

THE LIFE-BOAT

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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 June 30th, 1949 - - - - 76,495

The First Quarter of the Second Century

On the 4th of March the Life-boat Service completed the first twenty-five years of its second century.* They were full years. Thousands of lives were rescued; many difficulties were met and overcome; many developments made; and, in the six years of war from 1939 to 1945, the Service encountered the busiest and most dangerous years in its history. But in spite of the very great changes made in the structure of society and the life of the British people, during those years, the Life-boat Service is still, in the essentials of its organization, afloat and ashore, what it was when its second century began.

When the first century ended the fleet was still mainly a fleet of pulling and sailing life-boats. Of these there were 184. There was one steam life-boat. There were then only 43 motor life-boats. In the next twenty-five years those 184 pulling and sailing life-boats and the steam life-boat disappeared and to-day the fleet consists of 156 motor life-boats.†

* The day was remembered on the other side of the world, and the *Johannesburg Star* published a leading article on life-saving at sea which began, "To-day is a notable anniversary in the history of shipping—the 125th birthday of the Royal National Life-boat Institution."

† To be strictly accurate one pulling life-boat remains at Whitby. It is for use only in the harbour entrance where a boat under oars can work more easily and turn more quickly than a motor boat. Whitby has also a motor boat for work out at sea.

The last years of the first century had been very busy with experiments. The first of a new type of light motor life-boat had been built, and the first life-boat with twin screws and a cabin. A launching tractor had been tried in place of horses, a line-throwing gun in place of the old leaded cane thrown by hand. During the next twenty-five years these new and tentative designs were vastly improved. At the same time new types of boat were designed, and a new type of engine. New materials were successfully introduced, and more inventions adapted to the needs of the Service.

The heavy-oil engine was introduced, removed nearly all risks of fire, and nearly doubled the life-boats' range of action. Aluminium alloy, with its great saving of weight over wood and steel was introduced, and made possible deck cabins. Radio-telephony was adapted to the very difficult conditions of life-boat work and gave instant and constant communication between life-boats at sea and the shore. Loud hailers were introduced, and made speech between life-boat and the ship in distress much easier and more certain.

At the end of the first century the 43 motor life-boats (with the one exception mentioned) were all open boats. They all had (again with that one

exception) single screws and carried full sets of sails. Their fuel was petrol. They communicated with the shore and with ships in distress by flag, signalling lamp and megaphone. Twenty-five years later of the 156 motor life-boats in the active fleet on the 4th of March, 1949, 74 had cabins, 85 had twin screws, 27 had heavy-oil engines, 95 had radio telephony sets, for receiving and sending messages,* 61 had loud hailers.

16,807 Lives Rescued

Those are the most important changes which have been made. What has this better equipped and more powerful fleet done?

In the twenty-five years its boats have been launched to the rescue 11,069 times. They have rescued 13,687 lives. If to those lives rescued by life-boats are added the 3,120 lives rescued by men in other than life-boats, who were rewarded by the Institution, the grand total of lives is 16,807. That is an average of nearly 13 lives a week. During the first century the weekly average was eleven.

Travel by Air

The twenty-five years saw travel by air become a regular, daily and normal thing, but this has not added as much to the work of the Life-boat Service as might be supposed. During the war of 1939, life-boats went out to aeroplanes 1,050 times, but in 1948, out of 503 launches to the rescue, only 39 were to aeroplanes, and most of those were to service aeroplanes.

Increasing Work

Even when the aeroplane is added to the ship, it might reasonably be supposed that with all that has been done in these twenty-five years to make travel by air safer, to improve communications, to give warning to ships at sea of changes in the weather, the need for the Life-boat Service would be growing less. That is not so. During the past three years life-boats were called out to the rescue more often than ever before in time of peace.

The Cost in Lives

In the course of those 11,069 services six life-boats capsized, with the loss of

* Seven others had sets only for receiving messages.

38 of the 48 life-boatmen on board them, and altogether in the twenty-five years 47† life-boatmen lost their lives at sea or died on their return. During the last quarter of the first century, there were 3,000 fewer services. In the course of them 11 life-boats capsized, with the loss of 57 of the 146 life-boatmen on board, and altogether 80 lives were lost.

In those 11,069 services, in the past twenty-five years, approximately 96,000 life-boatmen took part, so that one life was lost out of every 2,042 life-boatmen afloat. When one puts beside those lives lost the 13,687 lives rescued, and the risks encountered and surmounted in rescuing them, all has been said that need be said of the quality of the crews and of their boats.

The Cost in Money

The twenty-five years have seen a great increase in the cost of the Service. In the last year of the first century motor life-boats cost from £8,250 to £15,000. To-day the smallest costs £13,000 and the largest £28,000. In the last year of the first century the Institution spent in rewards, pensions and other payments to its crews and launchers under £37,000. Last year it spent over £106,000. In the last year of the first century the whole annual cost of the Service was under £235,000. Last year it was over £670,000.

But that increase in cost has been matched, and more than matched, by the generosity of the British people. In the last year of the first century the Institution's income was just under £230,000, nearly £5,000 less than the expenditure. Last year it was over £689,000, over £18,000 more than the expenditure.

International Amity

The relations between Life-boat Services have always been helpful and cordial, and the spirit of them was expressed by the Service in the United States of America, at the time of the Institution's centenary, when it wrote: "The sister service on this side of the

† The total of 47 does not include the coxswain and shore signalmen at Minehead who went out in the war in their own boat, as the sea was calm, to examine some wreckage and were blown up by a mine.

Atlantic always has enjoyed the most happy relations with the Institution and has deeply appreciated the friendship and concern which the Institution has in the work of the American Service." The relations could hardly have become more friendly, but the opportunities for help and consultation have increased. Twenty-five years ago the Institution held in London the first international life-boat conference. Since then conferences have been held in France, in Holland, in Sweden, and, as soon as the war ended, in Norway. But for the war one would also have been held in Germany.

Joseph Conrad and Sidney Webb

Twenty-five years ago two famous men paid very notable tributes to the Service, Joseph Conrad and Sidney Webb (Lord Passfield).

In a foreword to *Britain's Life-boats: The Story of a Century of Heroic Service* Joseph Conrad wrote:

"It is only those who have followed the sea for their livelihood that know with what confidence the Life-boat Service is looked upon by those for whose benefit it has been founded by the generosity of people who live ashore. Myself a British seaman, with something like twenty years' service, I can testify to that feeling and to the comfort the existence of life-boat stations, with their ever ready crews, brings to the hearts of men on board ships of all

nations approaching our shores in dangerous weather. I can bear witness to our unshakable belief in the Life-boat organization and to our pride in the achievements of our fellow seamen, who, husbands and fathers, would go out on a black night without hesitation to dispute our homeless fate with the angry seas."

Sidney Webb, who was then President of the Board of Trade, presided at a dinner which the Government gave to the delegates at the first international life-boat conference. At that dinner he said:

"One of the glories of the Institution is that it is entirely voluntary, carrying on its work without Government assistance. One of the advantages of voluntary organization is that it can initiate and experiment, which is very difficult for a Government Department. But there are drawbacks. It is difficult for a voluntary association to have continuity—but the Institution has managed to do it. It is another of the drawbacks of voluntary associations that they seldom manage to be equal to the whole of their tasks—but here again the Institution has succeeded."

Joseph Conrad and Sidney Webb have died since they paid those tributes to the Life-boat Service twenty-five years ago, but their words are recalled now in the belief that nothing in the record of the Service during those twenty-five years would make them wish to alter what they then said.

In Fog off Chesil Beach

ON the evening of the 2nd of April a strong south-westerly wind was blowing at Weymouth. The sea was rough; there was a heavy driving rain; there were dense banks of fog. At a quarter past six the coastguard telephoned to the honorary secretary of the life-boat station, "small craft, apparently a steam tug, in difficulties about one mile west of [Portland] Bill, blowing siren continuously." At 6.35 the life-boat *William and Clara Ryland* had slipped her moorings and was moving out of the harbour.

The "small craft", so it was learnt later, was an old dockyard steam tug,

H.L.S. 161, of about fifteen tons. She had been bought in Plymouth, and her new owner, with three others, was taking her to London. One of the three was his father, a man of sixty, and another was a boy of seventeen. They were making for Portland, but in West Bay their boilers began to fail, and they lost their way in the rain and fog.

The Search in the Fog

Ten minutes after leaving harbour the coxswain received a radio-telephone message from the coastguard that the vessel was now one and a half miles

north-west of Portland Bill, and was drifting northwards. That is to say, she was drifting towards that famous and dangerous bank of shingle, Chesil Beach. The life-boat went round Portland Bill, and at 7.50 the coxswain sent a message that he had seen the vessel, but he lost her again at once in the fog.

The district inspector of coastguard, with his men, a searchlight and the life-saving rocket apparatus, was on top of the beach. A mile inland was the coastguard station at Wyke Regis, with radio-telephony, and the coastguard on shore and the life-boat in the bay were able to talk to one another throughout the search. The tug was moving about slowly, but very erratically. She would be seen or heard, by the life-boat or the coastguard, only to disappear again, and for nearly half an hour the search went on in the fog and the rain.

Found

When the life-boat found the tug she was broadside on to that dangerous beach and not more than fifty yards from it. A long swell was coming from the south-west and on top of it a short steep sea which was breaking heavily on the beach; and all knew that very few have ever got ashore alive on that beach in a heavy sea. It was everyone's opinion that if the tug went ashore she would break up in an hour and all on board be lost, and the coastguard signalled with their searchlight to the tug—whose skipper said later that he had intended to beach her—warning her to keep off.

Not a Moment to Spare

The tug's boilers were giving so little steam that she could do no more than crawl, and the life-boat coxswain saw that he had found her only just in time, that in a few minutes she would almost certainly strike the beach. He ran the life-boat straight alongside. But

the tug's skipper was sick; the others seemed dazed and apathetic. They would not leave the tug. They seemed to think that they could be rescued by the rocket apparatus or walk ashore. There was no time for argument. If they would not leave the tug the only thing to do was to tow the tug off, and at once a rope was passed on board the tug where there was one man ready to make it fast. The coxswain at the wheel, the mechanic at his engines, the crew with the rope, all acted with superb skill and speed, and in spite of the heavy breaking seas it was only a few seconds before the life-boatmen had secured a rope from the life-boat's stern to the tug's bow, and the life-boat was towing the tug clear of the surf. It was then 8.20. About two hours later they reached Weymouth again.

"A Very Gallant Piece of Work"

The district inspector of coastguard, who saw the whole rescue from the beach, called it "A very gallant piece of work," and the coxswain said of the motor mechanic, who was without his regular assistant mechanic, that he "performed wonders with his engines," and that "the lives of all on board were in his hands."

The Institution has made the following awards:

To COXSWAIN FREDERICK J. PALMER, the silver medal for gallantry, and a copy of the vote inscribed on vellum and framed. In 1948 he won the bronze medal.

To J. McDERMOTT, the motor mechanic, the bronze medal for gallantry, and a copy of the vote inscribed on vellum and framed.

To the coxswain and each member of the crew a special reward of £1 3s. in addition to the reward on the ordinary scale of £1 7s. Additional rewards to coxswain and crew, £9 4s.; scale rewards, £10 8s.; total rewards, £19 12s.

Life-boat Pictures Abroad

WITH the help of the Institution the Central Office of Information has prepared a picture set called "Life-boat Service." It consists of

twelve enlargements of photographs showing wrecks and life-boats in action, and is for distribution overseas.

On the Sandbanks in Morecambe Bay

At three in the afternoon of Sunday, the 3rd of April, the coastguard at Rossall told the coxswain of the life-boat that they could see a vessel outside the harbour in a dangerous position. She was about two miles away to the north-west of the harbour, near the sandbank named North Sear. A strong wind was blowing from the south-west, with heavy showers of rain, and the seas were breaking heavily on the sandbanks. The coxswain kept the vessel under observation and at 3.40 he saw flares on board. At 3.50 the life-boat *Ann Letitia Russell* was launched. The assistant motor mechanic did not get down in time for the launch, and the honorary secretary of the station, Major H. Cartman, took his place.

The First Rescue

At four o'clock the life-boat had reached the vessel. She was a 71-foot ketch, with an auxiliary engine, the *Alpha*, of Stranraer, bound for Abergele. Just a fortnight before the Girvan life-boat had found her off Girvan with her engine broken down and her sails useless and had towed her in. When the Fleetwood life-boat found her now she had dropped her sails and was bumping her way across the sandbank. She was flying light and drew only four feet six inches of water.

The coxswain took the life-boat alongside, threw a line on board and attempted to tow her off the bank into deeper water, but the tow-rope pulled the windlass out of her deck. At that the ketch's crew decided to abandon her and the life-boat again went alongside. It was not easy in those heavy breaking seas. The tide was ebbing, the life-boat had very little water under her, the ketch was bumping and rolling on the sands, and at times her high wooden sides were right over the heads of the life-boatmen. But the ketch's crew of eight—one of them a boy of ten—jumped into the life-boat without mishap. She turned for Fleetwood and was back in harbour at 4.35. The rescue had taken forty-five minutes.

Disappeared in the Night

In the evening, when the tide was low, six of the *Alpha's* crew returned to her, walking across the sands. They hoped to refloat her at high water. They went in spite of the warnings of the coxswain and others, who told them of the risks that they would run both on board the ketch and in crossing the gullies in the sands. Both coastguard and life-boat's crew were anxious about them, and all night they kept watch for signals, with the life-boat ready to launch at once. No signal was seen, but when day broke there was no sign of the ketch. By this time the strong wind had risen to a gale. There were frequent and heavy squalls of rain. The sea was very rough.

A Two Hours' Search

At 7.20 the life-boat was launched and ran down wind to search to leeward, but in the heavy rain-squalls it was very difficult to see. She searched for two hours before she found the ketch, eight miles north-north-east of Fleetwood. She was aground on another large sandbank, Clarke's Wharf, with the seas breaking over her mast-head. To the life-boatmen it looked very doubtful if any of her crew could have remained on board. Between the life-boat and Clarke's Wharf there were other sandbanks, and the water on them was so shallow that it was impossible for her to cross them. She had to make a detour, and in the rain-squalls lost sight of the ketch. She did not find her again for nearly an hour.

The Second Rescue

She should have gone alongside in the shelter of the ketch's lee, but that was impossible. The ketch not only had a heavy list, but the gale was now driving her along the sandbank and she would have come on top of the life-boat. So the life-boat made for her weather side, but even then it was hard to get near, so fast was she travelling before the gale.

The life-boat pursued her through that fierce surf. "The sea was boiling," the second coxswain said. "Water everywhere. You could not keep your eyes open for more than a fraction of a second." But at last the life-boat drove alongside, and for the second time took off the crew without mishap, though this time she slightly damaged her stem and fender. Then she turned into the face of the gale, and fought her way home against it, through the heavy breaking seas. She arrived in harbour at noon.

The Rewards

Both rescues had been difficult and dangerous. Both had been carried out with skill and speed. The second was the more difficult of the two, and could not have been accomplished but for the coxswain's and

crew's intimate knowledge of the sandbanks.

The Institution has made the following awards:

TO COXSWAIN JAMES LEADBETTER, the bronze medal for gallantry, accompanied by a copy of the vote inscribed on vellum;

To the coxswain and each member of the crew a special reward of 10s. in addition to the ordinary scale reward of 15s., for the first service, and a special award of 20s. in addition to the ordinary scale reward of £1 7s., for the second service. Additional rewards to coxswain and crew, £12; scale rewards to coxswain, crew and launchers, £30 7s.; total rewards for the two services, £42 7s.;

TO MAJOR H. CARTMAN, L.D.S.(ENG.), the honorary secretary, who acted as assistant motor mechanic in the first service, a letter of appreciation.

Fear of Explosion

At 2.45 in the afternoon of the 3rd of April, 1949, the Pilot House at Irvine, Ayrshire, telephoned to Troon, three and a half miles to the south, that a vessel was ashore on the north side of Irvine Bar. She was the s.s. *Christina Dawn*, of Gloucester, and was bound from Port Talbot to Irvine with a crew of nine and a cargo of carbide. A strong south-south-west wind was blowing with a heavy sea. As the steamer was entering the harbour she was hit by a squall and blown right over a bank of stones on the north side of the channel. Her propeller and rudder were torn off, and she grounded in the shallower water on the other side of the bank. She was holed and making water, and her master decided to abandon her, expecting that the cargo of carbide would explode.

The life-boat, *Sir David Richmond of Glasgow*, was launched at 3.10 and twenty minutes later reached the steamer. Her coxswain and crew knew

when they went of the risk of explosion. The coxswain anchored and veered the life-boat down on her cable over the bank of stones, taking frequent soundings with a boat hook. Because of the shallow water and the steep seas he could not go under the steamer's lee, but came alongside on the windward side. There the life-boat was rising and falling considerably on the seas, and it was only with difficulty that eight of the nine men jumped into her. The ninth fell into the sea, but was hauled aboard. The life-boat landed the men at Irvine at 4.15 and reached Troon again at five o'clock. Later the steamer's cargo did explode.

It was a rescue very promptly carried out by fine seamanship, and the Institution awarded its thanks inscribed on vellum to Coxswain Arthur Pearce. It also awarded to the coxswain, crew and shore signalmen £6 6s. The owners of the steamer gave 25 guineas to the Institution.

"Please Put it in the Box"

ON London life-boat day a porter at the Savoy Hotel and a cleaner at the gas-rooms at Hackney helped to carry

out the full collecting boxes to cars. Both were offered tips. Both said: "Please put it in the box."

Life-boat Services in March, April and May

90 Lives Rescued

DURING March life-boats went out on service 52 times and rescued 48 lives.

TO THE HELP OF BARGES IN THE THAMES

Southend-on-Sea, Essex.—At 9.10 in the morning of the 1st of March, 1949, the look-out at Warden Point reported that a barge was making signals of distress three miles east-north-east of the point. The motor life-boat *Greater London, Civil Service No. 3* was launched at half-past nine in a north-north-west gale with a very rough sea. She found the sailing barge *Asphodel*, of London, carrying a crew of two and laden with sand. She was sinking and completely under water. At the second attempt the life-boat took off the crew, but her stem was damaged. She reached her station again at 12.45 in the afternoon and handed the men over to the Shipwrecked Mariners' Society.

A few minutes after the life-boat returned information came that another barge was driving before the gale close to the Nore Sands, with her sails in ribbons, and at one o'clock the life-boat put out again. She found the barge *Kitty*, of Harwich, half a mile north of West Nore Buoy. She was deeply laden with a cargo of potash, and the heavy seas were making a clean sweep over her. She was making a lot of water and her crew of two were anxious to leave. The life-boat took them off and landed them at Southend Pier at 1.55.

As the *Kitty* had been abandoned in the shipping channel it was decided to bring her in if possible, and at half-past two the life-boat put out for the third time. Aided by what sails the barge had left, she towed her to a safe anchorage at Southend, and was finally re-housed at 6.15.—Rewards: first service, £14 8s.; second service, £11 5s.; third service, property salvage case.

STRANDED NAVAL TUG

Berwick-on-Tweed, Northumberland.—In the afternoon of the 2nd of March,

1949, three naval vessels were exercising off Berwick when one of them, H.M.S. *Diver*, a tug with a crew of ten, grounded on Standstill Point. Her engine had broken down. The life-boat *J. and W.* was launched at 3.29 in a north-easterly breeze, with a heavy swell. She reached the *Diver* a few minutes later, towed her off and brought her into harbour, arriving at five o'clock.—Rewards, £11 5s. 6d.

FISHING BOAT TOWED IN

Longhope, Orkneys.—At 10.10 on the night of the 3rd of March, 1949, rockets were seen in the direction of Swona, and the life-boat crew assembled while the coastguard made enquiries. At 10.30 they reported flares to the north of Swona, and the life-boat *Thomas McCunn* was launched at 10.40. A moderate southerly breeze was blowing, with a swell and heavy rain, and the night was very dark. The life-boat found the motor fishing boat *Mazurka*, of Peterhead, drifting towards the Lowther Rock, South Ronaldsay, with her engine broken down. She had a crew of seven. The life-boat towed her to Longhope, arriving at four o'clock the next morning.—Property salvage case.

TWO MEN AND A CAT

Ramsey, Isle of Man.—At 10.20 on the night of the 4th of March, 1949, the coastguard asked that the life-boat crew should stand by as a vessel appeared to be in distress to the north of Ramsey. At 10.50 they reported that help was needed, and at 11.15 the motor life-boat *Thomas Corbett* was launched. A strong south-south-east wind was blowing, with a heavy sea. The life-boat found the Ramsey motor fishing boat *Capella* ashore between Dog Mills and Shellag Point in shallow water. After cruising round for a time the life-boat ran alongside the fishing boat, and the boat's crew of two jumped into the life-boat, with their cat. The life-boat reached her station again at one in the morning.—Rewards, £19 6s. 6d.

FLEETWOOD TRAWLER CAPSIZED

Barra Island, Outer Hebrides.—At 10.40 in the morning of the 11th of March, 1949, the Duntulm coastguard reported that the Fleetwood steam trawler *Ben Bheula* was leaking and in need of help two miles east of Castlebay, and the life-boat *Lloyd's* was launched at 11.20. A south-westerly gale was blowing, with a heavy sea. The life-boat found that the *Ben Bheula* had been taken in tow by another Fleetwood steam trawler, the *Cyelse*. At the entrance to Castlebay Harbour the *Ben Bheula* grounded on a sandbank, and the life-boat put into Castlebay for a motor pump. She brought this out, put it on board the *Ben Bheula*, laid out an anchor for her, and returned to her station at nine o'clock that night, leaving the *Ben Bheula* at anchor.

Two days later, on the morning of the 13th, the gale was blowing from the north-west, and the *Cyelse*—which had been standing by the *Ben Bheula*—was driven on to a sunken rock at the entrance to the harbour. She gave a call for help on her steam whistle, and at nine o'clock the life-boat put out. She found the *Cyelse* in a perilous position, rescued her crew of fourteen, and brought them ashore at 10.15. She put out again at one o'clock and stood by until five in the afternoon, but the *Cyelse* then capsized and sank. The *Ben Bheula* was able to leave Castlebay two days later, on the 15th. The Fleetwood Steam Trawlers' Mutual Insurance Association Ltd., gave £25 to the life-boat crew.—Rewards: first service, £23 4s.; second service, £15.

TWO GIRLS RESCUED ON THE LIFFY

Poolbeg, Co. Dublin.—At 6.40 on the night of the 13th of March, 1949, a man telephoned to the life-boat station that a pulling boat with two girls in it was drifting down the river Liffy. There was a fresh south-westerly wind, the sea was choppy, the girls could not manage the boat, and she was in danger of being blown out to sea. The life-boat *Helen Blake* was launched at 6.55, took the two girls aboard, towed the boat to Pigeon House Dock and returned to her station at half past seven.—Rewards, £7 17s.

ANOTHER FISHING BOAT TOWED IN

North Sunderland, Northumberland.—At 10.2 in the morning of the 14th of March, 1949, the Seahouses coastguard reported a man on a fishing boat waving a flag, and at 10.15 the life-boat *W.R.A.* was launched, manned by her coxswain and a scratch crew. A west-north-west breeze was blowing with a moderate swell, but breeze and swell were increasing. The life-boat found the Seahouses fishing yawl *John Wesley* two and a half miles south-east of Seahouses, drifting with the engine broken down. She had three men on board. The life-boat towed her into harbour at 11.18.—Rewards, £24 16s.

DANGEROUS BAR

Amble, Northumberland.—The life-boat *Frederick and Emma* was launched at one o'clock in the afternoon of the 15th of March, 1949, in a north-westerly gale with a heavy sea, to the help of the local fishing boat *Ocean Vanguard*, which was waiting outside the harbour where dangerous seas were breaking. The life-boat stood by for some time and then escorted the boat into the harbour, returning to her station again at 2.10.—Rewards, £8.

RESCUED A SECOND TIME

Islay, Inner Hebrides.—At 12.30 in the morning of the 16th of March, 1949, the Kilchoman coastguard reported a message from McArthur's Head Lighthouse that a vessel was flashing S.O.S. signals one mile from the lighthouse, and the life-boat *Charlotte Elizabeth* left her moorings at one o'clock in a fresh west-north-west breeze with a moderate sea. She found the steam trawler *Ben Bheula*, of Fleetwood, three miles south of Port Askaig. The *Ben Bheula* had left Castlebay the previous week, after being helped by the Barra Island life-boat, and was now homeward bound for Fleetwood, but she was again leaking badly. The life-boat escorted her, but as the water was rising rapidly in the trawler's engine room, she took her in tow and made for Caol Ila. The trawler's pumps broke down and it was decided to beach her. This was done off Caol

lla pier. The life-boat then landed ten of her crew of twenty-one, returned to the *Ben Bheula* and stood by until daybreak. The remainder of the crew then decided to stay on board and the life-boat returned to her station, arriving at 7.30.—Property salvage case.

WOMAN WITH APPENDICITIS

Mallaig, Inverness-shire.—On the morning of the 17th of March, 1949, a westerly gale was blowing, with a rough sea, and at five o'clock a doctor on the Island of Eigg rang up Mallaig to ask if the life-boat could come to the island to bring back to the mainland a woman with appendicitis. The life-boat *Sir Arthur Rose* left her moorings at 5.40. When she reached Eigg she found the tide so high that the pier was under water and she could not go alongside. The sick woman and the doctor were brought out in a rowing boat, and the life-boat landed them at Mallaig at ten o'clock.—Rewards, £14 15s., repaid to the Institution by the National Health Service.

INJURED SEAMAN BROUGHT ASHORE

Great Yarmouth and Gorleston, Norfolk.—At 3.9 in the afternoon of the 17th of March, 1949, the Gorleston coastguard telephoned that the Great Yarmouth steam trawler *Avon*, half a mile off the harbour, had asked for a boat to land a member of the crew who was seriously injured. The life-boat *Louise Stephens* was launched at 3.17 in a moderate westerly breeze with a moderate sea. She found that the man was so badly hurt that he could not be moved without a doctor's help. She wirelessed for one, returned to her station, brought him out to the trawler, and then brought the injured man and the doctor ashore. There an ambulance was waiting. The life-boat arrived back at her station at 4.37.—Rewards, £18 16s.

SWEDISH VESSEL ADRIFT

Campbeltown, Argyllshire.—During the afternoon of the 17th of March, 1949, parts of wireless messages were picked up at the life-boat station. They came from tugs which appeared

to be in difficulties with a vessel in tow. She was the motor vessel *Hervor Bratt*, of Gothenburg, with a crew of fourteen, which had been ashore on Trodday Island, Skye, on the 28th of January, when the life-boat at Stornoway, Lewis, landed twenty of her crew. Then a message came that she had broken adrift from the tugs, and, at 7.58 that evening, she said that she was drifting ashore near Mull Lighthouse and asked for help. At 8.22 the life-boat *City of Glasgow* was launched. A north-north-west gale was blowing, with a very rough sea. More wireless messages came from the tugs, which gave the position as eight miles south-south-west of Ailsa Craig, and when the life-boat arrived she found that they had succeeded in getting the *Hervor Bratt* in tow again, and were then making for Lamlash. At the captain's request the life-boat stood by until they reached the island of Pladda, and then returned to her station, where she arrived at 7.10 next morning.—Rewards, £27 8s. 6d.

EMPTY LANDING BARGE ON THE GOODWINS

Ramsgate, Kent.—At 11.28 in the morning of the 19th of March, 1949, the coastguard telephoned that a vessel two miles south-east of the North Goodwin Lightvessel, was drifting south, apparently with no crew, and the life-boat *Prudential* was launched at 11.40. A strong north-north-east breeze was blowing, with a rough sea. The life-boat found an ex-landing barge near the East Goodwin Buoy. She was anchored, but was dragging towards the sands. No one was on board, but she was a danger to shipping, and the life-boat towed her to Ramsgate, which she reached at 3.5 that afternoon.—Rewards, £12 14s.

ENGINE FAILED; SAILS USELESS

Girvan, Ayrshire.—At 4.40 in the afternoon of the 20th of March, 1949, the *Alpha*, of Stranraer, a ketch with an auxiliary engine, was seen to be at anchor three miles south of the harbour. It looked as if her engines had broken down. A signal was made to her, and she asked for help, so, at 5.7, the life-boat *Lily Glen—Glasgow* left

her moorings in a fresh north-westerly breeze, with a heavy sea running. The life-boat found the *Alpha* about a mile off shore. She had a crew of seven and was bound for Abergele. Not only had her engine broken down, but her sails were useless. A gale warning had just been received, so the ketch slipped her anchor and the life-boat towed her into harbour, arriving at 7 o'clock that night.—Rewards, £7 8s.

WITHOUT FOOD FOR NINETEEN HOURS

Valentia, Co. Kerry.—At 10.50 in the morning of the 22nd of March, 1949, a report was received by telephone that the Cahirciveen motor fishing boat *Morning Star*, which had gone out the previous evening with a crew of four, had not returned. She had last been seen about four miles inside Shilligs Rock at two o'clock that morning. The life-boat *City of Bradford I*, on temporary duty at the station, was launched at 11.15 in a north-westerly wind with a rough sea. She found the boat four miles west of Bray Head with her engine broken down and her crew exhausted. They had been without food for nineteen hours. The life-boat towed her to Cahirciveen, and then returned to Valentia, arriving at 3.45 in the afternoon.—Rewards, £12 14s. 6d.

BOAT ADRIFT

Newhaven, Sussex.—At 8.45 on the night of the 24th of March, 1949, the coastguard reported that a small vessel was burning flares about two miles south-west of the harbour. The life-boat *Cecil and Lillian Philpott* was launched at 8.58 in a light easterly breeze, with a slight sea. She found the local motor boat *Our Boys*, with a crew of three, drifting two miles south-west of the breakwater with her engine broken down. The life-boat towed her to Newhaven, arriving at 9.55.—Rewards, £9 11s.

AGROUND IN DENSE FOG

Ramsgate, Kent.—At 5.20 in the afternoon of the 26th of March, 1949, in a dense fog, the watchman on the

East Pier reported that cries for help could be heard, and five minutes later the life-boat *Prudential* left her moorings. A light north-easterly wind was blowing with a moderate sea. The life-boat found the triple-screw motor yacht *Shirley Bourne* aground on the Dyke Shoals. She was on a pleasure cruise and had a party of six on board. As the tide was low the life-boat could not get alongside, but got a line aboard by means of the life-boat's boarding boat, and then towed the yacht clear and into Ramsgate Harbour. The life-boat arrived back at her station at 6.40 in the evening.—Property salvage case. Rewards, 13s.

MOTOR YACHT BROKEN DOWN

Weymouth, Dorset.—At 12.5 in the afternoon of the 27th of March, 1949, the Portland Bill coastguard reported a small motor yacht in distress, apparently broken down and drifting. Twenty minutes later the life-boat *William and Clara Ryland* put out in a strong easterly wind with a rough sea, and found the yacht a mile south-west of Portland Bill. She was the *Puffin III*, with two on board. The life-boat towed her into Weymouth harbour, and reached her station again at 4.15. The owners expressed their thanks.—Property salvage case.

WARSHIP'S DRIFTER ASHORE

Weymouth, Dorset.—At 11.30 on the night of the 29th of March, 1949, the coastguard reported that a drifter, attached to H.M.S. *King George V*, had gone ashore on Mixen Reef about a hundred yards from the pier while carrying about seventy-five naval men back to their ships. She was firing rockets. The life-boat *William and Clara Ryland* was launched at 11.45, in a light breeze with a moderate sea and fog, and went alongside the drifter. Boats arrived from the warships and took off the naval men, but the drifter's crew remained on board. At the request of the naval authorities the life-boat passed a line to the drifter and pulled on it for about four hours until, on the rising tide, she refloated. The life-boat then towed her into harbour and arrived back at her station at 6 o'clock the next morning. A letter

of thanks was sent by the commanding officer of H.M.S. *King George V* at Portland.—Property salvage case.

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

Dover, Kent.—March 1st.—Rewards, £10 15s.

Ramsgate, Kent.—March 2nd.—Rewards, £14 14s. 6d.

Holy Island, Northumberland.—March 3rd.—Rewards, £14 17s.

Skegness, Lincolnshire.—March 4th.—Rewards, £21 9s.

Lerwick, Shetlands.—March 5th.—Rewards, £15 15s.

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

Mallaig, Inverness-shire.—March 8th.—Rewards, £22 17s. 6d.

Weymouth, Dorset.—March 9th.—Rewards, £10. 19s.

Teesmouth, Yorkshire.—March 16th.—Rewards, £10 13s.

Longhope, Orkneys.—March 16th.—Rewards, £10 12s. 6d.

Pwllheli, Caernarvonshire.—March 17th.—Rewards, £15 5s.

Holyhead, Anglesey.—March 17th.—Rewards, £10 10s.

Fleetwood, Lancashire.—March 17th.—Rewards, £12 8s.

Margate, Kent.—March 19th.—Rewards, £26 8s. 6d.

Penlee, Cornwall.—March 23rd.—Rewards, £15 0s. 6d.

Walmer, Kent.—March 24th.—Rewards, £30 16s.

Dungeness, Kent.—March 24th.—Rewards, £34 18s.

Fowey, Cornwall.—March 24th.—Rewards, £7.

Caister, Norfolk.—March 27th.—Rewards, £12 13s.

Kirkcudbright.—March 30th.—Rewards, £20 13s.

Ramsgate, Kent.—March 30th.—Rewards, £14 4s.

Ramsgate, Kent.—March 31st.—Rewards, £10 13s. 6d.

Campbeltown, Argyllshire.—March 31st.—Rewards, £29 4s. 6d.

Southend-on-Sea, Essex.—March 31st.—Rewards, £22 5s.

Walmer, Kent.—March 31st.—Rewards, £15 18s.

Dungeness, Kent.—March 31st.—Rewards, £39 17s.

Yarmouth, Isle of Wight.—March 31st.—Rewards, £12 14s. 6d.

Ramsgate, Kent.—March 31st.—Rewards, £17 0s. 6d.

Fowey, Cornwall.—March 31st.—Rewards, £7.

Hastings, Sussex.—March 31st.—Rewards, £43 8s. 6d.

APRIL

During April life-boats went out on service 51 times and rescued 39 lives.

STANDING BY STEAMER FOR 61 HOURS

Walmer, Kent.—On the night of the 31st of March, 1949, the S.S. *Selskar*, of Newcastle, and the S.S. *Nordic*, of Stockholm, were in collision near the South Falls Buoy, and the Ramsgate life-boat was launched, but her services were not needed as both the steamers had got under way. At 2.45 on the morning of the 1st of April, the coast-guard reported that the *Selskar* was making water and developing a list. Her captain intended to beach her. The Walmer life-boat *Charles Dibdin, Civil Service No. 2* was launched at three o'clock in a dense fog. An east-north-easterly breeze was blowing, with a slight sea. While she was looking for the *Selskar* the life-boat received news by wireless that she was ashore off Walmer Castle. The life-boat reached her at half past seven and stood by throughout that day and the following night, while tugs and salvage vessels got pumps aboard. At noon on the 2nd of April she was refloated, but she was still making so much water that she had to be beached again. About five o'clock in the afternoon the life-boat put back to Walmer to re-fuel, and at nine o'clock she returned to the *Selskar* to stand by for the second night. At two o'clock next morning the *Selskar* floated off, but she had a bad list, and the life-boat took off the captain's wife for a time. At 9.20 the *Selskar* reported that she was aground again. Her crew continued to work at the pumps and got the water under control; and when she again floated off, tugs were able to take her in tow. With the life-boat in attendance, they reached Dover at 3.15 that afternoon, the 3rd of April. The life-boat got back to her station again at 4 o'clock.

She had then been out on service for sixty-one hours.—Property salvage case and rewards, £61 17s.

SEARCHING IN A THICK FOG

Clogher Head, Co. Louth.—At 8.15 on the night of the 1st of April, 1949, the Civic Guard reported a message from the Coast Life-saving Service that the s.s. *Donaghadee*, of Belfast, was aground at Castlerock, Dundalk Bay, with a broken rudder. The life-boat *Mary Ann Blunt* was launched at 8.40 in a moderate south-easterly breeze, with a moderate sea, and thick fog. On the way, she was hailed by the motor vessel *Arestal*, of Portugal, which was trying to find Drogheda Bar. At the master's request, two life-boatmen boarded her and helped to navigate her to the bar. The life-boat then resumed her course and after a long search found the *Donaghadee* off Cooley Point. She had refloated and was awaiting a tug. As the life-boat was not needed she made for Port Oriel, arriving at 7.30 the next morning and reached her station again at 11.30.—Rewards, £23 13s. 6d.

COLLIER ON THE ROCKS

Donaghadee, Co. Down.—At 4.20 in the morning of the 2nd of April, 1949, the coastguard telephoned that a vessel was ashore about a mile south of Larne Lough, and the life-boat *Joseph Adlam*, on temporary duty at the station, was launched at 4.45 in a fresh south-easterly wind with a slight sea. She found the s.s. *Clew Bay*, of Belfast, a laden collier, on passage from Glasgow to Belfast, ashore on rocks. The life-boat stood by until she had been refloated by a tug, and then escorted her to safety. The life-boat reached her station again at half-past one in the afternoon.—Rewards, £18.

HAULING A SHIP OFF SCROBY SANDS

Caister, and Great Yarmouth and Gorleston, Norfolk.—At 7.55 in the morning of the 2nd of April, 1949, the Great Yarmouth coastguard telephoned to the Caister life-boat station information, received from Lloyd's agents, that the motor vessel *David M.*, of London, had been aground on North Scroby Sands since

midnight. The life-boat *Jose Neville* was launched at 8.10, in a light south-easterly breeze with a light swell, and at 8.40 found the *David M.* three-quarters of a mile east by north of West Scroby Buoy. The water was too shallow for a tug to get near her, so the life-boat helped to move her a few yards. At 10.10 the Great Yarmouth and Gorleston life-boat, *Louise Stephens* arrived. The Gorleston coastguard had informed her station at 7.28, at 8 o'clock the agents for the *David M.* had asked her to take out stevedores to dump the vessel's cargo, and at 8.30 she had left her moorings and embarked the men. She put them aboard the *David M.*, passed lines to her, and then she and the Caister life-boat began to pull. An hour later they refloated the *David M.* and piloted her to deep water. The *Louise Stephens* re-embarked the stevedores and the *David M.* made for Norwich. The life-boats then returned to their stations, Caister arriving at 12.30 that afternoon and Great Yarmouth and Gorleston at 1.50.—Property salvage cases.

PILOTING A TRAWLER

Islay, Inner Hebrides.—At 10.15 in the morning of the 2nd of April, 1949, while the life-boat was carrying out a wireless test from the station with the Kilchoman coastguard, she heard a distress call from the Aberdeen steam trawler *Newhaven N.B.*, bound from Peterhead to Milford Haven. The trawler was reported to be to the north of Islay. Ten minutes later the life-boat was launched. She was the *Manchester and Salford*, on temporary duty at the station. A strong south-south-easterly wind was blowing with a heavy swell, and the weather was thick, but improving. On her way the life-boat received further wireless messages that the trawler was now out of danger, but she was to the west of Islay, and wished to be piloted to the Sound of Islay. She was directed by the life-boat to go north, and the life-boat met her off Nave Island to the north-west of Islay. A life-boatman went on board to act as pilot, and the trawler made for Port Askaig, preceded by the life-boat, arriving at half-past four in the afternoon.—Rewards, £11 11s.



THE RIGGING ALOFT

Where life-belts, fenders and bow-puddings are made at the Institution's Depot at Boreham Wood

From a photograph by Mr. Amos Burg, of Portland, Oregon, U.S.A.



ON THE GOODWIN SANDS

The Walmer life-boat and wrecks of American ships.

(See page 333).

From a photograph by Mr. Amos Burg, of Portland, Oregon, U.S.A.



IN A WHOLE GALE

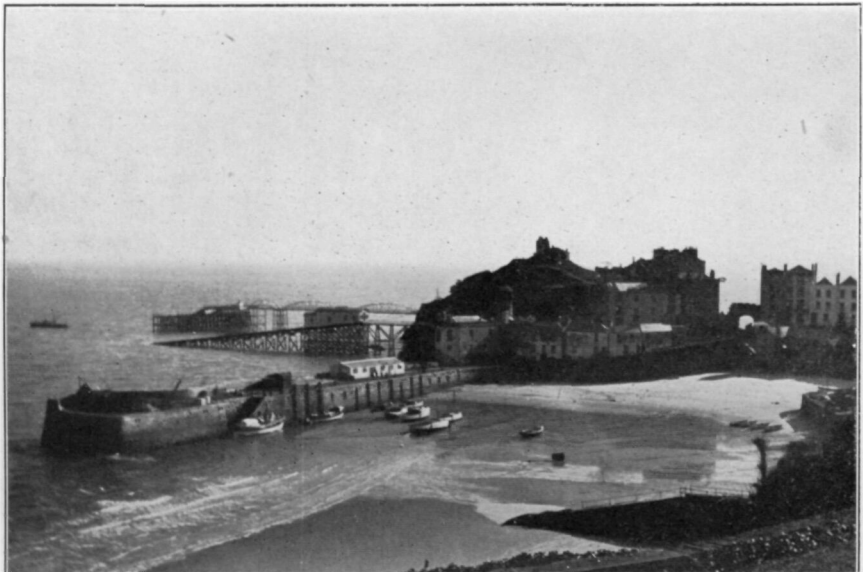
The *Mary Scott*, on temporary duty at Dover, going out on January 1st, 1949, to the help of a pilot boat.

From a painting by Mr. A. Whiting, a member of the crew.



ON PASSAGE

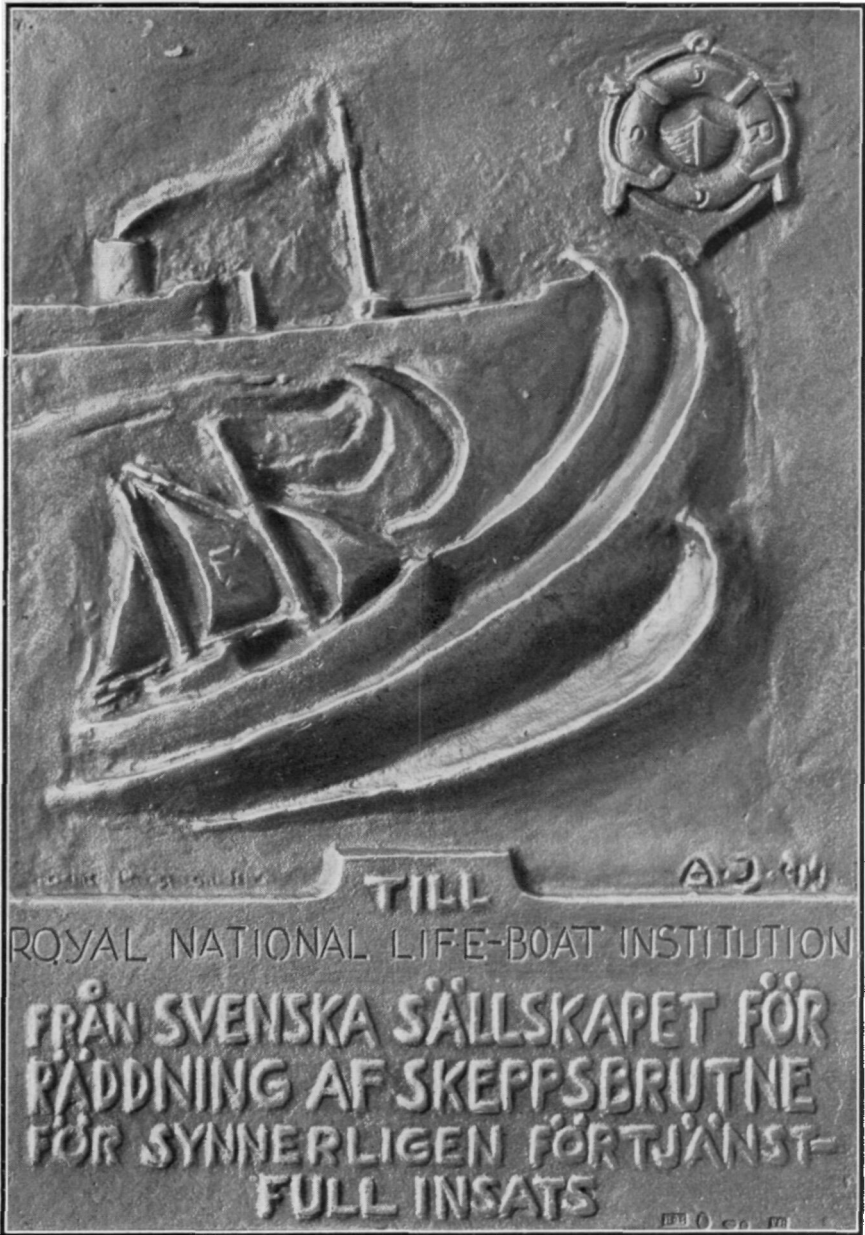
The new Barmouth life-boat, *The Chieftain*, off St. David's Head, on her way to her station from the building yard at Cowes, with the Porthdinllaen life-boat, in February, 1949.



IN TENBY HARBOUR

The Porthdinllaen and Barmouth life-boats on the sand alongside the quay. On the other side of the quay is the Tenby life-boathouse and slipway.

From photographs by Mr. A. R. Hughes, a member of the crew of the Porthdinllaen life-boat.



By courtesy of

Keystone Press Agency

SWEDISH "PLAQUE OF MERIT"

Presented to the Institution by the Swedish Life-boat Society.

(See page 334).



By courtesy of

Keystone Press Agency

THE PRESENTATION

The Swedish Ambassador in London giving the "Plaque of Merit" and diplomas to Commodore the Earl Howe, C.B.E., V.R.D., P.C., R.N.V.R., Deputy Chairman of the Institution. ...



A FAMOUS COXSWAIN

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



A LIFE-BOAT RESCUE IN THE OLD DAYS

Plaster panels recently modelled for the Ship Hotel, at Cromer,

The photographs are reproduced by kind permission of the Morgan Brewery Company



AN IRISH COXSWAIN AND HONORARY SECRETARY

Coxswain Patrick Sliney, of Ballycotton, and Mr. R. H. Mahony, the Ballycotton honorary secretary. Patrick Sliney has been coxswain since 1922, after serving for eleven years as second coxswain—38 years as an officer of the life-boat—and has won for gallantry the Institution's thanks on vellum and its bronze, silver and gold medals. Mr. Mahony has been honorary secretary since 1931 and has been awarded the Institution's binoculars and inscribed aneroid barometer.



HOLD UP

A cartoon published in the *Birmingham Mail* on life-boat day.

Reproduced by kind permission of the Editor.

BOYS IN DISTRESS IN RUBBER DINGHY

Margate, Kent.—At 4.5 in the afternoon of the 2nd of April, 1949, the coastguard reported that two boys in a rubber dinghy were going round in circles three-quarters of a mile off Cliftonville. At 4.58 they telephoned that the boys were now in distress off Whiteness, and the life-boat *Lord Southborough, Civil Service No. 1*, was launched at 5.6. A fresh westerly breeze was blowing, with a rough sea. The life-boat found the dinghy three miles off North Foreland, and the boys who were brothers, suffering from exposure. They were taken into the life-boat, given restoratives and wrapped in blankets. The life-boat returned to Margate, arriving at 6.15, and the boys were landed and taken to a waiting ambulance.—Rewards, £8 16s.

A MEDAL SERVICE BY WEYMOUTH

Weymouth, Dorset.—On the 2nd of April, 1949, the life-boat *William and Clara Ryland* rescued four lives from the tug *H.L.S. 161*. Rewards, the silver medal to the coxswain, the bronze medal to the motor mechanic, and £19 12s. to coxswain and crew. (For the full account of this service see page 307.)

ANOTHER FISHING BOAT BROKEN DOWN

Caister, Norfolk.—At 8.35 in the morning of the 3rd of April, 1949, the Winterton coastguard telephoned that a fishing boat half a mile south-east of Winterton was flying a distress signal. The life-boat *Jose Neville* was launched at 8.50 in a fresh south-westerly wind with a choppy sea, and found the motor fishing boat *Beaty*, of Yarmouth, with two men on board, at anchor with her engine broken down. She gave the men rum and chocolate, and towed their boat to Great Yarmouth, arriving at 11.30. The life-boat reached her station again at 12.25 that afternoon.—Rewards, £16 5s. 6d.

A VELLUM SERVICE BY TROON

Troon, Ayrshire.—On the 3rd of April, 1949, the life-boat *Sir David Richmond of Glasgow* rescued nine lives from the

steamer *Christina Dawn*, of Gloucester. Rewards, the thanks of the Institution on vellum to the coxswain and £6 6s. to coxswain and crew. (For the full account of this service see page 310.)

A MEDAL SERVICE BY FLEETWOOD

Fleetwood, Lancashire.—On the 3rd of April, 1949, the life-boat *Ann Letitia Russell* rescued the crew of eight of the ketch *Alpha*, of Stranraer, and rescued six of them a second time after they had returned to the ketch. Rewards, the bronze medal to the coxswain and £42 17s. to coxswain and crew. (For the full account of this service, see page 309.)

PORTUGUESE STEAMER ON THE GOODWINS

Walmer, Kent.—At 7.24 in the morning of the 6th of April, 1949, the coastguard reported that the South Goodwin Lightship had fired guns to warn a vessel approaching the sands. A little later news came that she was aground on the south part of the Goodwin Sands, and the life-boat *Charles Dibdin, Civil Service No. 2*, was launched at 7.55. A west-south-westerly breeze was blowing, with a rough sea. The life-boat found the s.s. *Conceicao Maria*, of Lisbon, bound laden to Newcastle-on-Tyne, with a crew of twenty-four. Life-boatmen boarded her and the life-boat laid out a kedje anchor about ten o'clock. Then, when the tide rose, tugs were able to get tow-ropes to the steamer and she was refloated at 2.30. The life-boat accompanied her to the Downs, arranged for a pilot, and arrived back at her station at four in the afternoon.—Property Salvage case.

COXSWAIN INJURED AND LIFE-BOAT DAMAGED

Walton and Frinton, Essex.—At 10.5 in the morning of the 7th of April, 1949, the Walton-on-the-Naze coastguard reported a vessel flying signals of distress one mile north-north-east of the coastguard station. At 10.24 the life-boat *E.M.E.D.* was launched. A strong north-west gale was blowing, with a very rough sea. The life-boat found that the vessel was the motor barge *Success*, of Blyth. She had a crew of

four, was laden with coal, and bound for Shoreham. A tanker had taken her in tow, and the life-boat went with them as they made for the *Sunk Light-vessel*, but the gale increased and the tow-rope parted. The barge was then making water forward, and the seas were sweeping clean over her decks. It was impossible for the tanker to pass another rope to her, so the life-boat coxswain drove the life-boat straight at her, slightly damaging the boat and injuring himself. He held her alongside and the barge's crew jumped on board. The life-boat returned to her station with the rescued men, arriving at 6.20 that evening.—Rewards, £25 5s.

OUT IN GALE FOR ELEVEN HOURS

Campbeltown, Argyllshire.—At 10.34 in the morning of the 7th of April, 1949, the Kildonan coastguard telephoned that a fishing boat was ashore on the west side of Pladda Island, and at 10.47 the life-boat *City of Glasgow* was launched. A north-north-west gale was blowing, with a heavy sea. The life-boat found the motor fishing vessel *Aurora*, of Ballantrae, lying on her side pounded by the seas, but her crew of three had got ashore. They asked the life-boat to take them to Ayr, and this she did, reaching her station again at 9.50 that night.—Rewards, £24 3s. 6d.

A TOW IN A ROUGH SEA

Dunmore East, Co. Waterford.—At 12.45 in the afternoon of the 7th of April, 1949, information was telephoned from Duncannon that a local fishing boat was in distress off Broom Hill, and the life-boat *Annie Blanche Smith* was launched at 1.10 in a north-north-west gale, with a rough sea. The honorary secretary of the station, Mr. A. Westcott-Pitt, went in the life-boat. She found the fishing boat three miles east of Dunmore East, with her crew of three exhausted, towed her to Duncannon, and reached Dunmore East again at 3.10.—Rewards, £4 18s.

ESCORTING FISHING BOAT IN HEAVY SEA

Whitby, Yorkshire.—In the early morning of the 8th of April, 1949, the

local motor fishing boat *Pilot Me II* left for the fishing grounds, was overtaken by bad weather and decided to return to *Whitby*. At half past six the life-boat coxswain saw her making for harbour, but finding it difficult to maintain her course, and at seven o'clock the No. 1 life-boat *Mary Ann Hepworth* was launched. A northerly wind was blowing and the sea was heavy. The life-boat met the fishing boat half a mile out, escorted her across the harbour bar, and returned to her station at eight o'clock.—Rewards, £6 7s. 6d.

ALEAK IN A ROUGH SEA

Broughty Ferry, Angus.—At four o'clock in the afternoon of the 10th of April, 1949, the Carnoustie coastguard telephoned that a small motor boat, with two on board, was alongside the North Carr Lightvessel. She had sprung a leak. The life-boat *Mona* was launched at 4.12, in a strong westerly wind with a rough sea, and reached the lightvessel two hours later. She towed the motor boat to Anstruther and got back to her station at 11.20.—Rewards, £12 13s.

YACHT ON THE BEACH

Arklow, Co. Wicklow.—At 4.50 in the afternoon of the 11th of April, 1949, the yacht *Tory*, which was being taken by a crew of two to new owners in Liverpool, was seen making for the harbour. A fresh south-west wind was blowing, with a heavy swell, it was dangerous to attempt to cross the bar, and the life-boat coxswain warned her to keep outside. Her engine failed, and the flowing tide carried her on to the beach to the north of the North Pier. A fishing boat was near, but could do nothing to help her, and at five o'clock the life-boat *Inbhear Mor* was launched. She pulled the yacht off the beach and returned to her station at six o'clock.—Property salvage case.

ENGINE BROKEN DOWN

Portpatrick, Wigtownshire.—About 6.40 in the evening of the 11th of April, 1949, the coastguard reported a fishing boat in difficulties to the southward, and the life-boat *Jeanie Spears* was launched at 7.5 in a fresh west-south-west breeze with a moderate sea. She

found the local motor fishing boat *Nellie*, with a crew of three, one and a half miles south of the harbour. Her engine had broken down. The life-boat towed her in, and reached her station again at 7.35.—Rewards, £5 5s.

NORWEGIAN STEAMER ON THE GOODWINS

Walmer, Kent.—At 1.3 in the afternoon of the 14th of April, 1949, the Deal coastguard telephoned a report from North Foreland Radio Station that the motor tanker *Brali*, of Oslo, bound for Bergen, from Abadan, had gone aground on the Goodwin Sands at South Sands Head. The life-boat *Langham*, on temporary duty at the station, was launched at 1.5 in a light southerly breeze with a slight sea, and the coxswain and five life-boatmen boarded the tanker. Tugs came to her help and she was refloated. The life-boat then escorted her to the Downs and returned to her station, arriving at 3.40 the next morning.—Property salvage case.

YACHT GUIDED TO SAFE ANCHORAGE

Ramsgate, Kent.—At 8.12 on the evening of the 15th of April, 1949, information was received from the West Cliff that a yacht was in a dangerous position near Pegwell Bay, and the life-boat *Prudential* was launched at 8.20 in a smooth sea with a light east-north-east wind. She found the cutter yacht *Sunfire*, with a crew of two, at anchor. The coxswain explained to them the danger of their anchorage, with the wind freshening and the tide falling, and guided them to a safe anchorage. The life-boat arrived back at her station at 9.15.—Rewards, £7 8s.

SEASICK YACHTSMEN RESCUED

Cloughy, Co. Down.—At 11.55 on the night of the 16th of April, 1949, the Tara coastguard telephoned that red flares could be seen about two miles south of the South Rock Lightvessel, and the life-boat *Herbert John* was launched at 12.35. A south-westerly breeze was blowing, with a heavy swell. The life-boat found the motor yacht *Schollevaer*, of Dun Laoghaire, five miles

south-south-west of the lightvessel. Her engine had broken down, her anchor would not reach the bottom, and four of her crew of five were seasick. At the skipper's request, the life-boat towed her to Portavogie, arriving back at her station at 5.15. The skipper made a donation to the Institution.—Rewards, £21 4s.

DUTCH MOTOR VESSEL AGROUND

Rosslare Harbour, Co. Wexford.—At 1.45 in the afternoon of the 17th of April, 1949, information was received that a Dutch vessel had stranded on Hantoon Bank, and at 1.55 the life-boat *Mabel Marion Thompson* was launched. The secretary of the station, Mr. W. J. B. Moncas, went with her. A light southerly breeze was blowing with a smooth sea. The life-boat found the motor vessel *Confid*, of Rotterdam, bound for Wexford, on the south-east part of the bank. She had a crew of six. Her skipper said that another Dutch vessel would try to tow him off on the flood tide, and asked the life-boat if she would then stand by him, so she returned to her station at 4 o'clock and put out again at 6.40. She then stood by the *Confid* until high water when the other vessel refloated her. The towing wire fouled, so the life-boat continued to stand by until both vessels had reached a safe anchorage. She arrived back at her station at 12.4 the next morning.—Rewards, £7 10s.

TUG AND LOCK GATE IN DISTRESS

The Mumbles, Glamorganshire.—At 1.45 in the afternoon of the 17th of April, 1949, the coastguard telephoned that the Scarweather Lightvessel had reported a tug one mile east of the lightvessel making S.O.S. signals. The life-boat *William Gammon*—*Manchester and District XXX* was launched at 2.4. The south-easterly breeze was light, but there was a heavy swell. The life-boat found the tug *Plumgarth*, of Bristol, broken down, with a lock gate in tow. She was four miles south-east of the lightvessel, and had anchored, but was dragging. At her skipper's request the life-boat stood by until tugs arrived at 9 o'clock that night. They towed the *Plumgarth* and the

lock gate to Swansea, and the life-boat returned to her station, arriving at 11.30.—Rewards, £22 18s.

RESCUED: IN DISTRESS AGAIN TWO DAYS LATER

Newcastle, Co. Down.—At 9.15 in the morning of the 19th of April, 1949, the coastguard telephoned that a boat was drifting off Cranfield. Shortly afterwards they reported her in distress, and at 9.50 the life-boat *L.P. and St. Helen* was launched. A moderate westerly gale was blowing, with a choppy sea. The life-boat found the motor yacht *Schollevaer*, of Dun Laoghaire—to whose help the Cloughey life-boat had gone two days before—half a mile north-east of Cranfield Point. There was no one on board. Her crew had been taken off by a local motor boat. The life-boat then went to Greencastle and there met the owner of the yacht, who asked him to tow her to Kilkeel. This the coxswain agreed to do, as the yacht was in a very dangerous position. With some difficulty the owner and two life-boatmen boarded the *Schollevaer*, and the life-boat took her to Kilkeel, arriving back at her station at 5.15 in the afternoon.—Rewards, £30 9s.

SICK DUTCHMAN LANDED

Barrow, Lancashire.—At 7.20 in the evening of the 21st of April, 1949, information was received that one of the crew of the s.s. *Colytto*, of Rotterdam, which was anchored one mile south-west of Lightning Knoll Buoy, urgently needed a doctor. As no other boat was available, the life-boat *Elsie*, on temporary duty at the station, was launched at 8.15 with a doctor on board. A strong west-north-west breeze was blowing, with a rough sea. The life-boat could not get alongside in that sea, until the *Colytto* got under way and made a lee for her. She then took off the sick man and returned to her station at 11.45, where an ambulance was waiting.—Rewards, £10 4s. 6d.

FISHING BOATS HURRY HOME

Sheringham, Norfolk.—About 9 o'clock in the morning of the 22nd of April, 1949, local fishing boats were

overtaken by bad weather. Some reached the shore with difficulty. Three were still at sea, and the life-boat *Foresters Centenary* was launched at 9.50. A strong north-westerly breeze was then blowing, and the sea was rough. The life-boat escorted in one of the boats, put out again to search for the other two, and found one of them broken down and in tow of the other. They were a mile east of the life-boat station. The life-boat took over the tow, put a man on board the broken-down boat and made for the shore, the other boat going under her escort. When they were near enough for the broken-down boat to row ashore she cast off the tow and returned to her station, arriving at 11.5.—Rewards, £21.

FISHING BOAT CAPSIZED

Aldeburgh, Suffolk.—At 3.33 in the afternoon of the 23rd of April, 1949, the coastguard telephoned that a local fishing boat, with a crew of two, had capsized one mile south of Sizewell, and at 3.50 the No. 1 life-boat, *Abdy Beauclerk*, was launched. A light west-south-west breeze was blowing with a slight swell. Another fishing boat had also put out. She rescued the two men, and the life-boat brought the capsized boat ashore at 4.40.—Rewards, £32 18s. 6d.

PROPELLER FOULED BY NET

Rhyl, Flintshire.—At 2.30 in the afternoon of the 24th of April, 1949, the owner of the local fishing vessel *Osprey*, reported that she was aground in the surf half a mile north of the entrance to Foryd Harbour. It could be seen that she had fouled her propeller with a net and was in a dangerous position. The life-boat *The Gordon Warren* was launched at 3.20. It was then low water. A moderate west-north-west breeze was blowing, with a moderate sea. The life-boat anchored close by the *Osprey* while the two men on board her cleared the propeller. About an hour and a half later the fishing vessel refloated, and the life-boat towed her to deep water. She then went on her way, and the life-boat arrived back at her station at 7.15 that evening.—Rewards, £12 2s. 6d.

DRIFTING OUT TO SEA

Bembridge, Isle of Wight.—At 2.25 in the afternoon of the 25th of April, 1949, information was received that the lightkeeper of the St. Helen's Fort was drifting seawards in a rowing boat, and at 2.45 the life-boat *Jesse Lumb* was launched in a light, squally north-westerly breeze, with a slight sea. She found the boat one mile north-east of the coastguard station, rescued the man, who was exhausted, and towed his boat back to the fort. She reached her station again at 3.48.—Rewards, £7 2s.

FIVE FISHING BOATS ESCORTED IN

Whitby, Yorkshire.—In the morning of the 26th of April, 1949, there was a heavy swell at the harbour entrance that would endanger the return of the fishing boats. When five were seen approaching two members of the harbour pulling life-boat's crew stood by with rockets to warn them off. Then, at 10.50, the motor life-boat *Mary Ann Hepworth* was launched. The northerly breeze was moderate, but a heavy sea was now running. The life-boat escorted in the motor fishing boats *Provider A*, *Easter Morn*, *Gem*, and *Venus*. She put out again to a fifth, the motor fishing coble *Enterprise*, handed life-belts to her crew and escorted her into the harbour. She reached her station again at noon.—Rewards, £8.

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

Dungeness, Kent.—April 1st.—Rewards, £21 17s.

Ramsgate, Kent.—April 2nd.—Rewards, £7 8s.

Barrow, Lancashire.—April 3rd.—Rewards, £7 15s.

Fraserburgh, Aberdeenshire.—April 7th.—Rewards, £10 17s. 6d.

The Lizard, Cornwall.—April 7th.—Rewards, £19 15s.

Selsey, Sussex.—April 7th.—Rewards, £8, 12s.

Shoreham Harbour, Sussex.—April 14th.—Rewards, £12 1s.

Yarmouth, Isle of Wight.—April 16th.—Rewards, £7 1s. 6d.

Ramsgate, Kent.—April 16th.—Rewards, £6 13s.

Shoreham Harbour, Sussex.—April 17th.—Rewards, £8 19s.

Skegness, Lincolnshire.—April 18th.—Rewards, £15 1s.

Arbroath, Angus.—April 19th.—Rewards, £16 5s. 6d.

Montrose, Angus.—April 19th.—Rewards, £15 8s.

Whitby, Yorkshire.—April 19th.—Rewards, £6 7s. 6d.

Humber, Yorkshire.—April 22nd.—Paid permanent crew.

Mallaig, Inverness-shire.—April 24th.—Rewards, £35 10s. 6d.

Fraserburgh, Aberdeenshire.—April 26th.—Rewards, £8 4s.

Mallaig, Inverness-shire.—April 29th.—Rewards, £17 13s.

Valentia, Co. Kerry.—April 29th.—Rewards, £7 1s. 6d.

MAY

DURING May life-boats went out on service 42 times and rescued 3 lives.

TANKER AGROUND

Sheringham, Norfolk.—During the afternoon of the 3rd of May, 1949, a vessel was seen to be stopped about five miles off shore, and it was thought that she was on Sheringham Shoal. The life-boat *Foresters Centenary* was launched at 3.25, in a fresh north-easterly breeze, with a rough sea running, and found the *S.S. Barren Hill*, of Panama, a tanker of over 10,000 tons, aground. She had a crew of forty-three. The second coxswain boarded her and the captain said he had sent for tugs. The life-boat stood by, and about 9 o'clock a tug arrived and made an unsuccessful attempt to refloat the tanker. Later another tug came out, and about 2 o'clock the next morning, the life-boat returned to her station to refuel and await the next high tide. At 9 o'clock she put out again and stood by the *Barren Hill* while tugs again tried to pull her clear. They turned her round, but she held fast in the falling tide and the attempt was given up. The life-boat arrived back at her station at 2 o'clock that afternoon, but at 7 o'clock in the evening put out once more, with a salvage officer. She put him aboard the tanker which was now discharging part of her cargo of motor spirit into a

freighter moored alongside. With the life-boat standing by, the tugs again pulled the *Barren Hill*, and this time she came off and the tugs took her into deep water. The captain said all was well, so the life-boat returned to her station arriving at 10 o'clock that night, the 4th of May.—Rewards, £94 5s.

DRIFTER ESCORTED IN A ROUGH SEA

Thurso, Caithness-shire.—At 1.20 in the afternoon of the 5th of May, 1949, the Wick coastguard telephoned that a drifter was in difficulties off Sandside. The life-boat *H.C.J.* was launched twenty minutes later. A moderate north-westerly gale was blowing, with a very rough sea. The life-boat found the drifter to be the *Handsome*, of Stornoway, escorted her into Scrabster Harbour and returned to her station at half-past four.—Rewards, £9 7s.

TO THE HELP OF A DYING SEAMAN

Great Yarmouth and Gorleston, Norfolk.—At 2.50 in the afternoon of the 5th of May, 1949, the police informed the life-boat coxswain that the *S.S. Cornwood*, of Hartlepool, outside the harbour, had a sick man aboard in urgent need of help, and the life-boat *Louise Stephens* was launched ten minutes later with a doctor and the life-boat honorary secretary, Mr. H. A. S. Lane, on board. A south-easterly wind was blowing, but the sea was smooth. The doctor found that the man had just died. The steamer went on her way to London and the life-boat returned to her station arriving at 4.15.—Rewards, £10 13s. 6d.

A ROUGH SEA OFF WHITBY

Whitby, Yorkshire.—At 6.30 in the morning of the 7th of May, 1949, information was received that the local fishing boat *Prosperity* had taken in tow the motor yacht *Red Rover*, of Southwold, about one mile to the north-east, but was making heavy weather against a strong northerly gale and a rough sea. The life-boat *Mary Ann Hepworth* was launched at 6.45. The yacht's engine had broken down, and the life-boat was asked to put a rope aboard her. This she did and the *Prosperity* continued the tow, with the

life-boat in attendance, and the three reached harbour at 8.15.—Property Salvage Case.

Whitby, Yorkshire.—When the life-boat reached harbour at 8.15 on the morning of the 7th of May, 1949, with the fishing-boat *Prosperity* and the yacht *Red Rover*, she was told by the coastguard that three other local fishing boats were approaching the harbour, and she remained afloat. Meanwhile, the *Prosperity* put out again for the fishing grounds in the hope of saving her crab pots. Later the life-boat escorted her, and the other three fishing boats, at varying intervals, through the broken water at the harbour entrance, and finally returned to her station at 1.15 that afternoon.—Rewards, £11 17s. 6d.

ANOTHER SICK SEAMAN

Great Yarmouth and Gorleston, Norfolk.—At 11.11 on the night of the 7th of May, 1949, the police told the life-boat station, through the coastguard, that a doctor was needed for a man with a dislocated shoulder on board the *S.S. Cordale*, of London, which was then entering the roads. The life-boat *Louise Stephens* was launched at 11.27 with a doctor. A north-west wind was blowing with a slight sea. The life-boat brought the man ashore and he was taken to hospital. She got back to her station at half-past one in the morning, and was re-housed later.—Rewards, £13 19s. 6d.

TOWING IN A SINKING STEAMER

Whitby, Yorkshire.—At 4.10 in the afternoon of the 12th of May, 1949, the coastguard telephoned a message received by wireless that the motor vessel *Arbroath*, of Dundee, had been in collision with the *S.S. Aina Maria Nurminen*, of Finland, in a dense fog and that she was sinking. The No. 1 life-boat *Mary Ann Hepworth* was launched at 4.15 in a light south-easterly breeze with a smooth sea, and found the ships five miles east by north of the harbour. The *Arbroath* had been badly holed and her crew of eleven had been taken off by the *Aina Maria Nurminen*. The latter's captain asked for a pilot, and the second coxswain went aboard. The

steamer then took the *Arbroath* in tow and, led by the life-boat, made for Whitby. Later, the captain of the *Arbroath* wanted to return to his ship and the life-boat put him and his crew aboard her. About a mile from the shore three local fishing vessels took over the tow and beached the *Arbroath* near the piers. The life-boat remained in attendance, and at midnight five fishing vessels refloated the *Arbroath* and towed her into the harbour. The life-boat returned to her station at 4.45 the next morning.—Property salvage case.

A FRENCH STEAMER ASHORE

Lowestoft, Suffolk.—At 1.8 in the morning of the 14th of May, 1949, the coastguard reported that a vessel was believed to be aground on the Newcombe Sands. Her signals by lamp could not be read, so the life-boat *Michael Stephens* was launched at 2.13 to investigate. A northerly breeze was blowing and the sea calm, but there was some fog. The life-boat found the vessel to be the S.S. *P.L.M. 17*, of Rouen, put a life-boatman aboard and learned that she was waiting for high water to try to refloat. The life-boat stood by. She returned to harbour about half past six, and a little later put out again and remained by the steamer until she was refloated by tugs at high water. She then made for her station arriving at one o'clock in the afternoon.—Rewards, £23 15s.

CAPSIZED YACHT SAVED

Southend-on-Sea, Essex.—At half past four in the afternoon of the 18th of May, 1949, a resident of Leigh reported that a yacht had capsized about two miles off Leigh and that a man was clinging to her. The life-boat *Greater London, Civil Service No. 3*, was launched at 4.50 in a light south-westerly wind with a slight sea. She found the small sailing yacht *Drifter*, of Leigh-on-Sea, but no trace of any crew. The life-boat towed the yacht to Southend, arriving at 6.35, and later it was learned that the one man on board had been saved.—Rewards, £7 16s.

MOTOR BOAT BROKEN DOWN

Salcombe, Devon.—About 6.55 in the evening of the 18th of May, 1949,

the Prawle Point coastguard telephoned that a small vessel 200 yards west of the point was flying her ensign upside down, and the life-boat *Samuel and Marie Parkhouse* was launched ten minutes later in a westerly breeze and a smooth sea. She found the motor boat *Snow White*, of Salcombe, with her engine broken down. She had two men on board. The life-boat towed her into Salcombe Harbour, arriving at 8 o'clock.—Rewards, £5 6s.

A SMALL BOAT TWICE RESCUED

Peterhead, Aberdeenshire.—At 8.10 in the evening on the 19th of May, 1949, the coastguard reported that men had been seen waving from a small boat about five miles north by east of Peterhead, and the life-boat *Julia Park Barry*, of Glasgow, was launched at 8.15. A freshening southerly wind was blowing, with a heavy ground swell. The life-boat found the fishing boat *Ruby*, of Banff, with a crew of two, on her way from Findochty to Buchanhaven. Her crew were glad to be taken in tow as their engine had broken down and they had drifted a considerable distance seawards on the ebbing tide. The life-boat towed her to Buchanhaven and then returned to Peterhead, arriving at 10.20. At 1.25 on the following morning the coastguard reported an object with a light attached drifting about a mile east of Buchanhaven. The life-boat was launched again at 1.45, and found the *Ruby* two and a half miles north of Peterhead with no one on board. She towed her into Peterhead Harbour at 3.25.—Rewards: first service £6 2s. 6d., second service, £8 4s. 6d.

OLD LIFE-BOAT RESCUED

Aberystwyth, Cardiganshire.—At 5.25 in the afternoon on the 23rd of May, 1949, the Aberdovey coastguard telephoned that the ketch of the Outward Bound Sea School—the old New Quay sailing life-boat, which had been presented to the school—was in a dangerous position on the North Bank on the Aberdovey Bar, and the life-boat *Lady Harrison* was launched at 5.55. A fresh westerly breeze was blowing, with a heavy ground sea. The life-boat found the boat, with an officer and

twelve cadets aboard, at anchor with seas breaking round her. Her coxswain skilfully manœuvred her among the sand banks and, as the tide was falling, at once passed a rope to the ketch, directed her officer to cut his cable, towed her clear of the bank and brought her into Aberdovey at half-past seven. The life-boat arrived back at her station at half-past nine—Rewards, £18 16s.

ANOTHER YACHT IN DISTRESS

Yarmouth, Isle of Wight.—At 4.10 in the afternoon of the 29th of May, 1949, information was received that a sailing yacht appeared to be in difficulties about four miles north-north-west of Shingles Bank. A strong south-west breeze was blowing, with a rough sea. Later, the Needles Signal Station reported that the yacht was wallowing in the seas and signalling to be taken in tow, and the life-boat *S.G.E.* was launched at 4.38. She found the cutter yacht *Never Despair*, of Christchurch, with a crew of three, about a mile north of the Needles Lighthouse, in broken water. Her rudder was broken and she was leaking. With difficulty, the life-boat towed her into the harbour and reached her station again at 7 o'clock that evening.—Rewards, £7 1s. 6d.

FISHING BOAT TOWED IN

Rosslare Harbour, Co. Wexford.—At 8.30 in the evening of the 31st of May, 1949, the Coast Life-saving Service at Blackwater reported that a fishing boat, which had been at anchor close inshore since noon, had now hoisted a flag, and the life-boat *Mabel Marion Thompson* was launched at 8.56. A southerly wind was blowing with a slight sea. The life-boat found the fishing boat about half a mile off Blackwater Head. Her engine had broken down, and her crew of two were without food. The life-boat towed her into Rosslare Harbour, arriving at ten minutes after midnight.—Rewards, £4 15s.

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

Hastings, Sussex.—May 1st—Rewards, £35 3s. 6d.

Cullercoats, Northumberland.—May 2nd.—Rewards, £24 9s. 6d.

Lowestoft, Suffolk.—May 4th.—Rewards, £11 5s.

Girvan, Ayrshire.—May 5th.—Rewards, £5 13s.

Troon, Ayrshire.—May 5th.—Rewards, £8 14s.

Whitby, Yorkshire.—May 5th.—Rewards, £7 18s. 6d.

Blyth, Northumberland.—May 6th.—Rewards, £6 19s. 6d.

Sunderland, Durham.—May 6th.—Rewards, £18 6s. 6d.

Teesmouth, Yorkshire.—May 7th.—Rewards, £12 2s.

New Brighton, Cheshire.—May 8th.—Rewards, £8 2s.

Donaghadee, Co. Devon.—May 10th.—Rewards, £7 5s.

Coverack, Cornwall.—May 10th.—Rewards, £12 10s.

Newhaven, Sussex.—May 10th.—Rewards, £7 16s.

Llandudno, Caernarvonshire.—May 14th.—Rewards, £16 15s.

Clogher Head, Co. Louth.—May 14th.—Rewards, £13 13s.

Great Yarmouth and Gorleston, Norfolk.—May 15th.—Rewards, £15 17s. 6d.

St. Peter Port, Guernsey.—May 16th.—Rewards, £4 17s. 6d.

Dungeness, Kent.—May 19th.—Rewards, £20 4s.

Ramsgate, Kent.—May 21st.—Rewards, £20 5s.

Workington, Cumberland.—May 21st.—Rewards, £20 19s.

Walmer, Kent.—May 22nd.—Rewards, £23 5s.

Dungeness, Kent.—May 22nd.—Rewards, £28 3s.

Torbay, Devon.—May 23rd.—Rewards, £2 13s.

Courtmacsherry Harbour, Co. Cork.—May 24th.—Rewards, £16 12s.

Ramsgate, Kent.—May 25th.—Rewards, £7 8s.

Sennen Cove, Cornwall.—May 26th.—Rewards, £14 12s. 6d.

Torbay, Devon.—May 28th.—Rewards, £3 7s. 6d.

A Broadcast from Walmer to America

IN July, 1948, Coxswain Frederick Upton, of Walmer, recorded a talk for the National Broadcasting System of New York, to be broadcast in America.

"Hullo, America!

"This is Freddy Upton, coxswain of the Walmer life-boat in England. As I speak I look over the waters of the Downs and remember the exciting times the Walmer life-boat had in the first eighteen months after the war. My crew and I were able to help American shipping quite a lot in those days, and our life-boat was kept mighty busy then. I must say your captains were always pleased to have us around. To be piled up on the Goodwin Sands, 'the graveyard of a thousand ships' as they call them, is no joke, I can tell you.

"It was about the middle of May, 1945, when American shipping bound for German ports began to come through the English Channel into the Downs again for route instructions. There were uncleared minefields to be warned about. I've piloted numbers of American ships through to safe anchorage here. You can't take risks with the Goodwins, although some stout American ships tried it on—and I can see from here what is left of some of them.

"Our life-boat assisted seven American ships in 1946 alone. The *Luray Victory* was the first—that was early in January. The *North Eastern Victory* was the last; still a visible hulk, broken and torn asunder by heavy surf, on the Goodwins. She nearly lost us our Christmas dinner. We spent Christmas Eve on the Sands with her and early Christmas morning as it was.

"Born and bred in the sight of the Sands, we men of Deal and Walmer know the Goodwins like the backs of our hands, and we have a life-boat which can live in seas which would be certain death to any ship's boat out there. Her cost was provided, like the rest of the Royal National Life-boat Institution's fleet, entirely out of the voluntary contributions of the public and we are very proud of her and of the Institution.

"Altogether we have saved 92 lives from American ships that were stranded on the Sands in the wildest weather and became wrecks, and we have helped to save many other American vessels and their crews. We are very proud of that record.

"To all who remember us, the Walmer life-boat crew say, 'Good luck to you—come back some time.'"

The Duchess of Kent and the Widows of the Mumbles

WHEN the Duchess of Kent visited Swansea on the 29th of October to attend the Festival of Music, she met the widows of the life-boatmen of The Mumbles who lost their lives when the life-boat capsized on the 23rd of April, 1947.

They were presented to her at the Guildhall and she told them how sorry she was to have been prevented by illness from presenting to them herself the certificates of honour which they received from the Institution at its annual meeting in October, 1947.

Humane Society's Medal for a Welsh Life-boatman

THE Royal Humane Society has awarded its bronze medal and certificate to Robert John Gammon, the mechanic of the life-boat at The Mumbles, for attempting to rescue a "frogman" who was working under water on

repairs to the pier. Mr. Gammon saw him rise to the surface, sink at once and then rise again. Fully clothed he dived 18 feet from the pier into the water and tied a rope round the man. He was hauled to the pier, but was dead.

A Swedish Presentation

THE Swedish Life-boat Society has awarded to the Institution its plaque of merit and two diplomas, each of which has this record:

"The Swedish Life-boat Society presents to the Royal National Life-boat Institution its plaque of merit for outstanding service, and the Society begs that its sincere thanks and compliments may be conveyed to the brave British life-boatmen and especially to the crews on those Scottish life-boats which so ably assisted and saved Swedish sailors during this stormy winter."

The Scottish life-boats were those at Buckie, Whitehills and Stornoway. Buckie and Whitehills went to the help of the steamer *Frej*, of Stockholm, in a whole gale, with very heavy seas,

on the 8th of January last. Buckie took off nineteen of her crew. She had to go alongside the steamer seven times and was damaged in doing it. Whitehills stood by the steamer until a tug came to take her in tow.

Stornoway landed twenty men from the motor vessel *Hervor Bratt*, of Gothenburg, which went ashore in the Outer Hebrides on the 20th of January last.

The plaque and diplomas were presented by the Swedish ambassador in London to Commodore the Earl Howe, C.B.E., V.R.D., P.C., R.N.V.R., the deputy chairman of the committee of management of the Institution. The two diplomas, and framed photographs of the plaque, have been presented by the Institution to the Buckie and Stornoway stations.

French Honour for a Coxswain

ON the 26th of November, 1948, at the Guildhall, St. Ives, Cornwall, the French consul at Southampton presented to Mr. William Peters, former coxswain of the St. Ives life-boat, the Brevet de Chevalier de l'Ordre du Merite. The

presentation was made, the consul said, to show the gratitude of France for services to French merchant ships and fishing boats during the war, and for the hospitality shown by Cornish people to French refugees.

Belgian Life-boats Built in England

THREE motor life-boats have been built at Cowes, under the supervision of the Institution, for the Belgian Life-boat Service, which is maintained by the Ministry of Communications. All three are Watson cabin boats, 46 feet 9 inches

long, each with two 40-h.p. diesel engines.

The first of the three went to Belgium last September, the second at the end of last November, and the third in February.

Life-boat as Mail Boat

The Minister for Posts and Telegraphs in the Republic of Ireland has sent his thanks to the life-boat station at Kilonan for carrying mails for the Aran Islands from Rossaveal to Kilonan.

The mails were loaded by the crew under the supervision of the district inspector and the Minister specially mentioned that "although the weather was exceptionally bad they were delivered absolutely dry."

A Memorial at Clacton-on-Sea

ON the 14th of November, 1948, a memorial plaque to Second-Coxswain Frank Castle, of the Clacton-on-Sea life-boat, was unveiled in the boat-house.

The plaque is inscribed with these words:

"In memory of Frank Castle, second-coxswain of the Clacton-on-Sea Life-boat, who served in her for 38 years and lost his life on service, on April 7th, 1943, when the barge *Tam O'Shanter*

capsized in heavy weather while being towed by the life-boat."

Councillor Mrs. F. M. H. Coleman, M.B.E., J.P., president of the Clacton Ladies' Life-boat Guild, a member of the branch committee, and an honorary life-governor of the Institution, unveiled the plaque, and it was dedicated by the Rev. G. E. Higgins. At the end of the ceremony a bugler sounded the Last Post and Reveille and a wreath of poppies was laid on the plaque.

From Canada: A Subscriber for 56 Years

A SUBSCRIBER in Quebec, in sending his annual gift of £5 wrote:

"It may be of interest to you to know that when a boy I was employed by a firm here which every summer shipped by sailing vessels to Great Britain, many cargoes of square timber and sawn lumber, and thereby I came in contact with many seamen. Realizing what a hard life was theirs I acquired a great sympathy for them, and upon reading R. M. Ballantyne's book entitled *The Life-boat*, decided that should I ever be in a position to contribute to your work I would do so.

"My first donation was £5 in 1893,

and this amount I have contributed since. There were some years when I was unable to contribute, but eventually made up for them, for according to my records, the enclosed makes £280 which I have contributed in 56 years."

In thanking him for his letter the Institution sent him its latest publications and in reply he wrote:

"They made me realize that you are doing a more wonderful work than I had any idea of, and gave me the satisfaction of being able to contribute to it even in a small way."

With the second letter came an additional gift of £10.

Portrait on the Cover

THE portrait on the cover is of Coxswain John Boyle, of Arranmore, on the west coast of Ireland. He has been coxswain since October, 1928, and is one of the seven coxswains who won the gold medal for conspicuous gallantry during the war of 1939. He won it

in December, 1940, when he went out twenty-five miles in a full Atlantic gale to the help of a Dutch steamer. She was one of a convoy from America, had lost her rudder as the convoy approached the Irish coast, and had been flung on a reef.

Awards to Honorary Workers: A Correction

IN the list of awards to honorary workers in the last number of the journal, Mrs. F. H. Thornton, who received the record of thanks, was given

as the "President of the Huyton Ladies' Life-boat Guild, Liverpool." It should have been Wallasey, not Huyton.

Another Happy Collector*

A LADY member of the Institution's branch at Crewe is a very keen gardener. She sells both plants and cut flowers, taking them by bus into the town where she has many standing orders and more requests than she can fulfil. The manager of one of the big stores has first choice of all her plants. All the money made by these sales she puts in her life-boat collecting box.

In the war she managed a bicycle business and charged accumulators. When an accumulator was brought in with dirty or corroded terminals she made an extra charge for cleaning it, and this money too went into her life-boat box. Several of her war-time customers still make regular contributions to the box.

In these ways she has collected over £130 during the past few years.

* For the first "Happy Collector" see *The Life-boat* for October, 1948.

London District Conference

A CONFERENCE of the branches in the London District was held at Southend-on-Sea on the 30th of March. Eighty-one delegates from forty-five branches attended it. The party was welcomed by the Mayor, visited the life-boat house, saw the life-boat launched and was taken out in her for short trips.

The conference was held at Garon's Center House, through the kindness of Mr. Frank Garon, chairman of the Southend branch. Commodore the

Earl Howe, C.B.E., V.R.D., P.C., R.N.V.R., deputy-chairman of the Institution, presided, supported by Colonel A. D. Burnett Brown, M.C., T.D., M.A., the secretary, and other officials of the Institution and the London District.

Lord Howe welcomed the delegates and spoke of the Institution's work. There was then a full discussion on the various methods of keeping the Life-boat Service before the public and raising the Institution's funds.

Awards to Coxswains and Life-boatmen

TO ALEXANDER W. DICKSON, on his retirement, after serving for 12½ years as coxswain and 5½ years as bowman of the St. Abbs life-boat, a coxswain's certificate of service and an annuity.

TO HENRY PETERS, on his retirement, after serving for 2½ years as coxswain, 7 years as second coxswain and 30 years as a member of the crew of the St. Ives life-boat, a life-boatman's certificate of service and a gratuity.

TO THOMAS BOYNE, on his retirement, after serving for 10½ years as second coxswain, 3½ years as bowman and 26 years as a member of the crew of the Howth life-boat, a life-boatman's certificate of service and an annuity.

TO DUNCAN ALEXANDER, on his retirement, after serving for 16 years as bowman and one year as a member of the crew of the Portpatrick life-boat, a life-boatman's certificate of service.

Notice

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

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

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