1.45 that afternoon. The Fraserburgh life-boat remained by the vessel, and at 11.50 her master signalled that his engine had broken down. The life-boat took her in tow, brought her to Fraserburgh and secured her in Faithlie Basin at 2 o'clock. At 8 o'clock in the morning of the 12th the master telephoned that his vessel was pounding heavily on the quay and breaking her moorings. A local fishing boat attempted to tow her to another berth, but had to give up on account of the wind and swell. The life-boat

again put out at 10.10, towed the vessel to a safe berth and reached her station again at 11.45.—Rewards: Peterhead, £16 7s. 6d.; Fraserburgh, first service, property salvage case; second service, £8 4s.

#### TOW ROPE PARTS FOUR TIMES

**Margate, Kent.**—At 12.46 in the afternoon of the 19th of December, 1948, the coastguard telephoned that a motor launch was drifting four miles to the north-east of the lookout, and at 1.23 came another message that she was now flying a distress signal. The motor life-boat *Lord Southborough, Civil Service No. 1*, was launched at 1.40 in a strong easterly wind, with a rough sea. She found the motor launch *Merry Golden Hind*, of Harwich, with a crew of three, near South Tongue Buoy. Both her engines had broken down, her anchor was dragging, and she was drifting rapidly on to the sands. The life-boat put two men aboard to help her crew, and passed a tow line to her. She then began towing the launch towards Ramsgate, but when they were off the North Foreland the line parted. After much difficulty, for the launch was rolling heavily, a fresh line was secured. This also parted three times, but in the end the life-boat brought the *Merry Golden Hind* safely into Ramsgate harbour at 8.20 that night. She remained there herself until the next day, and arrived back at Margate at 12.15, in the afternoon.—Property salvage case.

#### ANOTHER FISHING BOAT TOWED IN

**Shoreham Harbour, Sussex.**—At 2.16 in the afternoon of the 19th of December, 1948, a motor vessel informed Niton Radio Station of a fishing boat in need of help nearly three miles out from Shoreham in a south-easterly direction, and the motor life-boat *Rosa Woodd and Phyllis Lunn* was launched at 2.45. A fresh easterly wind was blowing, with a moderate sea. The life-boat found the local motor fishing boat *Kingfisher IV*, with a crew of four, and her engine broken down, and towed her into harbour. She returned to her station at 4.45.—Rewards, £11 1s.

#### NINE DAYS TO REFLOAT A VESSEL

**Cromer, Norfolk.**—About 6.30 in the evening of the 20th of December, 1948, the coastguard telephoned that the motor vessel *Bosphorus*, of Oslo, of 2,111 tons, bound for Hull from Palestine, with a cargo of oranges and thirty-seven on board, had wirelessed that she was on the Haisborough Sands, and the No. 1 motor life-boat *Henry Blogg* was launched at 6.40. A fresh east-north-east breeze was blowing, with a rough sea. The life-boat found the vessel two miles north by west of South Middle Buoy. Her captain asked the life-boat to stand by, and she anchored off the west side of the bank. There she stayed until 7.45 the next morning. Two Dutch tugs then arrived. The life-boat passed a rope to them from the *Bosphorus* and until 2.30 in the afternoon they tried to refloat her, but failed. The life-boat and tugs anchored for the night, and at ten o'clock on the morning of the 22nd, the life-boat again passed a rope to one of the tugs. She tried for three hours to pull the *Bosphorus* clear but the rope parted and fouled her propeller. The life-boat then passed a rope to the other tug. She too tried without success until the falling tide compelled her to give up the attempt. The captain of the *Bosphorus* then asked the life-boat to land his only passenger, and in going alongside the life-boat grounded and was damaged, but she refloated, took off the passenger and landed him at Great Yarmouth at 7.30 that evening.

The coxswain sent to Cromer for dry clothes and food, and decided to remain at Yarmouth for the night. At 5.30 next morning, the 23rd, the life-boat returned to the Haisborough Sands, and at 11 o'clock passed ropes across from one of the Dutch tugs and a tug from Hull. Again the *Bosphorus* would not refloat. The attempts were renewed on that night's tide and this time the vessel was slightly moved, but she still remained fast. Next morning, the 24th, more tugs arrived. There were now seven and they moved the *Bosphorus* about seventy-five yards. At two o'clock that afternoon the captain asked the life-boat to get stores for him, and she went to Yarmouth for

them, returning to the Sands at midnight in time for a fresh attempt at towing. This moved the *Bosphorus* a few more yards. Next day, Christmas Day, the weather was better, and the life-boat was able to lie alongside the *Bosphorus* and put the stores on board. The captain thanked the life-boat and said that, as the weather was now fine, he thought that she might return to her station, and he would send for her if she were needed. The coxswain replied that he would not wait for the message, but would come out again at once if the weather got worse. The life-boat then left for Cromer, arriving at 5.45 that evening. Three days later, in the morning of the 28th, the barometer began to fall, and at 12.45 in the afternoon the life-boat set out again, and reached the *Bosphorus* about 4 o'clock. During the evening the wind increased, and by 9 o'clock almost a whole gale was blowing from the south-west. At 3 o'clock next morning, the 29th, the tugs began to tow again, and at 5.15 the *Bosphorus* re-floated. The life-boat continued to stand by until daybreak. The captain then signalled that all was well, and at 7 o'clock the life-boat left for Cromer, arriving at 9.30. She had spent 142 hours at sea in the nine days.—Property salvage case.

#### PILOTING AN R.A.F. VESSEL

**Buckie, Banffshire.**—At 12.55 in the afternoon of the 23rd of December, 1948, the coastguard telephoned that a vessel was ashore off Great Western Road, Buckpool, and the motor life-boat *K.B.M.* was launched at 1.20. The weather was calm but foggy. The life-boat found the mooring vessel *Airmoor II*, attached to the R.A.F. She had already re-floated with the rising tide, and was at anchor. The master asked the life-boat to guide him into harbour, which she did, arriving at 2.15.—Rewards, £8 7s. 6d.

#### ANOTHER FISHING BOAT TOWED IN

**Fraserburgh, Aberdeenshire.**—At 10.10 on the night of the 23rd of December, 1948, the harbour watchman telephoned that a fishing vessel was burning flares about four miles east of

Kinnaird Head, and at 10.20, in the charge of Captain R. T. Duthie, joint honorary secretary, the motor life-boat *John and Charles Kennedy* was launched. The weather was calm. The life-boat found the local motor fishing boat *Bloom* with her engine broken down and a crew of eight, and towed her to harbour, arriving at 11.30.—Property salvage case.

#### REFLOATING A FISHING BOAT

**Troon, Ayrshire.**—At 9 o'clock in the morning of the 24th of December, 1948, information was received that a vessel was on the Black Rocks two miles south of the harbour, and the motor life-boat *Sir David Richmond of Glasgow* was launched at 9.42, in a light northeasterly breeze with a slight sea and fog. She found the seine net fishing boat *Marie Leach*, of Belfast, loaded with herrings for Ayr, high and dry. The life-boat could not get close to her so one of the fishing boat's crew of six put off to her in a small punt. He said that two of the crew had gone ashore to arrange for a tug to refloat her at high water, and asked that the life-boat stand by at 4 o'clock in the afternoon. She returned to her station arriving at 10.50, and at 3.40 that afternoon put out again on the rising tide with the two members of the crew of the *Marie Leach* and stores. She also took her boarding boat with her, and by means of it put the two men and stores on board the *Marie Leach*. A tug had arrived, and the life-boat helped to pass a tow line across. The tug then pulled the *Marie Leach* clear, but the line fouled the *Marie Leach's* propeller. Again using the boarding boat the life-boatmen cleared the propeller sufficiently for the *Marie Leach* to make headway and, at the skipper's request, the life-boat escorted her to Ayr. She then left for her station, arriving at 7.45 that evening.—Rewards, £17 1s.

#### A FORTY HOURS' SERVICE

**Campbeltown, Argyllshire.**—At 8.17 in the evening of Christmas Day, 1948, the Southend coastguard telephoned that the S.S. *Princess Margaret* had reported to Portpatrick Radio that a vessel was aground on Sanda Island, and the motor



life-boat *City of Glasgow* left her moorings at 8.41, in a strong south-easterly wind and a rough sea. She found a freighter, the S.S. *Alcyone Fortune*, of London, with a crew of forty-three, aground in a dangerous position on the east side of Sheep Island, off the Mull of Kintyre. Her captain asked the life-boat to stand by, and a passing tug, the *Metinda III*, also stood by. At 7.30 the following morning a second tug, the *Metinda II*, arrived, and the *Alcyone Fortune* made two attempts to get off under her own power. She failed, and the life-boat put a salvage officer aboard. She then passed a line across and the tug *Metinda III* began towing, but she was carried away by the tide and the line parted. No further attempt was possible that day, so the tugs went to Campbeltown for the night. The weather was getting worse and the life-boat remained with the steamer for the rest of that day and through the night. Early the next morning, the tugs returned and made another attempt at high water, but again failed. The captain then decided to abandon ship, and the life-boat went alongside and rescued her crew of 43, and two Arab stowaways. She took them to Campbeltown, arriving at 12.45 in the afternoon of the 27th of December, after having been at sea continuously for forty hours. The captain expressed his appreciation of "the skill and endurance of the coxswain and crew." The owners, the Alcyone Shipping Finance Company, Ltd., gave £75 to the Institution, Metal Industries, Ltd., gave £25, and the Salvage Association gave £75 to the coxswain and crew.—Rewards, £95 17s. 6d.

#### ISLAND'S SUPPLY BOAT RESCUED

**Clovelly, and Appledore, Devon.**—At 1.35 in the afternoon of the 27th of December, 1948, the Hartland coastguard reported to Clovelly that the motor vessel *Lerina*, of Bideford, which takes supplies to Lundy Island, had dragged her anchors off the island, and gone on the rocks. The motor life-boat *City of Nottingham* was launched at 1.45. The south-south-east breeze was moderate, but the sea rough. The life-boat found the *Lerina*, with a

crew of five, at the landing stage. She had refloated herself, using a kedge anchor, but her engine had broken down and she was making water. The master asked to be towed to Bideford but the life-boat took him to Clovelly. There she anchored the *Lerina* off the pier just before midnight and made fast alongside her. Four hours later she brought the *Lerina* into harbour and arrived back at her station at 4 o'clock that morning. At 12.15 that afternoon, the 28th, the master asked the Appledore life-boat station to take his vessel to Bideford and, as no other boat was available, the motor life-boat *Violet Armstrong* was launched at 12.35. She towed the *Lerina* to Bideford harbour, in a south-westerly breeze with a rough sea running, and reached her station again at 6 o'clock that evening.—Property salvage cases.

#### DANGEROUS HARBOUR BAR

**Arbroath, Angus.**—On the afternoon of the 28th of December, 1948, a south-westerly gale was blowing, and at 2.45 the coastguard telephoned that owing to the heavy seas the harbour entrance was dangerous. A number of fishing boats were out, and the motor life-boat *John and William Mudie* was launched at 2.53 and stood by at the harbour bar. She escorted in eight fishing boats, finally returning to harbour at 4.40.—Rewards, £9 19s.

#### TRAWLER FROM ICELAND ASHORE

**Islay, Inner Hebrides.**—At 2.16 in the morning of the 30th of December, 1948, the Kilchoman coastguard telephoned that a distress call had been sent out by the Fleetwood steam trawler *Bridesmaid*, which was ashore at the north end of Islay Sound. The motor life-boat *Charlotte Elizabeth* was launched at 2.45. A strong south-westerly wind was blowing, with a rough sea and snow showers. The life-boat found the *Bridesmaid* on a reef three miles north of Port Askaig and a hundred yards from the Jura shore. She had a crew of sixteen. The life-boat took off eight of them and landed them about half past six. The skipper and the seven others remained on the trawler. The life-boat returned to stand by the *Bridesmaid*, but she now had so bad a

list that the remainder of the crew hurriedly abandoned her, the skipper injuring his foot. After taking them aboard, the life-boat put out a kedge anchor to prevent the *Bridesmaid* driving completely ashore and returned to her station at 10.45 that morning. Later in the day she again went to the trawler and fetched the crew's personal belongings. The trawler, which had a cargo of fish from the Icelandic fishing grounds, was later floated by a tug.—Rewards, £19 13s.

#### NORWEGIAN SHIP ON THE GOODWINS

**Ramsgate, Kent.**—At 7.36 in the evening of the 31st of December, 1948, the coastguard reported that a vessel, for which the North Goodwin Light-vessel had previously fired warning guns, appeared to be aground on the Goodwins, and the motor life-boat *Prudential* was launched at 7.45. A south-west gale was blowing, with a rough sea. The life-boat found the Norwegian motor ship *Mercur*, of Bergen, aground between the North and North-East Goodwin Banks. The life-boat put some of her crew aboard her and the coxswain advised the captain what to do. With his help the *Mercur* got off the Sands and the life-boat guided her into navigable water. After putting the life-boatmen back on the life-boat the *Mercur* went on her way to Pécamp, and the life-boat made for Ramsgate, which she reached at 11.20.—Property salvage case; rewards, 14s.

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

**Falmouth, Cornwall.**—December 2nd.—Rewards, £8 15s.

**Anstruther, Fifeshire.**—December 2nd.—Rewards, £15 9s.

**Hoylake, Cheshire.**—December 2nd.—Rewards, £34 7s. 6d.

**Arklow, Co. Wicklow.**—December 2nd.—Rewards, £9 17s.

#### LIFE-BOAT SEARCHES FOR LIFE-BOAT

**Rhyl, Flintshire, and Hoylake, Cheshire.**—At 3.2 in the morning of the 7th December, 1948, the Rhyl coastguard

telephoned that a flare had been seen six miles north-east by north of the pier, and the motor life-boat *The Gordon Warren* was launched at 4 o'clock. A strong south-westerly breeze was blowing, with a very rough sea. The life-boat searched widely and burned flares. She saw answering flares, but they soon ceased, and she could find no vessel in need of help. It was learned later that the fishing boat *Mac* had burned flares and that she had been picked up by a pilot boat at Burbo Tower, south of the river Mersey. Unfortunately a fisherman rang up the Llandudno police and asked that the Llandudno life-boat should go out to help the Rhyl life-boat in her search, and the police thought that the life-boat herself was in distress. They rang up the station and the Llandudno crew assembled at 9.30, but the boat was not launched. Then at 10.39 the honorary secretary at Rhyl asked Hoylake to go out and search, and at 11.15 the motor life-boat *Oldham* was launched, but a few minutes later a message was received at Hoylake that *The Gordon Warren* was at Mostyn. Attempts to recall the *Oldham* failed. She made for Rhyl and met *The Gordon Warren*, which was then returning to her station. *The Gordon Warren* arrived there at 2.20 that afternoon, and the *Oldham* returned to Hoylake, where she arrived at 4.15.—Rewards, Rhyl, £25 10s.; Hoylake, £33; Llandudno, £8 12s. 6d.

**Dover, Kent.**—December 8th.—Rewards, £7 5s.

**Exmouth, Devon.**—December 10th.—Rewards, £24 17s.

**Holyhead, Anglesey.**—December 17th.—Rewards, £7 10s.

**Douglas, Isle of Man.**—December 17th.—Rewards, £13 15s.

**Lytham St. Annes, Lancashire.**—December 18th.—Rewards, £15 8s.

**Torbay, Devon.**—December 19th.—Rewards, £5 8s.

**Hastings, Sussex.**—December 20th.—Rewards, £40 0s. 6d.

**Dunbar, Haddingtonshire.**—December 21st.—Rewards, £10 10s.

**Wells, Norfolk.**—December 21st.—Rewards, £29 15s.

**Fowey, Cornwall.**—December 22nd.—Rewards, £8 15s.

**Padstow, Cornwall.**—December 23rd.—Rewards, £17 18s.

**Southend-on-Sea, Essex.**—December 26th.—Rewards, £12 8s.

**Great Yarmouth and Gorleston, Norfolk.**—December 28th.—Rewards, £18 11s.

**Mallaig, Inverness-shire.**—December 28th.—Rewards, £18 16s.

**Dover, Kent.**—December 28th.—Rewards, £10 15s.

**Berwick-on-Tweed, Northumberland.**—December 29th.—Rewards, £10 17s.

**Troon, Ayrshire.**—December 29th.—Rewards, £11.

**Flamborough, Yorkshire.**—December 31st.—Rewards, £16 12s.

### JANUARY

During January, 1948, life-boats went out on service 46 times, and rescued 23 lives.

#### DAMAGED ON THE SANDS IN A GALE

**Lowestoft, Suffolk.**—At nine o'clock on the night of the 1st of January, 1949, the coastguard telephoned that a trawler appeared to be aground on Newcombe Sands, and the life-boat *Michael Stephens* was launched at 9.15. A south-south-west gale was blowing, with a very rough sea. The life-boat found the local trawler *J.A.P.* three-quarters of a mile east of Lowestoft. She had damaged her rudder on the sands and was lying in broken water. The master asked for a tug. The life-boat summoned one and then stood by until the tug came and towed the trawler into harbour, arriving at two in the morning.—Rewards, £13 4s.

#### FOOD TO STEAMER IN THE DOWNS

**Walmer, Kent.**—In the morning of the 2nd of January, 1949, a strong south-westerly gale was blowing, and at 9.30 the agents for the S.S. *Baron*, which was in the Downs, reported that she was in urgent need of food and asked the life-boat to take it out as the sea was too rough for other boats. The life-boat, *Charles Dibdin, Civil Service No. 2*, was launched at 10.30,

put food aboard the *Baron* and returned to her station again at 11.30.—Rewards, £19 18s., which the agents of the owners of the steamer paid.

#### ANOTHER FISHING BOAT BROKEN DOWN

**Whitby, Yorkshire.**—At four in the afternoon of the 2nd of January, 1949, the coastguard reported that red flares had been burned by the local motor fishing boat *Providence*, about three miles to the southward, and the life-boat *Mary Ann Hepworth* was launched at 4.12 in a strong north-westerly wind with a rough sea. She found the *Providence*, with a crew of five, and her engine broken down, towed her into Whitby through the broken water at the harbour entrance, and returned to her station at seven o'clock.—Rewards, £10 0s. 6d.

#### WITH A SCRATCH CREW

**Filey, Yorkshire.**—On the morning of the 4th of January, 1949, a south-easterly wind was blowing. It increased, and the sea became very rough. The local fishing fleet was at sea. The first boat to arrive back reported very bad weather, and at 12.25 in the afternoon the life-boat *The Cuttle* was launched. Her crew were at sea in the fishing boats and a scratch crew manned her, with the retired bowman in command. She escorted seven cobs past Filey Brigg, and into safety, and reached her station again at four o'clock.—Rewards, £18 12s.

#### DUTCH VESSEL BROKEN DOWN

**Sunderland, Durham.**—At nine o'clock on the night of the 4th of January, 1949, when a light north-easterly wind was blowing, with a slight swell, the Dutch motor vessel *Beta* was reported by the coastguard to be signalling "not under control." At 12.22 on the morning of the 5th she was still displaying the signals and was now drifting very close to the shore two miles to the north of Sunderland. The life-boat *Edward and Isabella Irwin* was launched at 12.50, and found that the vessel's engine had broken down. She stood by, for an hour and a half. The captain then reported that he could repair the engines, and the life-boat returned to

her station, arriving at 3.45. Later the *Beta* was able to go on to South Shields.—Rewards, £10 17s. 6d.

#### FISHING BOAT AGROUND

**Troon, Ayrshire.**—At 11.50 on the night of the 6th of January, 1949, the Portpatrick coastguard telephoned that the Ayr coastguard had reported two fishing boats aground to the south of Ayr, and the life-boat *Sir David Richmond of Glasgow* was launched at 12.40 in the morning of the 7th in a light south-easterly wind, with a calm sea, but heavy rain. She found the boats a mile south of Ayr at two o'clock. One, the *Mavoureen*, was afloat and at anchor, but the other, the *Random Harvest*, of Peterhead, was on the Blackburn Rocks. She declined the help of the life-boat and refloated on the rising tide about half an hour later. Escorted by the life-boat she reached Ayr Harbour at 4.10.—Rewards, £9 13s.

#### FISHING BOAT ESCORTED IN

**Whitby, Yorkshire.**—On the morning of the 8th of January, 1949, the local fishing boat *Pilot Me II* was at sea. The wind increased rapidly until it was blowing strongly from the north-west, with a heavy sea breaking on the harbour bar, and at 9.15 the life-boat *Mary Ann Hepworth* was launched. She found the fishing boat three miles to the north-north-east, escorted her into harbour, and arrived back at her station at 10 o'clock.—Rewards, £8 2s. 6d.

#### ANOTHER FISHING BOAT TOWED IN

**The Mumbles, Glamorganshire.**—At 5.17 in the evening of the 8th of January, 1949, the coastguard telephoned that the motor fishing vessel *Johnny Eager*, of Swansea, was making distress signals, and at 5.40 the life-boat *William Gammon — Manchester and District XXX* was launched. A strong northerly breeze was blowing with a choppy sea. The life-boat found the *Johnny Eager* ten miles west-south-west of Mumbles Head with her propeller fouled. She had a crew of four. The life-boat towed her to Swansea, and arrived back at her station at 11.10 that night.—Rewards, £18 10s.

#### DRIFTING ALL NIGHT

**Stornoway, Outer Hebrides.**—At 3.15 in the afternoon of the 8th of January, 1949, the Gravir Post Office telephoned that a vessel between the Shiant Isles was sounding her whistle, and the life-boat *William and Harriot* was launched at 3.55, in a fresh north-westerly breeze with a choppy sea. She found the steam drifter *Hero*, of Inverness, with a crew of nine. She had drifted all night with her engines broken down and was now at anchor off the rocks at the northern end of the Isles. The life-boat towed her to Stornoway Harbour, arriving at 12.30 the next morning.—Property salvage case.

#### SWEDISH STEAMER IN PERIL

**Whitehills, and Buckie, Banffshire.**—While bound from Narvik to Workington, with a cargo of iron ore, and a crew of 28, the Swedish steamer *Frej*, of Stockholm, met heavy weather and sheltered in Banff Bay. At 3.20 on the morning of the 8th of January, 1949, she was reported to the Whitehills life-boat station by the Banff coastguard. The coastguard continued to keep her under observation and at 6.20 he reported that she had not only parted from one anchor, but was short of fuel and was in danger. A whole north-north-easterly gale was then blowing, with a very heavy sea, and it was low water. The weather was so bad that it was impossible to launch the Whitehills life-boat and the Whitehills station asked for the Buckie life-boat *K.B.M.* She was launched at 8.25, and, three hours later reached the *Frej*, which was now one and a quarter miles north-north-east of Banff on a lee shore. She stood by for some time and the *Frej's* captain then decided that the majority of his crew should leave. The life-boat went alongside seven times in the rough seas, and took off nineteen men, being damaged in doing it. With the men on board she set out for Buckie at 12.35 in the afternoon and arrived at half past three after an extremely arduous passage.

In the meantime the life-boat crew at Whitehills had remained standing by for an opportunity to launch and this came when the weather moderated somewhere about midday. The life-

boat *William Maynard* was launched at half past twelve. She fired a line to the steamer, but the remainder of the crew elected to stay as they were expecting a tug, and at the request of the captain the life-boat stood by. At 7.30 she put into Macduff for fuel and food. By arrangement with the captain of the *Frej* she stayed at Macduff throughout the night, and at 8.15 on the morning of the 9th she returned to the *Frej* and remained by her until she was taken in tow by a tug. She then returned to her station, arriving at three in the afternoon, over twenty-six hours after she had first put out.—Rewards: Whitehills, £51 13s. 6d.; Buckie, £21 6s.

In gratitude for these services, and a service to another Swedish vessel by the Stornoway life-boat on the 28th of January, the Swedish Life-boat Society presented the Institution with a plaque and a diploma.

#### PILOTING TRAWLERS

**Stromness, Orkneys.**—At 9.3 on the night of the 8th of January, 1949, the Kirkwall coastguard telephoned that the engine of the outward bound Hull trawler *Cramond Isle* had broken down, that the trawler was leaking badly, and that, although she was in tow of the Icelandic trawler *Rodull*, she had asked for the life-boat. A fresh north-north-west breeze was blowing and the sea was rough. The life-boat *J.J.K.S.W.* was launched at 9.19, but at 10.30 was recalled as it had been learned that the leak was then under control. Radio messages between the two trawlers were then intercepted, and as they indicated that the *Rodull* was not familiar with Stromness a further message was sent to the life-boat not to return, but to meet the vessels, escort them, and provide them with a pilot. The life-boat met the trawlers twelve miles south-south-west of Sule Skerry and guided them to Hoy Sound where a life-boat man was put aboard the *Rodull*. Both vessels were then piloted into Stromness Harbour and the *Rodull* piloted out again. The life-boat then went alongside the *Rodull*, and re-embarked the pilot and returned to her station, which she reached at a quarter past six in the morning.—Rewards, £21 2s.

#### CAUGHT BY A SUDDEN GALE

**Wicklow.**—At 3.30 in the afternoon of the 10th of January, 1949, the local herring boats went to sea, but were overtaken by bad weather, and an hour later put back. One was missing, and at 5.5 the life-boat *Lady Kylsant* was launched. A north-easterly gale was then blowing, with a heavy sea. With the help of her searchlight she found the fishing boat two miles to the northward, escorted her to the harbour and reached her station again at 6.45.—Rewards, £15 5s. 6d.

#### ANOTHER TRAWLER AGROUND

**Aberdeen.**—At 6.37 in the morning of the 13th of January, 1949, information was received from the Pilot Station that a vessel was aground to the north of the north pier, Aberdeen Bay, but was not making signals of distress. The crews of both the Nos. 1 and 2 life-boats were assembled and from signals made it was learned that the vessel was the Grimsby steam trawler *Welbeck*, outward bound to the fishing grounds, with a crew of eighteen. A light southerly wind was blowing with a slight sea, but a gale warning had been received. At 7.32 the No. 1 life-boat *Emma Constance* put out followed by the steam tug *Danny*. They reached the trawler in a few minutes and the life-boat took a line from her to the tug. The trawler was soon refloated, and under her own power made for Aberdeen, escorted by the life-boat, arriving at ten o'clock.—Property salvage case.

#### SEA SCOUTS TOWED IN

**Dover, Kent.**—At 12.48 in the morning of the 16th of January, 1949, the Sandgate coastguard telephoned that the S.S. *Llanstephan Castle* had reported that a Sea Scout launch had broken down five miles south of Folkestone, and the life-boat *Mary Scott*, on temporary duty at the station, was launched at 1.15 in a light south-westerly breeze. She found the motor launch *Silver Wake*, bound for London with a crew of three men and three scouts, six miles south-south-west of Dover. The scouts belonged to a Westminster Group. The life-boat towed the launch to Dover, and reached her station again

at 4 o'clock. The Sea Scout Group expressed its thanks. — Rewards, £10 15s.

#### FOUR FISHING BOATS IN A VERY ROUGH SEA

**Holy Island, Northumberland.** — At 11.23 in the morning of the 17th of January, 1949, it was decided that the life-boat should put out to stand by three local fishing cobles, the *Sarah Ann*, *Sarah Brigham*, and *Eventide*, which had been overtaken by bad weather, and the *Gertrude* was launched at 11.35. A fresh west-south-west gale was then blowing, with a very rough sea. The life-boat found the cobles four miles to the east, and escorted them into the harbour, arriving at 12.50 that afternoon. — Rewards, £11 2s.

#### HELPED TWICE IN THREE DAYS

**Scarborough, and Filey, Yorkshire.** — At 6.10 in the evening of the 17th of January, 1949, the Scarborough coast-guard reported to the life-boat station that anxiety was felt for the safety of the local motor fishing coble *Hilda* which had left with a crew of three early that morning. The weather showed signs of getting bad, and at 6.45 the life-boat *Herbert Joy II* was launched. The west-north-west breeze was light, but the sea rough. The life-boat found the coble, with her engine broken down, making flares, nine miles to the east-south-east and took her in tow.

At 8.55 the Filey life-boat station was informed that flares could be seen five miles east by north of Filey Brigg, and at 9.10 the life-boat *The Cuttle* was launched. She found the *Hilda* in tow of the Scarborough life-boat, and then made a wide search, but found no other vessel in need of help. As it seemed almost certain that the flares had been the *Hilda's* she returned to her station. The Scarborough life-boat reached Scarborough with the *Hilda* at 11.15, and the Filey life-boat reached Filey five minutes later. — Rewards: Scarborough, £22 12s.; Filey, £16 17s.

**Scarborough, Yorkshire.** — Two days later the *Hilda* was again in need of help. At 5 o'clock in the evening of

the 19th of January, 1949, the coast-guard telephoned that she was overdue, and later reported that a trawler was standing by a fishing boat six miles to the north-east. The life-boat *Herbert Joy II* was launched at 5.50, in a west-south-west breeze, with a moderate sea. She found the *Hilda*, which had run out of petrol, in tow of the steam trawler *Kudos*, took over the tow and arrived back at 7.20. — Rewards, £17.

#### ITALIAN TANKER ON THE GOODWINS

**Walmer, Kent.** — At 10.55 in the morning of the 26th of January, 1949, the Deal coastguard reported a message from the South Goodwin Lightvessel that a ship was aground about one and a quarter miles north-east of her, and the motor life-boat *Charles Dibdin, Civil Service No. 2*, was launched at 11 o'clock. A light south-south-west breeze was blowing, with a moderate sea. The life-boat found that the vessel was the S.S. *Giacomo Matteotti*, of Genoa, an oil tanker of 6,190 tons, bound for Hull. The second coxswain and four life-boatmen boarded her and the life-boat laid out a kedge anchor. It was then four in the afternoon. Two tugs arrived and pulled the tanker off the sands. Accompanied by the life-boat, she made for Dover and anchored there shortly before eleven. The life-boat then returned to her station arriving at 11.45 that night. — Property salvage case.

#### ASHORE IN A DENSE FOG

**Cromer, Norfolk.** — At 6.5 in the evening of the 26th of January, 1949, the coastguard reported a vessel ashore 200 yards south of Bacton, and the No. 2 life-boat *Harriot Dixon* was launched at 6.25. There was dense fog, but the southerly breeze was light and the sea smooth. The life-boat found the vessel. She was the motor vessel *Farnedale*, of Middlesbrough. Her skipper asked the life-boat to stand by during the night, which she did, and the following morning she ran out a kedge anchor for the *Farnedale* to prevent her being carried further ashore on the rising tide. At eleven o'clock the skipper told the coxswain that he need no longer stand by, and the life-boat reached her station again at 12.15

that afternoon, the 27th. The *Farn-dale* refloated and went on her way at half past six that evening.—Rewards, £62 11s. 6d.

#### BROKEN ARM AND LEG

**Lerwick, Shetlands.**—While the life-boat *Lady Jane and Martha Ryland* was out on exercise in the afternoon of the 27th of January, 1949, information was received at the station that a man at Baltasound, Unst, had been badly injured, and the County Medical Officer asked for the services of the life-boat. She was at once recalled by wireless, and at four o'clock put out again with a nurse and a medical orderly. A moderate south-westerly gale was blowing, with a rough sea. The life-boat reached Baltasound at half-past eight and took on board the man, who had a broken arm and a broken leg. She left at 10.15 that night and reached Lerwick again at half past three next morning. There the patient and his attendants were transferred to a waiting ambulance.—Rewards, £28 5s.

#### SWEDISH STEAMER ASHORE

**Stornoway, Outer Hebrides.**—At 3.15 in the morning of the 28th of January, 1949, the coastguard telephoned that the motor ship *Hervor Bratt*, of Gothenburg, of 1500 tons, bound for Sweden with coke, had reported that she was ashore at Iasgair Rock, off Trodday Island. The life-boat *William and Harriott* was launched at 4.20 in a fresh south-south-west breeze with a choppy sea and found the vessel off Fladda-chuain Island. She carried a crew of twenty-three, but most of them had got ashore. After speaking to the captain the life-boat took on board twenty men, leaving the captain and two of his officers in the *Hervor Bratt* to await a salvage vessel. She reached her station again at 2.45 that afternoon.—Rewards, £17 15s.

In gratitude for this service and services to another Swedish vessel by the Whitehills and Buckie life-boats on the 8th and 9th of January, the Swedish Life-boat Society presented the Institution with a plaque and a diploma.

#### FISHING BOAT IN PERIL

**Aith, Shetlands.**—At 10 o'clock on the night of the 27th of January, 1949, a

member of the crew of the motor fishing vessel *Ivy Lea*, of Lerwick, which had put out the previous morning, telephoned that the *Ivy Lea* had broken down, but had reached Hamna Voe under sail and had anchored. It was later reported that she had no gear with which to anchor properly, but had secured with a kedge anchor and a fishing net rope. A moderate breeze was blowing from the west-north-west, and as no other boats were available the life-boat *The Rankin* was launched at 7 o'clock in the morning of the 28th. She towed the *Ivy Lea* to Aith, arriving at noon.—Rewards, £14 15s.

#### TWO VESSELS ASHORE IN DENSE FOG

**Humber, Yorkshire.**—On the morning of the 28th of January, 1949, there was dense fog, but the weather was calm, and at 5.10 the Spurn Point coastguard telephoned that the motor vessel *Northgate*, of Hull, was ashore close to the life-boat station. The life-boat crew assembled and hailed the vessel from the beach. She said that she needed no help, but watch was kept on her. Later her owners and captain asked the life-boat to help to refloat her, and at 3.20 in the afternoon the *City of Bradford II* was launched and towed the *Northgate* clear. She made for Hull and the life-boat reached her station again at 5 o'clock that evening.—Property salvage case.

**Wells, Norfolk.**—There was a thick fog in the afternoon of the 28th of January, 1948, and the owner of the local motor fishing boat *Sally* reported that she was overdue. He asked for the life-boat to search for her, and at 4.55 the *Cecil Paine* was launched. A light southerly breeze was blowing, and the sea was smooth. An hour later the life-boat found the *Sally* aground half a mile east-south-east of the harbour bar, refloated her and towed her in, arriving back at her station at 6.35.—Rewards, £18.

#### TWO AIRMEN KILLED

**Shoreham Harbour, Sussex.**—At 1.55 in the afternoon of the 29th of January, 1949, the police reported an aeroplane down in the sea about a mile off

shore between Lancing and Shoreham, and the life-boat *Rosa Woodd and Phyllis Lunn* was launched nine minutes later. There was a light variable breeze and the sea was smooth. The life-boat found the remains of a Miles training aircraft one mile south of Lancing, and among the wreckage the bodies of two men. She towed the wreckage to Shoreham and returned to her station at 4.5. There she landed the bodies.—Rewards, £11 1s.

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

**Lerwick, Shetlands.**—January 1st.—Rewards, £28 5s.

**Dover, Kent.**—January 1st.—Rewards, £9.

**Great Yarmouth and Gorleston, Norfolk.**—January 2nd.—Rewards, £13.

**Llandudno, Caernarvonshire.**—January 3rd.—Rewards, £35 7s.

**Rhyl, Flintshire.**—January 3rd.—Rewards, £24 8s.

**Montrose, Angus.**—January 3rd.—Rewards, £24 4s.

**Humber, Yorkshire.**—January 4th.—Paid permanent crew.

**Stornoway, Outer Hebrides.**—January 7th.—Rewards, £10 10s.

**Lytham St. Annes, Lancashire.**—January 12th.—Rewards, £9 19s.

**Ilfracombe, Devon.**—January, 14th.—Rewards, £22 10s.

**Seaham, Durham.**—January 16th.—Rewards, £8 12s.

**Seaham, Durham.**—January 17th.—Rewards, £8 4s.

**Filey, Yorkshire.**—January 18th.—Rewards, £16 13s. 6d.

**Weymouth, Dorset.**—January 19th.—Rewards, £7.

**Humber, Yorkshire.**—January 20th.—Paid permanent crew; Rewards, £26 15s. 6d.

**Filey, Yorkshire.**—January 25th.—Rewards, £21 5s.

**North Sunderland, Northumberland.**—January 26th.—Rewards, £28. 18s. 6d.

**Margate, Kent.**—January 30th.—Rewards, £34 13s. 6d.

## FEBRUARY

During February, 1949, life-boats went out on service 41 times and rescued four lives.

### BROKEN DOWN IN A GALE

**Clogher Head, Co. Louth.**—At 5 o'clock in the evening of the 4th of February, 1949, information was received that the motor trawler *Radiant Morn*, of Port Oriel, which had a crew of four, was making distress signals and burning flares, off the Dunany Reef, five miles north-east of Port Oriel. A south-easterly gale was blowing, with a heavy swell. The life-boat *Mary Ann Blunt* was launched at 5.15 and found the trawler with her engines broken down. She had anchored but was dragging towards the reef. The life-boat towed her to Port Oriel and remained there overnight reaching her station again at 10 o'clock the next morning. The crew of the trawler expressed their thanks.—Rewards, £18 11s.

### FISHING BOATS CAUGHT IN A GALE

**Scarborough, Yorkshire.**—At 8.25 in the morning of the 9th of February, 1949, the coastguard telephoned that, as the weather was freshening, anxiety was felt for the safety of the fishing cobles *Rosemary* and *Hilda II* which had left the harbour at daybreak, and at 8.40 the life-boat *Herbert Joy II* was launched. A south-south-east gale was then blowing, with a rough sea. The life-boat found the cobles off the Castle Hill, escorted them to the harbour and put out again to search for any other fishing boats. None was found and the life-boat reached her station again at 11.40.—Rewards, £18 10s.

**Bridlington, Yorkshire.**—About 8 o'clock in the morning of the 9th of February, 1949, the coastguard reported that ten local fishing boats were at sea and that the weather was getting worse, and the life-boat *Tillie Morrison, Sheffield*, was launched at 9.15. A south-south-east gale was then blowing, with a rough sea and rain. The life-boat escorted the fishing boats to the harbour at 11.45, and owing to the state of the tide remained there until the afternoon. She arrived back at her station at 3 o'clock.—Rewards, £13 19s. 6d.



**DUTCH STEAMER IN PERIL**

**Filey, Yorkshire.**—At 8 o'clock in the morning of the 9th of February, 1949, the coastguard telephoned that a vessel had anchored off Humanby Gap. As the weather got worse her position became dangerous, and at 9.54 the life-boat *The Cuttle* was launched. A fresh south-easterly gale was then blowing, with a heavy sea and rain. The life-boat found the motor vessel *Frem*, of Holland, bound for Rotterdam. She had broken down. Her master asked the life-boat to stand by, and this she did, remaining until the weather improved and the *Frem* got under way. She returned to her station at 11.55.—Rewards, £17 7s. 6d.

**FISHING BOAT TOWED OFF THE ROCKS**

**Mallaig, Inverness-shire.**—At 1.55 in the morning of the 18th of February, 1949, the Kyle coastguard reported that the new motor fishing boat *Alliance*, of Inverness, was ashore five miles to the south-east of Calve Island in the Sound of Mull near Tobermory, and the life-boat *Sir Arthur Rose* was launched at 2.45. A southerly gale was blowing, with a rough sea. The life-boat reached the place five and a half hours later, and found that three of the *Alliance's* crew of eight had got on to the rocks. One of the men aboard threw a line and the life-boat towed the *Alliance* off, but she was unable to take off the men from the rocks, so she directed them where they could catch a steamer. After an assurance from the men on the fishing boat that she was all right, the life-boat started home. It was then ten in the morning. She reached her station again at 2.15 in the afternoon.—Property salvage case.

**NAVAL LANDING SHIP AGROUND**

**Troon, Ayrshire.**—Early on the 21st of February, 1949, H.M.S. *Puncher*, a naval landing ship with a crew of eighteen, left Troon for Port Glasgow, in tow of two tugs. A south-westerly gale got up, with a very heavy sea, and the *Puncher* snapped her towing cables and went ashore one and a half miles north of Irvine Harbour. At 1.10 the Troon pilots reported the accident, and at 1.35 the life-boat *Sir David Richmond of Glasgow* was launched, only to learn from the Clyde pilot who was in charge

that there was no immediate danger and that the crew were remaining on board. After offering to take the men off at high water, if necessary, the life-boat returned to her station, which she reached at four o'clock in the afternoon. Arrangements were then made with the tug captain that the life-boat should go out again in the morning. She left at 4.25 with the tug *Chieftain* and at 5.15 they met the tug *Forager*. They all stood by until daybreak, when it was decided that in the high seas running it would be impossible to make communication between the tugs and the *Puncher*. The *Puncher's* crew refused to abandon her, and the tugs and the life-boat returned to Troon, the life-boat arriving at 8.45.

An attempt to get the *Puncher* off was to be made the following morning, the 23rd, and the life-boat put out for the third time at 6.45. This time it was possible, with the line-throwing gun, to throw a line aboard the *Puncher* and with some difficulty a wire rope was made fast, but the efforts of the tugs to move her on the high tide failed, and they returned to Troon. The *Puncher's* crew again declined to leave and the life-boat got back to her station at 11.10. Another attempt was made on the 24th, by the tugs alone, but the tow parted and the effort failed. On the 25th the life-boat was asked to try and get another rope aboard before high water at 11.22 at night, but the risk was too great on account of the gale, heavy seas, and anti-invasion obstructions. Next morning, the 26th, the life-boat left at half past seven on her fourth and final trip, in a west-north-west gale, with very rough seas. She again got a line to the *Puncher* with her line-throwing gun, the tugs made fast, and at high water, shortly before midday, the *Puncher* began to move. The tugs then started to tow her, stern first, to Port Glasgow, the life-boat going as escort as far as the Cumbræes. In an exceptionally heavy squall the tow parted, but by skilful seamanship the tug *Chieftain* got the *Puncher* in tow again, and, when the tugs reported they could manage her, the life-boat put into Millport at 5.40 in the afternoon as her crew had had nothing to eat since early morning. She left Millport at 6.20,

reached her station at 8.50 and was ready for service again by half past nine that night.—Rewards: first service, £9 7s.; second service, £12 19s.; third service, £12 19s.; fourth service, £31 8s.

#### DOCTORS WANTED

**Donaghadee, Co. Down.**—At 9.10 in the morning of the 23rd of February, 1949, the Bangor coastguard telephoned that the Swedish steamer *Kajtum*, of Stockholm, at anchor in Carrick Roads, Belfast Lough, was in need of a doctor, and the life-boat *Civil Service No. 5* left her moorings at 9.25 with a doctor on board. A strong squally north-westerly wind was blowing, with a slight sea. The doctor found that two men had tonsillitis but could remain on board. He treated them and returned in the life-boat, which arrived back at her station at 12.45 in the afternoon.—Rewards, £11 3s.

**Wick, Caithness-shire.**—At ten o'clock on the night of the 24th of February, 1949, the medical officer reported that a wireless message had been received from the S.S. *Beltoy*, of Larne, lying off Keiss Harbour, Sinclair Bay, that her captain was suffering from hemorrhage and needed immediate help. A fresh west-north-west breeze was blowing with a moderate sea, and, as no suitable small boat was available, the life-boat, *City of Edinburgh*, was launched at 10.20 with the medical officer on board. He treated the captain, but did not consider that he need be brought ashore, and the life-boat reached Wick again at 1.15 in the morning.—Rewards, £9 10s. 6d.

**Galway Bay.**—At 11.30 in the morning of the 25th of February, 1949, a doctor asked for the help of the life-boat to take an urgent maternity case to the mainland. No other suitable boat was available, and the life-boat *K.E.C.F.* was launched at twelve noon. A moderate westerly wind was blowing, but the sea was fairly calm. The life-boat landed the woman at Casla and a waiting ambulance took her to hospital, but the baby died. The life-boat reached her station again at four in the afternoon. The woman sent a letter of thanks to the Institution.—Rewards, £7 19s.

#### TRAWLER BADLY HOLED.

**Portrush, Co. Antrim.**—At 6.47 in the morning of the 26th of February, 1949, the coastguard telephoned that a vessel was in distress on Rathlin Island, and the life-boat *T.B.B.H.* was launched at 7.5. A fresh west-south-west gale was blowing, with a heavy sea. The life-boat reached the island at 8.40 and found the Fleetwood trawler *Pintail* ashore on the north side of Bull Point. She had been lifted over a reef and lay under the face of the cliff with heavy seas breaking over her. She was badly holed. It was impossible for the life-boat to get near her. The coxswain could have fired a line to the wreck and hauled the men across the rocks to the life-boat, but as he saw that the life-saving rocket apparatus company were already preparing to rescue the men from the shore he waited. When he saw that the whole crew of twelve men had been rescued in this way he took the life-boat to the small pier in Church Bay in order to embark the rescued men and carry them to the mainland. The pier was fully exposed to the wind and sea. It was impossible for the life-boat to come alongside in the ordinary way, so the coxswain anchored. The sea bed was rocky and it was not until the fourth attempt that the anchor would hold. The coxswain then veered the boat down to the pier and the twelve men jumped for her as the opportunity came. The islanders thought it impossible to take them off, but the coxswain succeeded in doing it without even scratching the life-boat's paint. The skipper of the *Pintail* expressed his thanks for the rescue and the hospitality shown him and his crew.—Rewards, £23 9s.

#### A YACHT IN DIFFICULTIES

**Margate, Kent.**—At 9.45 in the morning of the 27th of February, 1949, the coastguard reported that a yacht, three miles to the north-eastwards, was drifting rapidly towards the shore. A strong west-north-west wind was blowing and the sea was rough. The life-boat *The Lord Southborough, Civil Service No. 1*, was launched at 9.53 and at 10.30 found the sailing yacht *Theta* off the North Foreland. She was on passage from Shoreham to Chatham.

Her sails had been damaged, and her small auxiliary engine had been giving trouble, but it was working again, and her skipper was trying to make Ramsgate. The life-boat put her second coxswain on board the *Theta* as pilot and then escorted her to Ramsgate, where she was safely moored at 12.15. The life-boat arrived back at Margate at 2.15 in the afternoon, but had to anchor outside the harbour until she could be rehoused at five o'clock.—Rewards, £24 12s.

#### SEVENTY MILES IN A GALE

**Lerwick, Shetlands.**—At 12.22 in the afternoon of the 27th of February, 1949, the medical officer of health, telephoned that there had been an accident in Unst, and a man must be taken to hospital at once. A strong northerly gale was blowing, with a rough sea and snow showers, and as no other suitable boat was available the life-boat *Lady Jane and Martha Ryland* was launched at 12.57. She reached Uyeasound, thirty-five miles away, at 5.15, left again half an hour later, with the injured man, and at 9.35 that night arrived at Lerwick where an ambulance was waiting.—Rewards, £22 5s.

#### LOST IN A CREEK

**Walton and Frinton, Essex.**—About 5 o'clock in the evening of the 27th of February, 1949, information was received that a man a woman and three children had put out in the motor boat *Alnora* from Landermere Creek for the Walton Yacht Club at 11.30 that morning, and that nothing had been heard of them since. Many enquiries were made, but no news could be got, and at 7.50 the life-boat *E.M.E.D.* was launched. A moderate north-westerly breeze was blowing and the sea was moderate. The life-boat searched Hamford Waters, for four hours, using her searchlight and loud hailer, and at 10.50 found the *Alnora* at Oakley Saltings aground in a deep and narrow creek. She could not get near her, so she fired lines to her, passed a rope and pulled her clear. She took the five people on board, and gave them coffee, chocolate and biscuits. They had had nothing to eat for twelve hours. The

life-boat made for her station with the *Alnora* in tow, and arrived at 1.15 the next morning.—Rewards, £23 10s.

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

**Sennen Cove, Cornwall.**—February 2nd.—Rewards, £11 7s.

**Torbay, Devon.**—February 3rd.—Rewards, £9 18s.

**Cromer, Norfolk.**—February 4th.—Rewards, £16 1s.

**Walton and Frinton, Essex.**—February 7th.—Rewards, £18 10s.

**Girvan, Ayrshire.**—February 8th.—Rewards, £6 8s.

**Portrush, Co. Antrim.**—February 9th.—Rewards, £9 12s.

**Islay, Inner Hebrides.**—February 10th.—Rewards, £13 0s. 11d.

**Dover, Kent.**—February 13th.—Rewards, £22 10s.

**Barmouth, Merionethshire.**—February 16th.—Rewards, £14 12s.

**Pwllheli, Caernarvonshire.**—February 16th.—Rewards, £11 3s.

**Helvick Head, Co. Waterford.**—February 16th.—Rewards, £9 13s.

**Broughty Ferry, Angus.**—February 16th.—Rewards, £11.

**Port Erin, Isle of Man.**—February 18th.—Rewards, £29 10s. 6d.

**Tynemouth, Northumberland.**—February 19th.—Rewards, £12 7s.

**Berwick-on-Tweed, Northumberland.**—February 21st.—Rewards, £10 11s. 6d.

**Hastings, Sussex.**—February 22nd.—Rewards, £36 17s. 6d.

**Wick, Caithness-shire.**—February 22nd.—Rewards, £14 17s. 6d.

**Falmouth, Cornwall.**—February 22nd.—Rewards, £7 8s.

**Coverack, Cornwall.**—February 22nd.—Rewards, £9 10s.

**Girvan, Ayrshire.**—February 24th.—Rewards, £12 14s. 6d.

**Peterhead, Aberdeenshire.**—February 26th.—Rewards, £48 7s. 6d.

**Fraserburgh, Aberdeenshire.**—February 26th.—Rewards, £23 14s. 6d.

**Campbeltown, Argyllshire.**—February 28th.—Rewards, £2.

**Shoreham Harbour, Sussex.**—February 28th.—Rewards, £15 6s. 6d.

**Newhaven, Sussex.**—February 28th.—Rewards, £17 10s.

## Mr. Claude Hart of The Lizard

MR. CLAUDE M. HART, secretary of the station at The Lizard, Cornwall, retired at the end of last September after serving for 39 years. He had then passed his 79th year. He brought to his work for the Life-boat Service a great love of the sea and a close knowledge of the beautiful but dangerous coast from Falmouth to Pen-

1948, and by appointing him, on his retirement, an honorary life-governor, the highest honour which it can give. At the same time the committee at The Lizard elected him its vice-chairman.

Mr. Hart, who was at one time art correspondent to *The Graphic*, has given his whole life to the sea. As an artist he has devoted to it the study of a



By courtesy of]

[L.N.A.

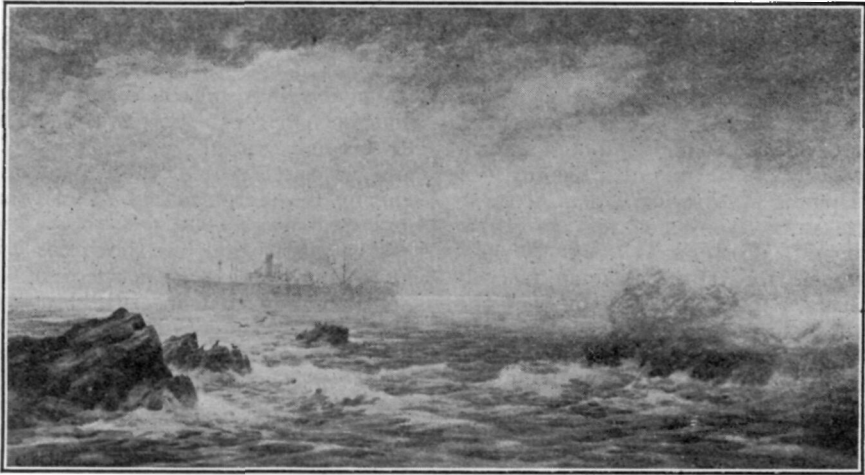
### A MEMORY OF THE WAR

Mr. Claude M. Hart and the coxswain and ex-coxswain of the life-boat at The Lizard, with all that was found by the life-boats from Cadgwith and The Lizard of an aeroplane which crashed in the sea one night

zance. During his 39 years the life-boats at The Lizard rescued 264 lives. Besides his work in charge of the station Mr. Hart collected nearly £3,500.

The Institution has shown its gratitude for his long and splendid services by presenting him with its inscribed binoculars in 1919, its gold badge, given only for long and distinguished services, in 1931, and its aneroid barometer in

lifetime, and he has made a special study of the most difficult art of painting the sea with mist on it. Two of the most beautiful of these studies of sea and mist are reproduced on the opposite page. One of them is of the wreck of the White Star cargo vessel *Bardic*. She ran on the Maenbreck Rock, close to the life-boat station, in August, 1924, and the life-boat rescued her crew of ninety-three.



**THE WRECK OF THE s.s. BARDIC IN 1924**

*From the painting by Mr. Claude M. Hart.*



**SEA FOG LIFTING AT PENTREATH, THE LIZARD**

*From the painting by Mr. Claude M. Hart.*

### Mr. John Foster of Whitby

THERE are few in the history of the Institution who have a longer record of service than Mr. John W. Foster, of Whitby, who retired at the end of last September. He had then been secretary of the Whitby life-boat station for 44 years. He was also secretary of the Uppang station for fifteen of these years, until it was closed in 1919. During Mr. Foster's 44 years the life-boats of the two stations rescued 215 lives. It was off Whitby that the hospital ship *Rohilla* was wrecked in 1914, the outstanding rescue of the war of 1914 to 1918. It was off Whitby that the Belgian steamer *Charles* was wrecked in February, 1940, and, in the attempt to rescue her crew, two

men of the Whitby life-boat were the first life-boatmen to lose their lives in the war of 1939 to 1945.

On the financial side also Mr. Foster has been a most successful secretary. In his first year the branch raised £70; in his last year, £700. Altogether, during his secretaryship, Whitby contributed over £8,000.

The Institution has shown its gratitude for his devoted services by presenting him with its inscribed binoculars in 1934, and its gold badge, given only for long and distinguished services, in 1948, and by appointing him, on his retirement, an honorary life-governor, the highest honour which it can give.

### From the Princess Elizabeth

IN 1947 the Princess Elizabeth sent the Institution £180, the balance of her wedding present from Kimberley.

At the beginning of 1948 her wedding dress was displayed in Edinburgh. The Lord Provost decided that the display should be in aid of the Life-boat Service, and he sent the Institution a cheque for £5,511.

The Princess herself then sent a cheque from the Royal Wedding Presents Exhibition Fund, and in December the Lord Mayor of Cardiff sent £1,000 from the public exhibition of the wedding dress in Cardiff. This gift, at his request, will be used for the maintenance of the life-boat stations on the Bristol Channel.

### Christmas Gifts by Life-boat

AT Christmas the Margate life-boat took out the Mayor of Margate with gifts for the men on the Tongue Lightship, and the Eastbourne life-boat took out the

Mayor of Eastbourne with gifts for the men on the Royal Sovereign Lightship.

Both trips were rough.

### Mr. Barrie Bennetts, M.B.E.

MR. BARRIE BENNETTS, the honorary secretary of the Penlee Station, was made a Member of the Order of the British Empire in the New Year's Honours List. He became honorary

secretary in 1913, was awarded the Institution's binoculars in 1925 and its gold badge, which is given only for long and distinguished services, in 1948.

### Portrait on the Cover

THE portrait on the cover is of Coxswain Sidney Harry Bartlett Page, of South-end-on-Sea. He has been coxswain for nearly fifteen years, has taken part

in the rescue of over 300 lives, and has won the Institution's silver medal for gallantry once and its bronze medal twice.

## Awards to Honorary Workers

### Honorary Life-Governors

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

MR. JOHN W. FOSTER, in recognition of the valuable help he has given as secretary of the Whitby station for forty-four years.

MRS. E. M. GRENSIDE, L.R.A.M., in recognition of the valuable help she has given as honorary secretary of the Godalming branch.

MRS. STELLA LOCKHART HAMILTON, in recognition of the valuable help she has given first as collector and then as honorary secretary of the Lake District branch for fifty years.

MR. CLAUDE M. HART, in recognition of the valuable help he has given as secretary of The Lizard station for thirty-nine years.

MISS PATTIE PRICE, in recognition of the splendid help she has given by appealing throughout Southern Africa and by founding the Southern Africa branch.

MR. ALEXANDER ROBERTSON, in recognition of the valuable help he has given as honorary secretary of the Eastbourne station.

MRS. L. M. SMITH, in recognition of the valuable help she has given in the Gedling district of the Nottingham branch for over sixty years.

COLONEL LAWRENCE WILLIAMS, in recognition of the valuable help he has given in Anglesey, and in particular as honorary secretary of the Moelfre station for forty-three years.

### Thanks of the Institution on Vellum

The Thanks of the Institution inscribed on Vellum has been awarded to the following honorary secretaries of life-boat stations on their retirement.

MR. J. E. HALLMARK, of Llandudno.

MR. H. J. HANVEY, of North Sunderland.

THE VERY REV. FATHER THOMAS KILLEEN, of Galway Bay.

### Gold Badge

The Gold Badge has been awarded to:

MISS E. A. ANKRITT, honorary secretary, Heston & Isleworth branch.

MR. J. I. BARRATT, honorary treasurer, Penmaenmawr branch.

MISS L. COOK, honorary secretary, Bury branch.

MRS. M. CREER, honorary secretary, Romiley Ladies' Life-boat Guild.

MRS. DUNNINGHAM, honorary secretary, Middlewich branch.

MRS. JAMES GARDINER, honorary secretary, Warrington branch.

MRS. D. A. HOSKING, honorary secretary, Southern Africa branch.

MRS. HULTON, honorary secretary, Jersey Ladies' Life-boat Guild.

VICE-ADMIRAL A. KEMMIS BETTY, D.S.O., president, Seaford branch.

MRS. P. KENYON, president and honorary secretary, Bredbury branch.

MRS. W. MASON, honorary secretary, Carnforth branch.

MRS. OSBORNE, honorary secretary, Newbury branch.

MR. W. POWELL, honorary secretary, Swanage station.

MRS. M. E. RICHMOND, honorary treasurer, Darlington Ladies' Life-boat Guild.

MR. H. M. TODD, honorary secretary, Ulverston branch.

### Binocular Glass

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

MR. FERGUS DEARDEN, Lytham St. Annes.

MR. W. R. EDWARDS, Ramsey.

MR. DONALD A. FRASER, Cromarty.

MR. A. M. GILL, Weymouth.

CAPTAIN C. T. KEIGWIN, Shoreham.

MR. A. P. MACGRORY, Campbletown.

MR. JOHN S. POTTER, Clacton-on-Sea.

MR. J. E. ROBERTS, Porthdinllaen.

The Binocular Glass has also been awarded to

MR. WILLIAM SMITH, committee member and chairman, Buckie Station.

### Aneroid Barometer

The Aneroid Barometer, with an inscription, has been awarded to MR. BERNARD MCGILL, honorary secretary of the Arranmore life-boat station, in recognition of valuable services.

### Statuette of a Life-boatman

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

MR. ALEXANDER, honorary secretary, Banff Ladies' Life-boat Guild.

COLONEL HUGH BARNETT, honorary secretary, Kilmarnock branch.

MR. R. GEOFFREY BEARD, honorary secretary, Sheffield branch.

MISS A. E. CARGILL, honorary secretary, Brechin Ladies' Life-boat Guild.

MR. P. M. CARPENDALE, honorary treasurer, Newport (Salop) branch.

COUNCILLOR E. J. COLLINS, honorary secretary, Walthamstow branch.

MAJOR R. N. CONSTANTINE, honorary secretary, Middlesbrough branch.

MR. A. T. CUMMINGS, president, The Lizard station.

MRS. G. DAVIES, honorary secretary, Urmston District, Manchester and District branch.

MISS M. PUDSEY DAWSON, honorary treasurer, Tenby Ladies' Life-boat Guild.

MR. P. T. ELGEY, honorary treasurer, High Wycombe branch.

MR. O. A. EVANS, honorary treasurer, Colwyn Bay branch.

MR. JAMES HOPE FORREST, honorary secretary, Dumfries branch.

MR. A. W. FORSDIKE, honorary worker, Kingston-upon-Thames branch.

MR. H. FOX, honorary worker, London Fire Brigade.

MR. W. H. HARRIS, chairman and honorary treasurer, Preston branch.

MR. ROWLAND HILL, honorary secretary, Bradford branch.

MRS. LEWELLYN HUGHES, honorary secretary, Pontypool branch.

MISS HUSSEY, honorary secretary, Dorchester (Dorset) branch.

MRS. HUTCHISON, president, Leven branch.

MISS F. M. JACOB, honorary secretary, Chorlton-cum-Hardy Ladies' Life-boat Guild, Manchester and District branch.

MISS JAMES, honorary secretary, Paignton Ladies' Life-boat Guild.

MR. A. REECE-JONES, honorary treasurer, Barry station.

MR. A. O. KERNICK, honorary treasurer, Penlee and Sennen Cove stations.

MR. & MRS. J. LACK, honorary workers, Dartford branch.

THE HON. MRS. CLAUDE LAMBTON, president, Wooler Ladies' Life-boat Guild, Berwick-on-Tweed station.

MISS LANE, honorary secretary, Huddleston branch.

MISS MACINNES, honorary secretary, Fort William branch.

MR. JOHN M. MACKAY, honorary secretary, Leven branch.

MISS MARCHANT, honorary secretary, Grays branch.

MR. R. G. MILLER, honorary secretary, Liss branch.

MRS. A. NORMAN, honorary secretary, Tenby Ladies' Life-boat Guild.

MRS. GEORGE PEARCEY, honorary worker, Exmouth branch.

MRS. R. RIPPON, president, Honley Ladies' Life-boat Guild.

MRS. E. J. ROBINSON, chairman, St. Helen's branch.

MRS. SALE, honorary worker, Shrewsbury branch.

MRS. THORNE, honorary secretary, Saffron Walden branch.

MISS TWEED, honorary secretary, Honiton district, Axminster branch.

MRS. C. W. WHITWORTH, chairman, Harrogate Ladies' Life-boat Guild.

### Record of Thanks

The Record of Thanks has been awarded to:

MRS. J. ASHURST, honorary secretary, Abram branch.

MR. CHARLES H. BARRETT, honorary secretary, Civil Service Life-boat Fund.

MISS B. BAYES, honorary worker, Flamborough station.

MRS. BIANCHI, honorary secretary, Teddington branch.

MISS BLOXSOME, honorary worker, Southwick, Shoreham-on-Sea branch.

MRS. BOX, honorary worker, Axminster branch.

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

MRS. BULL, president, Bishop Auckland branch.

MISS J. H. CALDER, honorary worker, Princes Park, Liverpool Ladies' Life-boat Guild.

MRS. R. S. CARMAN, honorary worker, Llanelly branch.

MISS A. CHAVIARA, honorary worker, Waterloo Ladies' Life-boat Guild, Liverpool.

MRS. G. CLARKE, joint honorary secretary, Nantwich branch.

MISS M. CODRINGTON, joint honorary secretary, Nantwich branch.

MR. R. GARFORTH COOK, honorary secretary, Stalybridge branch.

MR. H. CRAIG, honorary secretary, Darlington branch.

MRS. CRAWFORD, honorary official, Hoylake Ladies' Life-boat Guild, Liverpool.

MRS. J. CRUSE, honorary treasurer, Clovelly Ladies' Life-boat Guild.

MR. A. H. CULLWICK, honorary treasurer, Melksham branch.

MRS. DANN, honorary worker, Shrewsbury branch.

MR. W. T. M. DICKSON, honorary secretary, Moffat branch.

MRS. FULLER, honorary worker, Acton branch.

MISS L. GALLEY, honorary worker, Houghton-le-Spring.

MISS GATTY, president, Bamber Bridge branch.

MRS. GREENHILL, honorary official, Formby Ladies' Life-boat Guild, Liverpool.

MRS. W. T. HARRIES, president, Woolton Ladies' Life-boat Guild, Liverpool.

MISS M. E. HENDERSON, honorary worker, Mossley Hill Ladies' Life-boat Guild, Liverpool.

MRS. RUTH HUTTON, honorary worker, Manchester and District branch.

MISS CATHERINE J. JENKINS, honorary secretary, Stirling Ladies' Life-boat Guild.

MR. D. W. JONES, honorary treasurer, Prestatyn branch.

MISS B. LANGTON, honorary worker, Flamborough station.

MRS. J. LAWSON, honorary secretary, Strabane branch.

MISS LEEKE, honorary secretary, Clovelly Ladies' Life-boat Guild.

MISS C. J. LEEKE, honorary worker, Leamington branch.

MRS. LITTLEFAIR, honorary treasurer, Bishop Auckland branch.

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

MR. JOHN MACKINLAY, honorary secretary, Barrhead branch.

MISS MCRAE, honorary worker, Sunderland station.

MRS. P. MORRIS, honorary secretary, Beverley branch.

MR. J. MOTION, honorary secretary, Burntisland branch.

MISS N. K. MOUNSEY, honorary treasurer, Hoylake Ladies' Life-boat Guild, Liverpool.

MR. F. W. ORR, honorary worker, Whitehead branch.

MISS PAIN, honorary worker, Leamington branch.



MRS. PEPPER, honorary secretary, Mexborough branch.

MISS POLLARD, honorary worker, Cirencester branch.

LADY ROWALLAN AND LADIES OF Kilmarnock Ladies' Life-boat Guild.

MISS SANDERSON, honorary secretary, Alnmouth Ladies' Life-boat Guild.

MRS. M. E. SAUNDERS, honorary secretary, St. Austell branch.

MISS A. SHERRING, honorary official, Derby and Stoneycroft Ladies' Life-boat Guild, Liverpool.

MRS. R. STOFFORD TAYLOR, honorary worker, Central Liverpool Ladies' Life-boat Guild.

MRS. W. A. SWALLOW, honorary secretary, North Sunderland Ladies' Life-boat Guild.

MRS. SWIFT, honorary worker, Colne branch.

MISS E. M. TARBET, honorary secretary, Hoylake Ladies' Life-boat Guild, Liverpool.

MRS. BAXTER THOMSON, president, Huyton Ladies' Life-boat Guild, Liverpool.

MRS. F. H. THORNTON, president, Huyton Ladies' Life-boat Guild, Liverpool.

MRS. WADE, honorary worker, Urmston district, Manchester and District branch.

MRS. WATTS, honorary worker, Ealing branch.

MISS WAUDBY, honorary worker, Calderstones, Liverpool branch.

MRS. WELLS, honorary secretary, Hertford branch.

MRS. WILSON, chairman, Hackney branch.

## Awards to Coxswains and Life-boatmen

TO THOMAS WATSON, on his retirement, after serving for 2½ years as second coxswain, 19 years as bowman and 13 years as a member of the crew of the Cromarty life-boat, a life-boatman's certificate of service and an annuity.

TO EDMUND JENKINSON, on his retirement, after serving for 5½ years as bowman and 34 years as a member of the crew of the Filey life-boat, a life-boatman's certificate of service and a gratuity.

TO DAVID NELSON, on his retirement, after serving for 36 years as motor mechanic, 1 year as bowman and 1½ years as a member of the crew of the Donaghadee life-boat, a life-boatman's certificate of service and a pension.

TO ALBERT E. HAYWARD, on his retirement, after serving for 19 years as motor

mechanic of the Yarmouth, Isle-of-Wight, life-boat, a life-boatman's certificate of service and a pension.

TO JOHN C. WALLIS, on his retirement, after serving for 11 years as assistant motor mechanic and 10 years as a member of the crew of the Penlee life-boat, a life-boatman's certificate of service.

TO GEORGE H. BOWDEN, on his retirement, after serving for 33 years as a member of the crew and 14 years as a helper to the Coverack life-boat, a life-boatman's certificate of service.

TO GEORGE S. HART, on his retirement, after serving for 9 years as a member of the crew and 31 years as shore signalman, head launcher and winchman to the Coverack life-boat, a life-boatman's certificate of service.

## Life-boat Days in 1948

IN 1947 the Institution held 859 flag days. The number of people who gave was 7,154,000, and the sum given was £87,920.

That was 42 more days than in 1947, but the number who gave fell by nearly 400,000 and the sum given by £5,583.

## £212 from a Leeds Christmas Tree

LAST Christmas a Leeds firm, Messrs. Schofields, had a Christmas tree in the arcade outside their stores and asked for a life-boat collecting box to put

beside it. They collected in it £212 9s. The box had to be emptied four times a day, and people were queuing to put in their money.

## From Golf and Bowling Clubs

DURING 1948, sixty-five golf clubs held competitions in aid of the Life-boat Service and these brought in £278 18s. That was 25 more clubs than in 1942,

and £22 more contributed. Five bowling clubs again held competitions and they brought in £43, nearly twice as much as in 1947.

## Services of the Life-boats of the Institution during 1948

1948.	Time of Launching.		Persons rescued from shipwreck.
Jan. 2.	3.20 p.m.	S.S. <i>Silvia Onorata</i> , of Naples. Walmer life-boat stood by vessel	
" 4.	2.50 p.m.	and rescued - - - - -	30
" 4.	7.40 a.m.	Steam trawler <i>Balmoral</i> , of Grimsby. Cromer No. 1 life-boat gave help and rescued - - - - -	11
" 4.	8.30 a.m.	S.S. <i>Lynn Trader</i> , of Yarmouth. Flamborough life-boat gave help.	
" 6.	8.57 p.m.	Motor-vessel <i>Fluidity</i> , of London. Margate life-boat landed a sick man.	
" 7.	8.20 p.m.	Barge <i>Thelma</i> , of Rochester. Southend-on-Sea life-boat rescued	
" 7.	9.10 p.m.	2 and saved barge - - - - -	2
" 7.	9.37 p.m.	S.S. <i>Eleth</i> , of Liverpool. Holyhead life-boat landed 10.	
" 7.	2.0 p.m.	S.S. <i>Fulham III</i> and S.S. <i>Fulham IV</i> , of London. Torbay life-boat gave help.	
" 9.	6.25 p.m.	S.S. <i>Martha</i> , of Amsterdam. Exmouth life-boat gave help.	
" 10.	4.45 p.m.	Motor fishing coble <i>Pioneer</i> , of Flamborough. Flamborough life-boat gave help.	
" 13.	3.0 p.m.	Two fishing cobles, of Flamborough. Flamborough life-boat escorted cobles.	
" 13.	12.15 p.m.	Fishing boats <i>Adoration</i> , <i>Ebenezer</i> and <i>Nellie</i> , of Portpatrick. Portpatrick life-boat escorted boats.	
" 17.	5.22 p.m.	Fishing yawl <i>Marguerite</i> , of North Sunderland. North Sunderland life-boat gave help.	
" 17.	8.20 p.m.	Barge <i>Mary</i> , of Appledore. Appledore life-boat gave help.	
" 18.	5.55 p.m.	Fishing boat <i>Rosa</i> . Gourdon life-boat gave help.	
" 18.	2.45 a.m.	Motor vessel <i>Guloy</i> , of Bergen. New Brighton No. 2 life-boat gave help.	
" 19.	3.40 p.m.	Motor fishing vessel No. 799, of Fraserburgh. Walmer life-boat saved vessel and rescued - - - - -	3
" 22.	1.20 p.m.	Fishing vessel <i>Village Maid</i> . Cromarty life-boat saved boat and rescued - - - - -	5
" 26.	12.15 a.m.	Fishing boat <i>Moa</i> . New Brighton No. 2 life-boat - - - - -	3
" 26.	11.45 p.m.	Motor vessel <i>Edenvale</i> , of Wexford. Rosslare Harbour life-boat stood by.	
" 27.	12.45 p.m.	Fishing boat, of Aldeburgh. Aldeburgh No. 1 life-boat escorted boat.	
" 27.	11.10 p.m.	S.S. <i>Fawn</i> , of Ramsey. Mumbles life-boat gave help.	
" 28.	5.42 p.m.	Tender <i>Sir Herbert Miles</i> , of R.A.S.C. New Brighton No. 2 life-boat - - - - -	34
" 28.	12.30 p.m.	Fishing boat <i>Sonia</i> , of Margate. Margate life-boat escorted boat.	
" 30.	12 noon.	Eight fishing cobles. Newbiggin life-boat escorted cobles.	
" 30.	5.23 p.m.	Fishing coble <i>Jean and Barbara</i> , of Filey. Filey life-boat escorted coble.	
" 30.	5.45 p.m.	Motor barge <i>Arripay</i> , of London. Clacton-on-Sea life-boat saved a boat and rescued - - - - -	3
" 30.	11.0 a.m.	Fishing boat <i>Striving</i> , of Howth. Howth life-boat gave help.	
" 31.	1.55 p.m.	Fishing boat <i>John Wesley</i> , of North Sunderland. North Sunderland life-boat gave help.	
Feb. 2.	11.30 a.m.	Two fishing cobles, <i>Boy Arthur</i> and <i>Ocean Vanguard</i> , of Amble. Amble life-boat escorted cobles.	
" 5.	12.10 p.m.	S.S. <i>Noreg</i> , of Gothenburg. Ramsey life-boat gave help.	
" 6.	12.3 p.m.	Three fishing boats, of Sheringham. Sheringham life-boat escorted boats.	
" 6.	12.20 p.m.	Fishing coble <i>Breadwinner II</i> , of Holy Island. Holy Island life-boat escorted coble.	
" 6.	1.10 p.m.	Motor barge <i>Glenwood</i> , of Rochester. Ramsgate life-boat saved barge and rescued - - - - -	4
" 7.	12.30 a.m.	H.M.S. <i>Cygnets</i> , Great Yarmouth and Gorleston life-boat landed a sick man.	
" 11.	7.18 p.m.	S.S. <i>Archmoor</i> , of Fraserburgh. Boulmer life-boat - - - - -	8
" 11.	11.0 p.m.	Motor launch, of Littlehampton. Selsey life-boat saved boat and rescued - - - - -	3
" 14.	8.32 a.m.	S.S. <i>Spidola</i> , of London. Holyhead life-boat escorted vessel.	
" 17.	11.10 a.m.	S.S. <i>Coral Sea</i> , of New York. Yarmouth, Isle of Wight, life-boat landed a sick man.	
" 21.	4.10 p.m.	The Queen's Fort in the Mersey. New Brighton No. 2 life-boat landed 2.	
" 28.	4.30 p.m.	Fishing boat, <i>Naomh Seunan</i> , of Dunmore. Dunmore East life-boat gave help.	

1948.	Time of Launching.		Persons rescued from shipwreck.
Feb. 29.	5.0 a.m.	Motor vessel <i>Spinel</i> , of Glasgow. Troon life-boat gave help.	
Mar. 2.	8.45 a.m.	French naval vessel <i>Victorieuse</i> . Dungeness life-boat gave help.	
" 4.	11.0 a.m.	Motor fishing boat <i>Nan McMarrar</i> , of Campbeltown. Troon life-boat gave help.	
" 14.	10.50 a.m.	Fishing boat <i>Hannah</i> . Tynemouth life-boat saved boat and rescued - - - - -	3
" 15.	8.0 p.m.	Fishing boat <i>Maggie</i> , of Dunmore East. Dunmore East life-boat gave help.	
" 17.	8.25 p.m.	Motor vessel <i>Goldeve</i> , of London. Newhaven life-boat gave help.	
" 22.	9.30 p.m.	Aith life-boat took a doctor to sick man at Papa Stour.	
" 25.	7.40 a.m.	Motor fishing boat <i>Va-Sans-Peur</i> , of Concarneau, France. Barmouth life-boat gave help.	
" 29.	12.30 a.m.	Tug <i>Beacon</i> , of Gillingham. Margate life-boat saved boat and rescued - - - - -	4
" 29.	1.25 p.m.	Sailing dinghy. Margate life-boat - - - - -	1
" 29.	5.17 p.m.	Fishing boat <i>Peaceful</i> , of the Isles of Scilly. St. Mary's life-boat gave help.	
" 29.	5.30 p.m.	A yacht. Falmouth life-boat saved yacht and rescued - - - - -	2
" 29.	10.15 p.m.	S.S. <i>Dicky</i> , of Liverpool. Falmouth life-boat gave help.	
" 30.	12.15 a.m.	S.S. <i>Leeds City</i> , of Bideford. Falmouth life-boat gave help.	
" 31.	1.20 p.m.	S.S. <i>Vic 67</i> , of Liverpool. Holyhead life-boat gave help.	
" 31.	3.15 p.m.	Six fishing boats of Arbroath. Arbroath life-boat escorted boats.	
" 31.	5.35 p.m.	Motor fishing boat <i>May Lily</i> , of Bridlington. Bridlington life-boat stood by boat.	
Apl. 1.	12.25 a.m.	S.S. <i>St. Kenneth</i> , of Dublin. Holyhead life-boat gave help.	
" 1.	1.10 a.m.	Speedboat <i>Day II</i> . Cromer No. 2 life-boat landed 2.	
" 2.	3.45 p.m.	Salmon yawl, of Ballyhack. Dunmore East life-boat saved boat and rescued - - - - -	2
" 2.	9.45 p.m.	St. David's life-boat took a doctor to an injured girl on Skomer Island.	
" 3.	3.0 p.m.	Scarweather Lightship. Mumbles life-boat landed a body.	
" 4.	12.48 p.m.	Motor vessel <i>Evertsen</i> , of Holland. Great Yarmouth and Gorleston life-boat took out a doctor.	
" 4.	4.55 p.m.	S.S. <i>Seasilver</i> , of Newcastle. Appledore life-boat gave help.	
" 7.	5.0 p.m.	Yacht <i>Glebe</i> and a dinghy. Weymouth life-boat saved yacht and dinghy, and rescued - - - - -	2
" 7.	6.25 p.m.	Motor fishing coble <i>Three Brothers</i> , of Middlesbrough. Runswick life-boat saved boat and rescued - - - - -	2
" 8.	10.15 a.m.	Motor fishing vessel <i>Claude</i> , of Lorient. Aberystwyth life-boat -	7
" 10.	2.40 a.m.	Steam trawler <i>Plough</i> , of Kirkcaldy. Ramsgate life-boat - - - -	9
" 10.	10.0 a.m.	Fishing boat <i>Naom Seaghan</i> , of Cahirciveen. Valentia life-boat saved boat and rescued - - - - -	4
" 10.	7.30 p.m.	Motor fishing boat <i>Iona</i> , of Margate. Margate life-boat saved boat and rescued - - - - -	3
" 14.	11.0 p.m.	Motor launch, of Coolemain. Courtmacherry Harbour life-boat gave help.	
" 15.	11.15 p.m.	Motor vessel <i>Kingfisher</i> , of London. Southend-on-Sea life-boat landed a sick man.	
" 19.	11.56 a.m.	S.S. <i>Duke of Sparta</i> , of London. St. Mary's life-boat gave help.	
" 20.	9.50 p.m.	Motor fishing boat <i>Provider</i> , of Whitby. Whitby No. 2 pulling life-boat escorted boat.	
" 21.	12 noon.	S.S. <i>Clew Bay</i> , of Belfast. Rosslare Harbour life-boat stood by vessel.	
" 23.	3.0 p.m.	Motor launch <i>Switha</i> , of Inverness. Cromer No. 1 life-boat gave help.	
" 24.	5.15 p.m.	Sailing boat, of Barry. Weston-super-Mare life-boat saved boat and rescued - - - - -	2
" 27.	12.55 a.m.	Motor fishing vessel <i>Largo Bay</i> , of Berwick. Berwick-on-Tweed life-boat gave help.	
May 2.	11.30 a.m.	Skiff <i>Boy Reg</i> , of Great Yarmouth. Caister life-boat saved boat and rescued - - - - -	4
" 2.	7.10 p.m.	Steam pinnacle of Troon Sea Cadet Corps. Troon life-boat saved vessel and rescued - - - - -	24
" 3.	8.30 p.m.	French trawler <i>Croix du Sud</i> . Dunmore East life-boat escorted vessel.	
" 3.	9.20 p.m.	Motor trawler <i>Janock</i> , of St. Malo. Torbay life-boat escorted vessel.	
" 7.	12.30 p.m.	The Queen's Fort in the Mersey. New Brighton No. 2 life-boat landed an injured man.	
" 8.	5.59 p.m.	Wicklow life-boat recovered the body of a boy who had fallen over the cliffs.	

1948.	Time of Launching.		Persons rescued from shipwreck.
May	9. 12.13 a.m.	Fishing boat <i>Luana</i> , of Fleetwood. Blackpool life-boat saved boat and rescued	2
"	9. 12.43 p.m.	Yacht <i>Wendy</i> . Hastings life-boat gave help.	
"	14. 11.30 a.m.	Motor boat <i>Mallard</i> . Weymouth life-boat saved boat and rescued	1
"	15. 11.35 p.m.	Motor boat <i>Kingsley</i> , of Barnstaple. Clovelly life-boat gave help.	
"	16. 1.30 a.m.	S.S. <i>Rota</i> , of Dundee. Fraserburgh life-boat gave help.	
"	16. 1.28 p.m.	Motor launch No. 490. Ramsgate life-boat assisted to save vessel.	
"	16. 8.7 p.m.	The Wyre lighthouse. Fleetwood life-boat	3
"	19. 6.40 p.m.	A Seafire aeroplane. Fraserburgh life-boat landed a body.	
"	20. 9.57 a.m.	S.S. <i>Foreland</i> , of Blyth. Great Yarmouth and Gorleston life-boat landed an injured man.	
"	20. 10.0 a.m.	Motor fishing vessel <i>Success</i> , of Whitby. Whitby No. 1 life-boat escorted boat.	
"	20. 10.40 p.m.	Motor fishing vessel <i>Galilee</i> , of Whitby. Whitby No. 1 life-boat escorted boat.	
"	21. 11.35 a.m.	Sailing yacht <i>Esperanza</i> . Ramsgate life-boat saved yacht and rescued	2
"	23. 2.16 p.m.	Boat <i>Dora</i> , and three motor yachts. Ramsgate life-boat saved boat and rescued 4, and escorted yachts	4
"	26. 3.30 p.m.	A pinnace. Fishguard life-boat saved vessel and rescued	3
"	30. 5.40 p.m.	Sailing yacht <i>Emery</i> , of Brightlingsea. Aldeburgh No. 1 life-boat saved yacht and rescued	3
June	3. 11.0 a.m.	Rowing boat, of Courtmacsherry. Courtmacsherry Harbour life-boat saved boat and rescued	1
"	3. 6.54 p.m.	S.S. <i>Wandle</i> , of London. Great Yarmouth and Gorleston life-boat landed a sick man.	
"	6. 1.5 p.m.	Bathing safety boat, of Westgate. Margate life-boat saved boat and rescued	1
"	6. 1.50 p.m.	Motor yacht <i>Mite</i> . Weymouth life-boat	3
"	6. 4.9 p.m.	Sailing yacht <i>Waterwitch</i> , of Harwich. Aldeburgh No. 2. life-boat saved yacht and rescued	1
"	6. 9.55 p.m.	Motor yacht <i>St. Monance</i> , of London. Yarmouth, Isle of Wight, life-boat landed 1.	
"	7. 12.45 p.m.	Penlee life-boat landed the bodies of two bathers.	
"	8. 9.55 p.m.	Sailing yacht <i>Venture</i> , of Skegness. Skegness life-boat gave help.	
"	9. 10.10 a.m.	Fishing boat <i>Ebeneser</i> , of Skibbereen. Baltimore life-boat saved boat and rescued	3
"	9. 8.10 p.m.	Fishing boat <i>Jill</i> , of Liverpool. New Brighton No. 2 life-boat gave help.	
"	13. 5.30 a.m.	S.S. <i>Cerne</i> , of London. Whitby No. 1 life-boat gave help.	
"	13. 8.30 a.m.	Motor cruiser <i>Alisdair</i> . Humber life-boat gave help.	
"	14. 2.1 p.m.	Motor fishing vessel <i>Seafarer</i> , of Maidens. Campbelltown life-boat assisted to save vessel and rescued	7
"	14. 11.20 p.m.	Motor vessel <i>Oceana</i> . Walmer life-boat saved boat and rescued	4
"	15. 8.0 a.m.	S.S. <i>Thule</i> , of London. Caister life-boat gave help.	
"	16. 10.10 p.m.	Motor fishing boat <i>Kestrel</i> , of Lowestoft. Lowestoft life-boat gave help.	
"	17. 8.10 a.m.	Shrimp boat <i>Pride</i> , of Great Yarmouth. Great Yarmouth and Gorleston life-boat gave help.	
"	18. 1.30 a.m.	A motor launch. Falmouth life-boat gave help.	
"	19. 9.50 a.m.	Fishing boat <i>Naomh Fiontan</i> , of Portmagee. Valentia life-boat escorted boat.	
"	20. 7.30 p.m.	Motor boat <i>Colorado</i> , of Newhaven. Newhaven life-boat saved boat and rescued	3
"	26. 5.0 a.m.	Motor vessel <i>Amenity</i> , of London. Ilfracombe life-boat gave help.	
"	26. 7.46 a.m.	Fishing boat <i>Energetic</i> , of Porthleven. St. Mary's life-boat landed 1 and a body.	
"	28. 3.15 a.m.	Motor fishing boat <i>Homeland</i> , of Drummore. Portpatrick life-boat saved boat and rescued	2
"	29. 4.7 p.m.	Motor launch No. 1294. Berwick-on-Tweed life-boat saved vessel and rescued	4
"	29. 5.15 p.m.	Fishing boat <i>Lady Shirley</i> , of Filey. Filey life-boat landed 3 bodies.	
July	1. 3.43 a.m.	S.S. <i>Afon Gwili</i> , of Llanelly. Great Yarmouth and Gorleston life-boat landed an injured man.	
"	4. 12.55 p.m.	Yacht <i>Gadfly</i> , of Poole. Swanage life-boat saved yacht and rescued	2
"	4. 1.0 p.m.	Motor vessel <i>Lenrodian</i> , of Sheerness. Walton and Frinton life-boat saved vessel and rescued	6
"	4. 3.0 p.m.	Motor yacht of <i>Mari</i> , of Littlehampton. Yarmouth, Isle of Wight, life-boat saved yacht and rescued	2
"	4. 3.55 p.m.	Yacht <i>Diver</i> , of Gillingham. Southend-on-Sea life-boat gave help.	

		Time of Launching.		Persons rescued from shipwreck.	
1948.	July	4.	5.2 p.m.	Sailing yacht <i>Rozel</i> , of Blyth. Blyth life-boat saved yacht and rescued - - - - -	6
				Motor fishing boat <i>Girl Carole</i> , of South Shields. Tynemouth life-boat - - - - -	2
	"	4.	5.13 p.m.	Motor yawl <i>Vigilant</i> , of Sunderland. Tynemouth life-boat saved boat and rescued - - - - -	2
				Motor fishing boat <i>May</i> , of Newcastle. Tynemouth life-boat saved boat and rescued - - - - -	4
	"	4.	5.35 p.m.	Motor yacht <i>Mafalda</i> , of Ardrossan. Appledore life-boat saved yacht and rescued - - - - -	3
	"	5.	9.53 a.m.	Fishing cobbles <i>Hephzi-Bah</i> , and <i>The John</i> , of Amble. Amble life-boat escorted cobbles.	
	"	7.	7.0 p.m.	Motor yacht <i>Dawn Patrol</i> , of Brough. Humber life-boat gave help.	
	"	8.	11.0 a.m.	Motor vessel <i>Francois Tixier</i> , of Dunkirk. Cromer No. 1 life-boat -	16
	"	10.	1.5 p.m.	Motor fishing vessel No. 639, of Milford Haven. Margate life-boat gave help.	
	"	11.	1.45 p.m.	Sailing dinghy <i>Wendy</i> . Dungeness life-boat saved dinghy.	
	"	11.	7.58 p.m.	Motor boat <i>Lesal</i> , of Eastbourne. Eastbourne life-boat gave help.	
	"	11.	8.33 p.m.	S.S. <i>Tora Elise</i> , of Arendal, Norway. Great Yarmouth and Gornleston life-boat landed a sick man.	
	"	11.	10.26 p.m.	Yacht <i>Foxtrott</i> , of Blyth. Berwick-on-Tweed life-boat saved yacht and rescued - - - - -	3
	"	15.	12.15 p.m.	Fleet Air Arm Aeroplane. Appledore life-boat gave help.	
	"	17.	7.23 a.m.	Motor yacht <i>Firefly</i> , of St. Helier. Yarmouth, Isle of Wight, life-boat gave help.	
	"	18.	7.50 a.m.	Motor boat <i>Lesal</i> , of Eastbourne. Eastbourne life-boat saved boat and rescued - - - - -	2
	"	19.	5.5 a.m.	Ketch <i>Sarah Latham</i> , of Chester. Port St. Mary life-boat - - - -	5
	"	19.	5.10 a.m.	Motor ship <i>Amstelstroom</i> , of Amsterdam. Appledore life-boat landed 4.	
	"	19.	6.15 p.m.	Sailing dinghy, of Cork. Youghal life-boat landed 3.	
	"	20.	2.42 p.m.	Steam trawler, <i>Baldur</i> , of Bildudal, Iceland. Campbeltown life-boat landed a sick woman.	
	"	21.	10.15 a.m.	Yacht <i>Goodewind</i> , of Leith. Porthdinlaen life-boat gave help.	
	"	21.	3.0 p.m.	Sailing yacht <i>Dimcyl</i> . Lowestoft life-boat saved yacht and rescued	4
	"	21.	5.45 p.m.	S.S. <i>Windsor Queen</i> , of London. Amble life-boat landed an injured man.	
	"	21.	9.30 p.m.	A small rowing boat. Holyhead life-boat gave help.	
	"	23.	10.50 p.m.	Fishing boat <i>Providence</i> , of Margate. Margate life-boat gave help.	
	"	24.	8.2 p.m.	Sailing yacht <i>Joass</i> , of Chatham. Margate life-boat gave help.	
	"	25.	7.0 a.m.	S.S. <i>Wave Commander</i> , of London. Wells life-boat landed an injured man.	
	"	26.	11.25 p.m.	Motor yacht <i>Dinah</i> . Weymouth life-boat gave help.	
	"	27.	3.30 a.m.	Motor yacht <i>Mafalda</i> , of Ardrossan. Ilfracombe life-boat gave help.	
	"	27.	8.0 a.m.	Steam trawler <i>Northness</i> , of Hull. Ramsey life-boat gave help.	
	"	28.	10.30 p.m.	Motor fishing boat, of Portaferry. Cloughey life-boat stood by boat.	
Aug.	1.	9.5 p.m.		Motor vessel <i>Sunbeam</i> , of Newhaven. Newhaven life-boat gave help.	
	"	2.	1.10 p.m.	Fishing boat <i>Ranger</i> , of Liverpool. New Brighton No. 2 life-boat -	4
	"	7.	5.15 a.m.	Motor fishing vessel <i>Belvoir Castle</i> , of Grimsby. Teesmouth life-boat landed 4.	
	"	7.	11.20 a.m.	A rowing boat. Dover life-boat saved boat and rescued - - - -	2
	"	7.	3.40 p.m.	A rubber dinghy. Cromer No. 1 life-boat - - - - -	1
	"	7.	4.35 p.m.	Fowey life-boat landed a woman who had fallen over the cliffs.	
	"	7.	6.20 p.m.	Fowey life-boat landed 3 scouts cut off by the tide.	
	"	7.	9.45 p.m.	Swedish training ships <i>Falken</i> , and <i>Gladan</i> . Torbay life-boat gave help.	
	"	7.		Motor yacht <i>Jinty</i> . Torbay life-boat stood by yacht.	
	"	7.	10.45 p.m.	Dutch motor yacht <i>Duenna</i> . St. Peter Port life-boat - - - -	1
	"	8.	8.15 a.m.	Motor yacht <i>Paviroma</i> , of Southampton. Weymouth life-boat saved yacht and rescued - - - - -	5
	"	8.	9.15 a.m.	Sailing yacht <i>Gull</i> . Shoreham Harbour life-boat - - - - -	6
	"	8.	10.40 a.m.	Yacht <i>Dunlin</i> , of Poole. St. Peter Port life-boat gave help.	
	"	8.	5.15 p.m.	Yacht <i>Calva</i> , of Littlehampton. St. Helier life-boat saved yacht and rescued - - - - -	3
	"	9.	1.30 a.m.	Yacht <i>Sea Air</i> , of Southend. Clacton-on-Sea life-boat saved a dinghy.	
	"	9.	5.15 p.m.	Motor launch <i>Phillip Rex</i> , of Hull. Humber life-boat saved vessel.	
	"	12.	8.14 a.m.	Motor launch <i>Olga</i> , of Antwerp. Margate life-boat saved launch and rescued - - - - -	3
				Motor boat <i>Happy Days</i> , of Broadstairs. Margate life-boat saved boat and rescued - - - - -	5

	Time of Launching.		Persons rescued from shipwreck.
1948.			
Aug. 12.	8.30 a.m.	Fishing coble <i>Adventure</i> , of Newbiggin. Newbiggin life-boat escorted coble.	
" 13.	6.15 a.m.	Steam drifter <i>Boy Pat</i> , of Greenock. Islay life-boat - - - -	3
" 13.	9.30 a.m.	Motor yacht <i>Easting</i> , of Plymouth. Clovelly life-boat saved yacht and rescued - - - - -	1
" 14.	11.20 p.m.	Steam trawler <i>Mint</i> , of Lowestoft. Rosslare Harbour life-boat -	9
" 15.	2.5 a.m.	S.S. <i>Rojo</i> , of Oslo. Walton and Frinton life-boat gave help.	
" 15.	10.38 a.m.	Yacht <i>Maybe</i> , of Calais. Ramsgate life-boat gave help.	
" 15.	12.30 p.m.	Sailing yacht <i>Quireda</i> , of Queenstown. Courtmacsherry Harbour life-boat gave help.	
" 15.	1.4 p.m.	Sailing boat <i>Fiddlesticks</i> , of Skerries. Howth life-boat saved boat.	
" 15.	4.55 p.m.	A rubber dinghy. Seaham life-boat landed 2.	
" 17.	4.45 p.m.	Steam trawler <i>Mint</i> , of Lowestoft. Rosslare Harbour life-boat gave help.	
" 17.	5.30 p.m.	Three fishing boats. Walton and Frinton life-boat gave help.	
" 21.	10.30 a.m.	{ Rowing boat <i>Sidney</i> . Dover life-boat saved and rescued - -	2
" 21.	11.45 a.m.	{ Yacht <i>Salamat Jalan</i> , Dover life-boat gave help.	
" 21.	3.10 p.m.	Sailing dinghies <i>Kingfisher</i> , and <i>Aebtus</i> . Torbay life-boat saved dinghies.	
" 21.	3.10 p.m.	Fishing boat <i>June Rose</i> , of Castlebay. Barra Island life-boat saved boat and rescued - - - - -	3
" 22.	8.20 a.m.	French schooner yacht <i>Nicephore</i> . Ramsgate life-boat gave help.	
" 22.	1.15 p.m.	S.S. <i>Erica</i> , of Bergen. Islay life-boat escorted vessel.	
" 22.	3.55 p.m.	Motor boat and rowing boat. Lowestoft life-boat gave help.	
" 22.	5.30 p.m.	Yacht <i>Lady Olive</i> , of Newhaven. Shoreham Harbour life-boat saved yacht and rescued - - - - -	2
" 22.	6.18 p.m.	Coverack life-boat rescued a girl cut off by the tide - - - - -	1
" 22.	10.20 p.m.	Motor vessel <i>Westover</i> , of London. Ramsgate life-boat gave help.	
" 23.	10.20 p.m.	Motor cruiser <i>Asangyo</i> , of Newcastle. Walton and Frinton life-boat gave help.	
" 25.	8.40 a.m.	S.S. <i>Monte Nuria</i> , of Bilbao, Spain. Cromer No. 1 life-boat gave help.	
" 25.	12.35 p.m.	Yacht <i>Kestrel</i> , of Rye. Dungeness life-boat landed 3.	
" 25.	3.45 p.m.	Yacht <i>Anemone III</i> , of Bosham. Dungeness life-boat - - - -	4
" 25.	4.35 p.m.	Yacht <i>Phaedra</i> , of Barmouth. Pwllheli life-boat - - - - -	2
" 25.	10.58 p.m.	Fishing boat <i>Violet</i> , of Banff. Whitehills life-boat escorted boat.	
" 27.	9.10 a.m.	Cobles <i>Minnie</i> , <i>Silver Line</i> , and <i>Star of Hope</i> , of Staithes. Runswick life-boat escorted cobs.	
" 30.	9.45 p.m.	Clovelly life-boat rescued 2 men cut off by the tide - - - - -	2
Sept. 2.	11.30 a.m.	A rubber dinghy. Cromer No. 1 life-boat - - - - -	1
" 4.	4.55 a.m.	Steam trawler <i>Ephratah</i> , of Milford Haven. Fishguard life-boat landed 7.	
" 4.	7.19 a.m.	S.S. <i>Moyallon</i> , of Belfast. St. Ives life-boat landed an injured man.	
" 6.	2.10 p.m.	Motor cruiser <i>Cartaret</i> . Torbay life-boat gave help.	
" 8.	9.25 p.m.	Yacht <i>Seamew</i> , of Ramsey. Ramsey life-boat gave help.	
" 10.	4.15 a.m.	Yacht <i>Sea Bird</i> , of London. Clovelly life-boat gave help.	
" 10.	5.30 a.m.	S.S. <i>Abide</i> , of Peterhead. Islay life-boat saved vessel and rescued	9
" 10.	11.40 p.m.	{ Motor trawler <i>Georges Langanay</i> , of Fecamp. Cromer No. 1 life-	
" 11.	7.10 p.m.	{ boat assisted to save vessel and rescued 19, and Cromer No. 2 life-boat gave help.	
" 11.	6.30 p.m.	Motor yacht <i>Switha</i> , of Inverness. Caister life-boat gave help.	
" 12.	4.0 p.m.	Tug <i>Warrior</i> , of Glasgow. Ramsey life-boat took out a doctor.	
" 13.	9.15 a.m.	Motor trawler <i>Roger</i> , of Nieuport. Lowestoft life-boat gave help.	
" 13.	10.0 a.m.	Barge <i>British Oak</i> , of London. Clacton-on-Sea life-boat - - - -	2
" 15.	8.55 a.m.	Schooner <i>Antelope</i> , of Wexford. Donaghadee life-boat landed 5.	
" 15.	10.50 a.m.	{ Motor fishing boat <i>Caledonia</i> , of St. Abbs. St. Abbs life-boat	
" 15.	10.50 a.m.	{ saved boat and rescued - - - - -	2
" 15.	10.50 a.m.	{ Rowing boat <i>Girl Pat</i> , of St. Abbs. St. Abbs life-boat saved boat	
" 15.	10.50 a.m.	{ and rescued - - - - -	2
" 15.	11.30 a.m.	Fishing boat <i>Yap</i> , of Conway. Llandudno life-boat escorted boat.	
" 15.	2.15 p.m.	Hopper <i>Tatam II</i> . New Brighton No. 1 life-boat landed 8.	
" 15.	3.45 p.m.	Motor fishing coble <i>Helena</i> , of Whitby. Whitby No. 1 life-boat escorted coble.	
" 15.	6.45 p.m.	Schooner <i>Antelope</i> , of Wexford. Donaghadee life-boat gave help.	
" 16.	6.0 a.m.	Motor fishing boat <i>Bluebell</i> , of Port Seton. Dunbar life-boat gave help.	
" 17.	11.36 a.m.	A motor launch. Berwick-on-Tweed life-boat gave help.	
" 18.	1.35 a.m.	A motor boat. Donaghadee life-boat landed 2.	
" 19.	1.30 p.m.	A dinghy. Walton and Frinton life-boat saved boat.	
" 20.	8.58 a.m.	Yacht <i>Mascotte</i> , of London. Ramsgate life-boat gave help.	
" 20.	4.45 p.m.	Motor fishing boat <i>Bluebell</i> , of Port Seton. Dunbar life-boat gave help.	

1948.	Time of Launching.		Persons rescued from shipwreck.
Sept. 27.	12.25 a.m.	A sailing boat. Anstruther life-boat saved boat and rescued	5
Oct. 1.	8.27 p.m.	A dinghy. Ramsgate life-boat saved boat and rescued	1
" 2.	12.38 p.m.	Fishing boat <i>Susan Anne</i> , of Hastings. Hastings life-boat gave help.	
" 2.	9.45 p.m.	Yacht <i>Glebe</i> , of Weymouth. Weymouth life-boat saved yacht and rescued	1
" 5.	2.50 p.m.	Tug <i>Beaulieu</i> , of Southampton. Margate life-boat stood by vessel.	
" 6.	1.20 a.m.	Motor yacht <i>Warragaburra</i> , of London. Dover life-boat saved yacht and rescued	2
" 8.	8.45 p.m.	Ketch <i>Cresta</i> . Exmouth life-boat saved yacht and rescued	4
" 9.	9.45 p.m.	Motor vessel <i>Fennel</i> . Helvick Head life-boat gave help.	
" 11.	5.39 a.m.	Fishing boat <i>Saphir</i> , of Camaret, and S.S. <i>Woodlark</i> . Sennen Cove life-boat gave help.	
" 12.	3.10 a.m.	Fishing boat <i>Albert</i> , of Boston. Skegness life-boat saved boat and rescued	3
" 14.	2.20 p.m.	Motor trawler <i>Melrose</i> , of Kilmore. Dunmore East life-boat gave help.	
" 16.	6.30 p.m.	Sailing yachts <i>Narwhal</i> , of Sunderland, and <i>Iolanthe</i> , of Blyth. Tynemouth life-boat gave help.	
" 17.	1.5 p.m.	Barge <i>Arctic Dawn</i> , of Ramsgate. Ramsgate life-boat gave help.	
" 17.	6.25 p.m.	Two landing craft. Southend-on-Sea life-boat saved two vessels and rescued	3
" 20.	1.20 a.m.	Steam trawler <i>Barry Castle</i> , of Swansea. Barra Island life-boat stood by vessel.	
" 20.	7.30 p.m.	Motor fishing boat <i>Emulate</i> , of Eyemouth. St. Abbs life-boat saved boat and rescued	5
" 25.	7.10 a.m.	S.S. <i>Cantick Head</i> , of Leith. Thurso life-boat gave help.	
" 25.	2.0 p.m.	Fishing vessel <i>Seagull</i> , of Helvick. Helvick Head life-boat saved boat and rescued	2
" 26.	8.33 a.m.	Hulk <i>Empire Flamingo</i> . Sennen Cove life-boat	4
" 27.	11.15 a.m.	Motor fishing boat <i>Seal</i> , of Dublin. Wicklow life-boat saved boat and rescued	4
Nov. 1.	6.18 a.m.	Motor fishing boat <i>Provider</i> , of Whitby. Whitby No. 1 life-boat gave help.	
" 5.	6.40 p.m.	Motor fishing boat <i>Lanho</i> , of Kilmore Quay. Kilmore Quay life-boat gave help.	
" 6.	10.0 p.m.	Motor trawler <i>Eldborg</i> , of Borgarnes. Mallaig life-boat stood by vessel.	
" 7.	12.10 p.m.	Fishing boat <i>Courage</i> , of Scarborough. Scarborough life-boat escorted boat.	
" 8.	12.45 p.m.	Fishing vessels, <i>Boy's Own</i> , <i>Speedwell</i> and <i>Cluaran</i> , of North Sunderland. North Sunderland life-boat escorted boats.	
" 11.	8.30 a.m.	S.S. <i>Warren Grove</i> , of London. Montrose No. 1 life-boat picked up a body.	
" 12.	12.16 a.m.	Motor fishing boat <i>Victory</i> , of Ramsgate. Ramsgate life-boat gave help.	
" 12.	6.56 p.m.	A rowing boat. Maryport life-boat	1
" 13.	7.5 a.m.	Motor fishing boat <i>Skylark</i> , of Rye. Hastings life-boat gave help.	
" 13.	7.26 p.m.	Fishing vessel <i>Salvia</i> , of Inverness. Maryport life-boat gave help.	
" 15.	5.45 p.m.	Barra Island life-boat took a hospital case to Lochboisdale, thereby saving a life	1
" 17.	3.0 a.m.	Motor vessel <i>Quo Vadis</i> , of Groningen. Southend-on-Sea life-boat landed 10.	
" 19.	5.15 a.m.	Barra Island life-boat took a doctor to a maternity case on Vatersay.	
" 20.	12.15 a.m.	Aith life-boat brought a hospital case from Papa Stour.	
" 20.	5.45 p.m.	Motor vessel <i>Menupia</i> , of Wexford. Rosslare Harbour life-boat landed a sick man.	
" 25.	9.3 p.m.	S.S. <i>Moorcock</i> , Rosyth. Islay life-boat gave help.	
" 26.	2.30 a.m.	The Royal Sovereign Light-vessel. Eastbourne life-boat landed an injured man.	
" 26.	3.0 p.m.	S.S. <i>Moorcock</i> , of Rosyth. Islay life-boat landed 9.	
" 27.	11.53 a.m.	Steam drifter <i>Rait Castle</i> , of Portknockie. Bridlington life-boat gave help.	
" 28.	2.40 p.m.	Motor fishing vessel <i>Kathleen</i> , of Margate. Margate life-boat gave help.	
" 29.	10.14 a.m.	Trawler <i>Scot</i> , of Aberdeen. Great Yarmouth and Gorleston life-boat gave help.	
" 29.	10.59 a.m.	Rowing boat <i>May Queen</i> , of Ramsgate. Ramsgate life-boat landed 2.	
" 30.	7.20 p.m.	Pilot Cutter No. 1 of Appledore. Appledore life-boat saved boat and rescued	2

1948.	Time of Launching.		Persons rescued from shipwreck.
Dec. 1.	7.15 p.m.	River Tay ferry steamer <i>Sir William High</i> , of Dundee. Broughty Ferry life-boat landed 70 and gave help.	
„ 1.	9.26 p.m.	S.S. <i>Tungenes</i> , of Stavanger, and S.S. <i>Peterjon</i> , of London. Ferry-side life-boat gave help.	
„ 1.	10.59 p.m.	Motor fishing vessel <i>Ocean Reaper</i> , of Rye. Newhaven life-boat saved vessel and rescued - - - - -	2
„ 2.	11.15 a.m.	Trawler <i>Roden</i> , of Fleetwood. Islay life-boat - - - - -	15
„ 3.	7.45 a.m.	Motor fishing boat <i>Triumph</i> . Stornoway life-boat landed 5.	
„ 5.	6.55 p.m.	Motor fishing coble <i>Good Cheer</i> , of Scarborough. Scarborough life-boat saved coble and rescued - - - - -	3
„ 6.	1.30 a.m.	Barge <i>Esterel</i> , of London. Clacton-on-Sea life-boat - - - - -	3
„ 6.	9.30 p.m.	S.S. <i>Saxton</i> , of Middlesbrough. Ramsey life-boat stood by vessel.	
„ 9.	9.0 a.m.	Barge <i>C.G.B.</i> , of Rochester. Southend-on-Sea life-boat rescued 2. and saved vessel - - - - -	2
„ 9.	9.10 p.m.	Motor fishing boat <i>Santa Cruz</i> , of Arklow. Arklow life-boat gave help.	
„ 9.	9.45 a.m.	S.S. <i>Loke</i> , of Oslo. Lytham St. Annes life-boat stood by vessel.	
„ 10.	7.30 p.m.	S.S. <i>Fulham II</i> , of London. Great Yarmouth and Gorleston life-boat landed an injured man.	
„ 11.	9.58 a.m.	} Motor vessel <i>C 617</i> , of London. Fraserburgh life-boat saved vessel and rescued 7 and gave help.	
„ 12.	10.10 a.m.		
„ 19.	1.40 p.m.	Motor launch <i>Merry Golden Hind</i> , of Harwich. Margate life-boat saved vessel and rescued - - - - -	3
„ 19.	2.25 p.m.	Motor fishing boat <i>Kingfisher IV</i> , of Shoreham. Shoreham Harbour life-boat saved boat and rescued - - - - -	4
„ 20.	6.40 p.m.	Motor vessel <i>Bosphorus</i> , of Oslo. Cromer No. 1 life-boat - -	1
„ 23.	1.20 p.m.	Motor vessel <i>Airmoor II</i> , of Buckie. Buckie life-boat escorted vessel.	
„ 23.	10.20 p.m.	Motor fishing vessel <i>Bloom</i> , of Fraserburgh. Fraserburgh life-boat gave help.	
„ 24.	9.42 a.m.	Motor fishing vessel <i>Marie Leach</i> , of Belfast. Troon life-boat gave help.	
„ 25.	8.41 p.m.	Freighter <i>Alcyone Fortune</i> , of London. Campbeltown life-boat -	45
„ 27.	1.45 p.m.	Motor vessel <i>Lerina</i> , of Bideford. Clovelly life-boat gave help.	
„ 28.	12.35 p.m.	Motor vessel <i>Lerina</i> , of Bideford. Appledore life-boat gave help.	
„ 28.	12.45 p.m.	Motor vessel <i>Bosphorus</i> , of Oslo. Cromer No. 1 life-boat assisted to save vessel and rescued - - - - -	36
„ 28.	2.53 p.m.	Eight fishing boats of Arbroath. Arbroath life-boat escorted boats.	
„ 30.	2.45 a.m.	Steam trawler <i>Bridesmaid</i> , of Fleetwood. Islay life-boat - - -	16
„ 31.	7.45 p.m.	Motor fishing vessel <i>Mercur</i> , of Bergen. Ramsgate life-boat gave help.	

SUMMARY OF THE YEAR'S WORK

Lives rescued by Life-boats - - - - -	548
Lives rescued in other ways for whose rescue the Institution gave rewards - - - - -	90
<b>Total of lives rescued - - - - -</b>	<b>638</b>
Persons landed from vessels on which they might have been in danger - - - - -	170
Boats and vessels which life-boats saved or helped to save - - - - -	83
Boats and vessels which life-boats stood by, escorted to safety, or helped - - - - -	over 200
Total number of launches, including those in which for various reasons no services were rendered - - - - -	603

Notice

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

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

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