

THE LIFE-BOAT

The Journal of the Royal National Life-boat Institution

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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 September 30th, 1949 - - - 76,606

The Prime Minister on the Life-Boat Service*

I HAVE the honour to propose that this meeting, fully recognising the important services of the Royal National Life-boat Institution in its national work of life-saving, desires to record its hearty appreciation of the gallantry of the coxswains and crews of the Institution's life-boats, and its deep obligation to the local committees, honorary secretaries, and honorary treasurers of all station branches, and to the honorary officers and hundreds of voluntary members of the financial branches and of the Ladies' Life-boat Guild in the work of raising funds to maintain the Service.

The Tradition of Voluntary Service

I draw attention to that because it is essentially a service to humanity, an international service. It not only works for our own people, when they are in peril on the sea, but it brings succour to the crews and passengers of vessels of all nations that, in the course of their lawful occasions, find themselves in danger round the coasts of these islands. The universality of this service is recognised by the fact that His Excellency the Ambassador of Sweden is here, and is to second this resolution.

I suppose that, among all the distinctive characteristics of this country,

none is more worthy of notice than the tradition of voluntary service to the community. This voluntary service is given in hundreds of different ways. Sometimes it is supplementary to official action. Sometimes volunteers have paved the way for service which has afterwards been taken up either by the central or by the local government, and has been extended widely to the whole community, so that part of that voluntary service disappears. But there are always new occasions for voluntary service. The object may change, but the spirit remains the same.

And we have here, in the Life-boat Service, something that was initiated, has been built up and sustained throughout this century-and-a-quarter by the work and the money, freely given, by the citizens. I think it is, perhaps, natural that this should be so with regard to this Service. The life of all of us in these islands depends upon our overseas trade; and I think it is worthy to note the wide and extended sympathy for this work in people who are not directly connected with the sea.

The inception and the early development of this service was due to landmen: to a clergyman, Archdeacon

* A speech delivered at the Annual Meeting of the Institution on the 27th of June, 1949.

Sharp, who started the first life-boat; to a coachbuilder, Mr. Lukin, who designed the first life-boat; and a soldier, Sir William Hillary, whose activity converted local efforts into a great national movement. To-day, all round our coasts, the life-boats are mainly manned by local volunteers, many of them fishermen, others men who go down to the sea in boats and ships, some of them landmen; and the money that supports the Service is given by thousands of subscribers up and down the country. As the report shows, and as the details of the awards we have heard read this afternoon demonstrate, the need for this service is as great as ever, and the courage of the life-boatmen is no less than that of the men who preceded them.

Unfailing Public Support

When one looks back at developments over the last twenty-five years there has been a major development in the substitution of motor propulsion for human propulsion; and now all the 156 life-boats right round our shores, from the Shetland Islands to the Channel Islands, are equipped with motors. But, inevitably, cost increases. Improvements have to be made; improvements in the equipment of the life-boats and in methods of launching are proceeding all the time. Special wireless sets, completely protected from the water, which keep the life-boats in touch with the shore actually during their life-saving operation, are being installed. But all those developments, so necessary if the progress of scientific research and invention is to be fully used in assisting in saving life at sea, have meant that the expenditure has gone up, and it is nearly three times what it was twenty-five years ago. Therefore, the need for a generous response from the public is as great as ever. We can all feel most grateful that that response is always forthcoming.

It is, therefore, I think, right that in this resolution we should pay tribute to those who subscribe and to all those who are instrumental in raising funds for the maintenance of the service, because, as everybody knows, there is an immense amount of voluntary organisation and work needed for the

great number of small sums which have been collected to make the great total that is needed. Still more do we desire to pay our tribute to the coxswains and crews of the life-boats who, at the hazard of their lives, serve their fellow-men.

I suppose most of us might have thought that sea-travel, with all the scientific devices now available, would have resulted in fewer calls on the service; but actually one reads that the life-boats were launched 603 times in the last year, as compared with 485 times in 1938, which was then a record year.

Daily Courage in the Time of Peace

Inevitably, over the years, there is a toll of lives of the brave men of the life-boats. In the last twenty-five years forty-seven lives have been lost, while thirteen thousand lives have been saved. Behind those cold statistics what a great drama of man's fight with the elements is hidden! I suppose all of us have read these stories of the sea. Some of us may have been at the coast in a storm and seen the life-boat going out. What courage, resource and unselfishness have been displayed! I think it is as well that we should keep those things in mind. We all have vivid recollections of the heroism shown by the men and women of the whole of this country during the war. I think it is well to have constantly in mind that these qualities which the fierce glare of war lights up so brilliantly, are being shown every day in time of peace in many walks of life, and, most of all, in the Life-boat Service. Every day, somewhere in this country, ordinary people prove by their actions that our human nature, so often maligned, is a very fine thing, and that the unselfish desire to serve their fellow men, disregarding all personal risk, is still a powerful motive in life.

I think the record of the life-boatmen should inspire all of us in our daily work, and I am sure the resolution, which I am moving this afternoon, expresses not only the view of this meeting but the feelings of men and women in this country, and in all countries, for those who continue to give this wonderful service to humanity.

A Rescue—Described by the Rescued

The Yacht *Gull* and the Shoreham Harbour Life-boat

ON the 8th of August of last year the Shoreham Harbour Life-boat went out in a strong south-westerly gale to a yacht which could be seen three miles out at sea, and pursued her for twelve miles along the coast as she drove before the gale. At Newhaven the yacht made a desperate attempt to enter the harbour, but as she gybed the seas washed right over her, and she drifted past the harbour entrance into shallow broken water. There the life-boat followed her and rescued her crew.

A full account of the rescue was published in *The Life-boat* for October of last year. Another account, written by one of the rescued—the “Geoffrey” of the account—was published last spring in *Graya*, a magazine for circulation among members of Grays Inn. It is reproduced in *The Life-boat* by kind permission of the author and the editor of *Graya*.

A Crew of Six

The yacht was the eighteen-ton cutter *Gull*, of Southampton. There were six on board her, the owner and a friend, both members of Gray's Inn, the owner's son and daughter, the friend's son and a girl friend of the daughter.

At eight in the morning of the 7th of August, the *Gull* sailed from St. Peter Port, Guernsey, for Southampton, with the promise of a light to moderate wind from south to south-east and a sea calm to slight. All went well during the day. It was after tea that the first warnings came.

“George and David went below to hear the six o'clock weather forecast and they were soon on deck again with the announcement ‘Gale warning—Portsmouth area.’ Down came the topsail and we luffed up into the wind to take a double reef in the mainsail. This having been done we turned on to our course again and awaited events with every confidence. We had a fine boat and did not doubt its ability to weather any storm which we were likely to encounter.

“We soon ran into a lot of heavy rain squalls, but the wind remained moderate south-east and we continued to make steady progress. It was about dusk when we decided that it was nearly time that we should see the St. Catherine light, which has a visibility of fifteen miles. It seemed rather a long time coming into view, but it was not yet really dark and perhaps we were a little impatient after having done forty miles on a dead reckoning course. We were all right, however. A flash every five seconds on our port bow—that was St. Catherine's and, as we kept our course, gradually the dark outline of the Isle of Wight, the lights of Ventnor and the red glow of Portsmouth behind on the mainland came into view.

We were, of course, still many miles out, but visibility in between the rain squalls was at that time good. As full darkness descended, however, many things began to happen. The wind increased in force and the sea became very rough. The staysail was taken down. *Gull* commenced to yaw considerably and it became extremely difficult to steer a steady course and impossible to steer the course desired owing to the danger of gybing with the wind astern. It was unfortunate that the next light to pick up was the Nab, which has a visibility of only five miles. We never saw it. The waves began to increase in height, making visibility from the deck very poor and things generally were beginning to get rather uncomfortable. George was at the tiller while David went below for a rest. His youthful energies would be needed again later. The younger members of the crew were also below.

Mainsail Gone

“While eyes strained through the darkness and over the wave tops for a glimpse of some light which would remain visible for only those few seconds required to read its code, *Gull* ploughed her way through heavy seas without any complaint from her timbers, like the good ship she was. Many waves broke right over us, drenching those

on deck and we noticed how warm the water was. Then all of a sudden *Gull* was caught unawares by one large wave which, filling her mainsail while she was heeled over to port, ripped the sail from head to foot and left it as a tangle of shreds hanging over the side. The boom swung free and the gaff went heavenwards. Geoffrey called down to David, who had felt the tremendous lurch which *Gull* gave as the sail took the wave, and he came running up on deck. As far as we could see in the darkness there was a sorry mess aloft about which nothing effective could be done in such a stormy sea. The torn canvas was ripped away and cast overboard as far as possible and there was no option but to run before the wind under the sole remaining jibsail. And so it was that in the dark and stormy night we passed outside the Owers light and round Selsey Bill.

Baling All Night

"David had reported when he came on deck that there was a fair amount of water down below and Geoffrey and Jeanne set to work to bale with a bucket on a rope. How long that baling went on nobody knows. Jeanne worked valiantly down below until she fell from exhaustion. Geoffrey worked away with one foot on the companion way, the other foot on the lavatory door handle, and a shoulder firmly wedged over the main hatch combing, until he nearly fell asleep in that position. Every now and again it was necessary to pull the hatch cover over to prevent one wave putting more water down below than was being baled out. George and David together held the tiller with grim determination.

"Dawn came and found us opposite a part of the coast which in the half light and mist defied all recognition. Soon, however, we ran swiftly past a buoy which enabled us to recognise our position as approaching Littlehampton. George calmly assessed our chances. The storm continued to rage and showed no signs of abating. There was much water down below, and we had no power to steer any course except substantially as the wind dictated. With young lives aboard George decided to send up distress rockets. As we

passed Littlehampton he fired these off. We had, of course, no means of knowing whether anyone would see them and we had to keep going. We decided that of all the harbours along the coast, Newhaven was the only one which was at all possible and here Richard, who like the girls had uncomplainingly suffered throughout the night the periodic discomfort of cascades of water pouring in through the cabin lights (even when closed), became alert. He had been at prep. school at Seaford and knew all about the entrance to Newhaven Harbour. His local knowledge was very valuable. Our rate of progress under jib sail alone in this heavy sea was the astonishing speed of nine knots. We did not then know that the wind velocity was about seventy miles an hour.

The Attempt to Enter Newhaven

"It was about 10.15, therefore, that we came abreast of Newhaven. George, David and Geoffrey were on deck hanging on like grim death, for the waves here were forty feet high. The entrance to the harbour faces east and it was therefore necessary to try to swing *Gull* at least to a north-west course. David turned the boat and Geoffrey went forward to ease the jibsail across. *Gull* could not manage the new course, however, and she lost her way. Unbroken seas came right over us. Realising the dangerous position we were in, George calmly gave the order to those below, 'Put on life-belts and come on deck.' With commendable speed Jeanne in her life-belt popped her head out of the main hatch and involuntarily exclaimed: 'Oh! I didn't know it was like this!' It was indeed an awe-inspiring sight with the grey waves as high as houses.

"At this moment, while *Gull* was on the crest of a wave, we saw for the first time the life-boat standing about a hundred yards away and seemingly far below us. Help was at hand. We were not alone. An R.A.F. rescue launch skimmed past us and a figure from the cabin window shouted 'Do you want any help?' but before the obvious answer could be made the launch had wisely made for harbour again and the last glimpse of it was rushing down a steep

hill of water between the breakwater and the pier. *Gull* broached to again and took another wave over her decks, but those on deck held tight.

The Rescue

"Suddenly the life-boat appeared again and with seas streaming over her deck she came sliding down the side of a wave as if she were going to pass right over us. 'Royal National Life-boat Institution. *Rosa Woodd and Phyllis Lunn.*' Why should one read and remember those words on the hull at that moment? The life-boat levelled out and bore heavily against our port gunwale and the coxswain called to 'Let's have you!' In a matter of seconds and to the heartening shouts of the life-boat crew Janet, Jeanne and Richard were tumbled aboard the life-boat. 'Will you give us a tow?' shouted George. 'No! Leave your boat' replied the coxswain. 'Come on, Geoffrey!' called George, as he and David were grabbed by the life-boatmen. Geoffrey who was still on the fore-deck, ready for a line, ran round the rigging to where the life-boat lay alongside. But in that brief second the waves parted the two boats and the life-boat disappeared from sight. Of course it would have been a miracle if all six had been taken off in one go. But there was never any question that the life-boat would come back. The great thing was to hang on. Over the wave top came the life-boat again, this time on the starboard and seaward side, and as soon as it was within reach Geoffrey gripped the chain safety rail. The boats immediately parted again and Geoffrey was safe—hanging down outside the life-boat. 'Grab him!' shouted the coxswain and Geoffrey was seized by all parts of his anatomy and with heaves and grunts hauled over the rail and into the life-boat. A quick count verified that all six were rescued. Richard was thrilled as only a school-boy could be, first to have been rescued by a life-boat and then to see all the 'works.' There was two-way radio-telephone communication with the shore and a running commentary of the rescue was being passed back. We learnt that we were on the Shoreham Harbour life-boat which had been

chasing us for twelve miles unable to catch us up even with full power and two sails set! Of course, we never saw the life-boat behind us owing to the height of the waves, although she could see our tall mast ahead.

'Have You Anything to Declare'

"The life-boat put out a drogue astern and with some difficulty managed to enter Newhaven Harbour where after handshakes all round with the crew we were landed to be greeted with welcoming terms known to all sea travellers including the inevitable 'Have you anything to declare?'

"George's clerk fortunately lived not far away and a telephone call to him brought speedy assistance. His house was turned upside down to produce towels and four complete sets of masculine and two of feminine attire, with other appropriate comforts by way of food and drink. Our spirits were high but we were very tired, although after a meal and a short sleep we soon recovered. Our main thoughts were of thankfulness that we were all safe and that, incredible as it seemed, no one had suffered any injury or was any the worse for the adventure.

"Later in the day we found our *Gull* lying up against the esplanade in Seaford Bay, battered and broken. Alas! she would never sail again. We felt it very deeply that our fine boat which had borne us safely through the night, had had to be sacrificed for us.

At the Institution's Annual Meeting

"On the 27th October some of us were present when the Duchess of Kent presented the R.N.L.I. silver medal to James Upperton, coxswain of the Shoreham Harbour life-boat, for his gallantry in effecting our rescue. Speaking to the coxswain after the ceremony, we fully learnt for the first time his side of the story. His boat had hit the bottom on leaving Shoreham Harbour and it was a grim chase which he and his valiant crew had to catch up with us. At one time he thought that half his crew had been washed overboard and he himself had been washed away from the wheel. He alone knew the full extent of the danger we were

in at the moment of our rescue and it was only his quickness of thought and action which enabled him to take us off without courting disaster for his own boat. After our talk with him, he shook us firmly by the hand and said

how pleased he was that we had come along to see him receive his award and he hoped to see us all again soon. To which the answering chorus was 'Yes, certainly, but we hope that next time it will be in different circumstances!'"

Busy Holiday Months

THE summer of this year has not been as busy a time for the life-boats as the record summer of 1948, but during June, July and August life-boats were launched 169 times and rescued 92 lives.

In 88 of those 169 launches the life-boats could find no vessel in distress, or were not needed. In the other 81 launches, lives were rescued or help was given. No fewer than 30 of these, more than a third, were to yachts, and life-boats rescued the lives of 25 yachtsmen and women. Four other services were to rubber dinghies and from them life-boats rescued eight lives.

Among other holiday services were the rescue of two campers, imprisoned on an island by heavy seas, who had

had hardly any food for forty-eight hours; the rescue of several parties of anglers, including eight policemen, members of the Metropolitan Police Sea Angling Society; and the transport from islands to the mainland of a woman and a boy who had been taken ill while on holiday. A life-boat also escorted to a safe anchorage a schooner with the famous name *Hispaniola*. She was being used by a film company for a film of *Treasure Island*.

Among the things which caused false alarms were beach balls, a rubber duck, a packing-case, a dead cow and logs of timber, all of which were mistaken for boats or rubber dinghies or bathers in distress.

The Last Survivor

JOHN HUBBARD, of Caister, who died on the 24th February, was the last survivor of the crew of the Caister pulling and sailing life-boat which was driven back on the breakers on Caister beach, when on her way to a ship in distress, in a gale on the night of the 13th of November, 1901. She turned bottom up and her crew were pinned beneath her. Two men, waiting on the beach for the

boat's return, heard their cries. One was James Haylett, 78 years old, who for many years had been second-coxswain of the life-boat. The other was Frederick Henry Haylett, his grandson. They rushed into the surf and between them dragged out three of the crew. One of the three was John Hubbard. The other nine men were drowned.

Naming Ceremonies

DURING the summer new life-boats were named at eight stations, Swanage, New Quay (Cardigan), Eastbourne, Ramsey, Barmouth, Porthdinllaen,

Portrush and Newcastle (Co. Down). Accounts of the ceremonies will be published in the December number of *The Life-boat*.

The Annual Meeting

THE Annual Meeting was held at the Central Hall, Westminster, on the 27th of June, 1949, with Sir Godfrey Baring, Bt., chairman of the Committee of Management in the chair.

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

The Prime Minister (the Right Hon. C. R. Attlee, C.H., M.P.) proposed the resolution of gratitude to the coxswains and crews of life-boats, the honorary officers of the stations, and the honorary officers of the financial branches and Ladies' Life-boat Guild. His Excellency the Swedish Ambassador (Herr Gustaf Häggblöf) seconded the resolution.

The Right Hon. Lord Ammon, a vice-president of the Institution, proposed the vote of thanks to the Duchess of Kent, and it was seconded by Captain Sir Arthur Morrell, K.B.E., D.L., a member of the Committee of Management.

Supporting the Duchess of Kent on the platform were the Mayor and Mayoress of Westminster, Mrs. C. R. Attlee, the Mayor's and Mayoresses of fifty other London boroughs, the Mayor and Mayoress of Weymouth, representatives of the Ministry of Transport, the Coastguard, the Civil Service Life-boat Fund, King George's Fund for Sailors, and the Shipwrecked Mariners' Society, vice-presidents and honorary life-governors of the Institution, members of the Committee of Management and members of the Central London Women's Committee. After the meeting the Committee of Management entertained to tea the Duchess of Kent, Mr. and Mrs. Attlee, the Swedish Ambassador and the other guests on the platform.

The Chairman

Again we welcome to our meeting with very great pleasure our President, Her Royal Highness the Duchess of Kent. (Applause.) Year after year Her Royal Highness shows her interest in our work not only by speaking at this meeting, and by presenting their awards to our life-boatmen and our honorary workers, but by her visits to the life-boat stations. There must be few now, except those to whom the Service is their daily work,

who have a wider and more personal knowledge of the Service and its crews.

We also give a very hearty welcome to the Prime Minister. Mr. Attlee is the first Prime Minister to honour us with his presence at our annual meeting, and we do deeply appreciate it that, in spite of the ever-increasing burden of his office, he should spare the time to come here. (Applause.) I am not without hope that it will be both a pleasure, and a relief, to him to speak on a subject on which the whole country is united—its pride and confidence in its Life-boat Service. (Applause.)

We increasingly value the close co-operation between the Life-boat Services of all countries, and two years ago, through the kindness of the Norwegian Service, we were able to resume the international life-boat conferences. To-day we have with us the Swedish Ambassador, the representative of another country of splendid seamen, which has a Life-boat Service with a most distinguished record, and which has been very generous in its recognition of the work of our own Service.

This year the Mayors and Mayoresses of more London Boroughs than ever before are sitting on this platform. They, too, are busy men and women and we are very grateful for their presence, and for the help which their boroughs give to the Institution.

The report and accounts are before you and I do not need to repeat what you will find in them, but I should like, for a moment, to recall the scene in this hall, twenty-five years ago, when we held here a service of thanksgiving for the completion of the first century of the Life-boat Service. There will be some present to-day who were present then. Another twenty-five years have passed, the first quarter of our second century has been completed; and when I look at the record of those years I feel a very great pride that throughout that time I have been privileged to be the Chairman of the Committee of Management of the Institution. (Applause.)

In those twenty-five years our life-boats rescued nearly 14,000 lives. It is a great record. Twenty-five years ago the majority of our life-boats were still pulling and sailing boats. To-day we have a vastly more powerful fleet, all motor boats. Twenty-five years ago the Service cost under £235,000. Last year, I regret to say, it cost over £670,000. That our income has kept pace with that increase is the measure of our debt to our honorary workers. At the same time it is the greatest proof that we could have of the confidence of the British people in the Institution. (Applause.)

I have now formally to move the adoption of the report and accounts for 1948.

Reports and Accounts and Elections

The report and accounts for 1948 were adopted, and the President, vice-presidents,

treasurer and other members of the Committee of Management, and the auditors, were elected.

Presentation of Medals

The secretary read accounts of services by the life-boats at Weymouth, Fleetwood and Clovelly, and the Duchess of Kent presented the awards for gallantry:

TO COXSWAIN FREDERICK PALMER, OF WEYMOUTH, DORSET, the silver medal for the rescue of four lives from a tug in a rough sea and fog on the 2nd of April, 1949, just as the tug was about to be wrecked on the Chesil Beach. Coxswain Palmer won the bronze medal in 1948.

TO JAMES McDERMOTT, THE MOTOR-MECHANIC OF WEYMOUTH, DORSET, the bronze medal for the same service.

TO COXSWAIN JAMES LEADBETTER, OF FLEETWOOD, LANCASHIRE, the bronze medal for twice rescuing the crew of the ketch *Alpha*, of Stranraer, in a gale on the 3rd and 4th of April, 1949, when she was driven on the sand banks.

TO PERCY SHACKSON, THE BOWMAN, OF CLOVELLY, DEVON, the bronze medal for rescuing two young Americans, when they were trapped under the cliffs on the 30th of August, 1948.

TO WILLIAM BRAUND, THE ASSISTANT MOTOR MECHANIC, OF CLOVELLY, DEVON, the bronze medal for the same service.

TO COXSWAIN GEORGE LAMEY, OF CLOVELLY, DEVON, the Institution's thanks on vellum for the same service. Coxswain Lamey won the thanks on vellum in 1944.

The Duchess of Kent

I am very pleased to come here to-day and to share with you the satisfaction and pride which we must all feel at the completion of another year of work well done; a year in which over five hundred lives were saved, without the loss of one.

It is my privilege to meet on this platform new life-boatmen who, in recognition of their courage and gallantry, come here each year to receive medals and awards. The bravery of the Service seems inexhaustible. It has been a great pleasure to me to present medals to the men from Fleetwood and Clovelly, and to present, once again, a medal to Coxswain Palmer, of Weymouth, who was here last year for an earlier act of gallantry.

At its foundation a hundred and twenty-five years ago, the Life-boat Service declared that "the subjects of all nations be equally the objects of the Institution, as well in war as in peace." I think that no one can read the annual report without being impressed by the fidelity of the Institution throughout the years to that splendid principle. I feel sure that all seafaring peoples will remember with gratitude the services of our life-boats,

which this year went out to help the ships of fourteen other countries, and rescued from them over a hundred lives; and, indeed, this gratitude has been expressed by Sweden, which has rewarded the Institution by presenting its 'plaque of merit' in recognition of its services to Swedish ships by men of the Scottish life-boats.

Help has also been given by the Service in other ways, and there are now on the Belgian coast two life-boats, built last year in British shipyards to the plans of the Institution, and under its supervision.

We should feel especially proud of the generosity with which the British public have met the greatly increased, and still increasing, costs of the Service. That generosity, like the gallantry of our crews, seems inexhaustible. I know, however, that we could not count on such generosity if it were not for the untiring devotion of the thousands of our honorary workers. Their readiness to remind a busy people of the needs and claims of the Service, and the immediate response which the people make to their appeal, have enabled the Institution to provide all that the Service needs in the way of new equipment, new boats, and new devices to help in the work of saving life.

We look back with thankfulness to the first quarter of our second century, and as we embark on the second quarter I send my most sincere thanks and my best wishes to the coxswains and crews, to the honorary workers, and to the British public, in the full belief that the work of the coming years will be carried out with the same splendid success. (Applause.)

The Prime Minister

The Prime Minister then made the speech which will be found on p. 337.

The Swedish Ambassador

It gives me very great pleasure indeed to have been asked to second the resolution moved so eloquently by the Prime Minister, this resolution of thanks, thanks to the gallant seamen, thanks to the hard-working officials, and thanks to the generous benefactors of this great Institution. It gives me great pleasure also, because it gives me an opportunity of explaining why we, in my country, are especially grateful to the Service, and for the generous help given by the Life-boat Institution. If you look at the journal published by the Institution, you will find in the last number a short description (it is one of many) of what happened to a Swedish ship which, one dark night in January last, was stranded up in Scotland. I read this record. The life-boats of Whitehills and Buckie came out seven times in very rough weather, rescued the Swedish ship and rescued the 19 Swedish seamen who were in a perilous position. A little further on, in the same number of the journal, I find another description of a Swedish ship in distress last January, also saved by the gallantry of the life-boat crews from Whitehills and Buckie. If I

could go back to the years 1946, 1947 and 1948, I could find many other examples of bravery and assistance for which Swedish seamen and Swedish shipping are very grateful.

This is, of course, first of all, a matter of human lives and that is, undoubtedly, the most important; but it is also, I venture to suggest, a matter of national, or, shall I say, international interest. Sweden, like Great Britain, is a seafaring country, dependent upon its foreign trade. Indeed, her life-line is her trade line to the West; and I think some of you would be surprised if I told you that the sea-borne traffic carried through the Sound into the Baltic, and from the Baltic out to the North Sea, is in volume far more important than; for instance, the traffic passing every year through the Suez Canal. It is, therefore, in volume a very important trade carried on between Scandinavia and the rest of the world, and it is to us of the very greatest importance that we know that the shores of the British Isles are guarded by the guardians sent there by the Royal National Life-boat Institution.

I have a second reason to be particularly happy to second this resolution of thanks. The Swedish coast is 3,000 miles long, or more. The Swedish Life-boat Service was set up a long time ago by the Swedish Government, but I think it has to be admitted that this government-sponsored Service was not fully effective. It did not really meet the needs of the increase in shipping. Therefore, some fifty years ago, private people in Sweden, people interested in shipping, but also people interested in human welfare, set up a private association which has been very active during the last half-century. Indeed, the government-sponsored Service has actually handed over the best part of its activities to this private association. (Applause.)

The Swedish Association, which has been happy this year to award its medals to some of the branches of the Institution, has asked me to convey to-day its most sincere greetings and its very deep-felt thanks to the Royal National Life-boat Institution; thanks for the generous help given, and thanks for

the inspiration it has given to its Swedish sister organisation.

With these words, Mr. Chairman, I beg leave to second the resolution of thanks proposed by the Prime Minister, to this great institution, the Royal National Life-boat Institution of Great Britain. (Applause.)

Presentation to Honorary Workers

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

MRS. GRENSIDE, OF GODALMING.

MISS S. HAMILTON, OF THE LAKE DISTRICT.

MRS. ROSS-SHORE, representing her father, MR. A. ROBERTSON, OF EASTBOURNE.

The gold badge, which is given only for distinguished honorary service, had been awarded to fourteen honorary workers, and the Duchess of Kent presented the badges to six who were present at the meeting:

MRS. M. P. KENYON, OF BRADBURY.

MISS L. J. G. COOK, OF BURY.

MRS. E. MASON, OF CARNFORTH.

MISS E. A. ANKRITT, OF HESTON AND ISLEWORTH.

MRS. C. OSBORNE, OF NEWBURY.

MRS. M. CRERAR, OF ROMILEY.

VICE-ADMIRAL A. KEMMIS-BETTY, D.S.O., OF SEAFORD.

MR. W. F. T. POWELL, OF SWANAGE.

MR. H. M. TODD, OF ULVERSTON.

MRS. D. C. GARDINER, OF WARRINGTON.

Vote of Thanks

A vote of thanks to H.R.H. the Duchess of Kent was proposed by Lord Ammon and seconded by Captain Sir Arthur Morrell. Three cheers were then given for Her Royal Highness.

£100 for a Life-boat Flag

ON life-boat flag day in Birmingham an elderly woman went to a collector, and instead of putting copper or silver in the life-boat in

return for her flag, gave the collector a little package. When it was opened it was found to contain notes for £100.

A Subscriber for 53 Years

IN 1892 a man in Chatham began to subscribe to the Institution. He continued to subscribe until his death fifty-

three years later, in 1945. Since then his widow has continued the subscription in his name.

Life-boat Services in June, July and August

95 Lives Rescued

DURING June life-boats went out on service 34 times and rescued 38 lives.

FALLEN OVER THE CLIFFS

Howth, Co. Dublin.—At 7.15 in the evening of the 26th of June, 1949, a report was received through the Civic Guard that a man had fallen over the cliffs between Redrock and Drumleek to the south of Howth. It was impossible to reach him from the shore so the life-boat *Duke of Connaught*, on temporary duty at the station, was launched at 7.40, taking a small boat with her. A light southerly wind was blowing, with a moderate swell. Three of the crew rowed ashore in the small boat, found the man, very badly hurt, and, with considerable difficulty, put him on board the life-boat. She reached her station again at ten o'clock and the man was sent by ambulance to hospital.—Rewards, £8 9s.

TWENTY-THREE RESCUED FROM COLLIER

Walton and Frinton, Essex.—Just before midnight on the 21st of June, 1949, the coastguard reported information from the pilot cutter *Bembridge* that a steamer had struck the sunken wreck of the *Fort Massac*, about one and a half miles north-west of the Sunk Lightvessel, and at 12.40 in the morning of the 22nd the life-boat *E.M.E.D.* was launched. A light northerly wind was blowing, with a slight sea. The life-boat reached the position at two o'clock and found the *S.S. Corcrest*, of Sunderland, a 2,500-ton collier, carrying a crew of twenty-three, but no cargo. A large hole had been torn in her plates, and she was leaking badly. A tug had already arrived and half of the collier's crew were taken into the life-boat while the tug made an unsuccessful attempt to refloat the collier. More tugs arrived, and at 11.5 in the morning the life-boat left to fetch food for the collier's crew and to despatch messages for her. She returned at 4.15 in the afternoon. It was not

possible to complete temporary repairs to the collier in time to make another attempt to get her off on the night's tide and the life-boat remained in attendance. On the following morning, at eight o'clock, she left again for Walton to fetch more stores and to bring out the owner's marine superintendent, and arrived back at 1.25 in the afternoon. During the afternoon the wind freshened, the collier slewed about, and when in the evening another effort was made to get her off she plunged forward, ripping a large hole in her side. As she went down by the head the life-boat moved alongside and rescued her crew of twenty-three, a salvage party of ten and three marine superintendents. The life-boat put the ten salvage men on board their own ship and with the remainder aboard made for Walton, which she reached at 12.8 in the morning of the 24th, forty-eight hours after she had first put out. The owners gave £50 to the crew.—Rewards, £104 12s.

YACHT CAPSIZED

Redcar, Yorkshire.—At two o'clock in the afternoon of the 4th of June, 1949, the life-boat *Louisa Polden* was launched for exercise in a west-north-west wind, with a swell, and saw the Hartlepool yacht *Kittiwake* passing, bound for Whitby. At half-past two the yacht was lost to view and when the life-boat found her again, with the help of binoculars she saw that she was in difficulties. She went to her help, came up with her five miles out from Marske, and found that she had been capsized by a gust of wind and that her crew of two were clinging to her keel. The life-boat rescued them, righted their yacht and towed her in, arriving at 4.15.—Rewards, £10 12s.

YACHT AGROUND

Margate, Kent.—At 1.5 in the afternoon of the 5th of June, 1949, the coastguard telephoned information received from Herne Bay that a motor

yacht was ashore on the Hook Sandbank flying a distress signal, and the life-boat *Lord Southborough, Civil Service No. 1* was launched at 1.10. A fresh north-westerly wind was blowing, with a slight sea. The life-boat found the motor yacht *Dolphin*, of London, aground, with a crew of five aboard. As it was low water, she could not go alongside. At the request of the skipper she stood by while the tide rose, and soon after three the *Dolphin* floated off the sands. The life-boat piloted her clear of the sandbanks, and, after seeing her set course for Ramsgate, returned to Margate, arriving at 5.15.—Rewards, £14 2s. 6d.

YACHT FROM HOLLAND IN DISTRESS

Ramsgate, Kent.—During the afternoon of the 6th of June, 1949, the honorary secretary had under observation a sailing yawl cruising near the Brake Sands. In the evening she arrived off Ramsgate Harbour, but was carried eastwards with the ebb-tide, and was lost to view in a fog bank. After consultation with the coastguard, the honorary secretary sent out the life-boat *Prudential* at 8.40. A light south-westerly wind was blowing with a moderate sea. The life-boat found the yawl a mile east-north-east of the harbour. Her anchor was down, but it was dragging. She was the *Lady Audrey* with a crew of two, eight days out from Holland, short of both fuel and food. The life-boat towed her into Ramsgate Harbour, arriving at 9.35 that night.—Rewards, £7 8s.

ANOTHER YACHT CAPSIZED

Southend-on-Sea, Essex.—At 9.20 on the night of the 7th of June, 1949, a message was received from the police station that two men were clinging to a yacht which had capsized three-quarters of a mile off Chalkwell Bay, Westcliff, and the life-boat *Greater London, Civil Service No. 3* was launched at 9.35. A strong south-westerly wind was blowing, with a choppy sea. The life-boat found the sailing yacht *Cormorant*, of Westcliff, but her crew of two had been rescued by a boat from the yacht club. She towed the yacht to Southend, arriving at 10.30 that night.—Rewards, £7 12s.

DEAD MAN BROUGHT ASHORE

Barrow, Lancashire.—At 3.30 in the afternoon of the 12th of June, 1949, the police telephoned a wireless message received that a man had been seriously injured on the London tanker *Thalampus*, lying three miles south-west of Lightning Knoll Buoy. At 3.45 the life-boat *Elsie*, on temporary duty at the station, was launched with a doctor on board, in a light north-westerly breeze with a calm sea. She found that the injured man had died, and brought his body ashore, reaching her station again at 7.30 that evening.—Rewards, £10 4s. 6d.

BUOY-LAYING TUG BREAKS DOWN

North Sunderland, Northumberland.—At 10.50 in the morning of the 18th of June, 1949, the Seahouses coastguard telephoned that the tug *Dunelm*, of Newcastle, was signalling for help, and blowing her siren, half a mile east of Seahouses, and at 11 o'clock the life-boat *W.R.A.* was launched. A strong north-easterly breeze was blowing, with a rough sea. The life-boat found that the tug had been laying channel-buoys, but her port engine had broken down and she was making water. The life-boat took off two Trinity House officials and two passengers, landed them, and then escorted the tug to the lee of Farne Island, where she made temporary repairs. The life-boat then stood by until a salvage tug arrived to tow the *Dunelm* to the Tyne and returned to her station, arriving at 5.30 that evening. The owners of the tug sent a donation to the Institution.—Rewards, £30 11s.

AGROUND IN DENSE FOG

Peterhead, Aberdeenshire.—At 8.30 in the morning of the 22nd of June, 1949, the coastguard telephoned that a vessel was blowing her siren and believed to be on the Geddlie Weirs Rocks. A later message said that she had signalled for help. At 9.10 the life-boat *Julia Park Barry, of Glasgow*, was launched. A light northerly breeze was blowing, with a ground swell, and there was a dense fog. The life-boat found the local steam drifter *Tansy*, with a crew of ten, two miles to the northward. She had been aground and had lost her propeller. The life-boat

towed her to the harbour, arriving at 10.15.—Property Salvage Case.

TWELVE ON ISLAND WITHOUT FOOD

Holyhead, Anglesey.—At 6.10 in the evening of the 26th of June, 1949, the coastguard reported that the motor fishing boat *Maureen*, with twelve on board, had broken down off the Skerries. She had reached Skerries Island, repaired her engine and left again, but she had broken down a second time and returned to the island. From there the lightkeepers had wirelessed to the coastguard that they had no food or accommodation for twelve persons, and asked for them to be taken off. A breeze from the south-south-west was increasing, there was a swell, and it was foggy, so the life-boat *A.E.D.* was launched at 7.25. She embarked the twelve persons, took the *Maureen* in tow, and arrived back at her station at 10 o'clock that night.—Rewards, £5 14s.

YACHT SUNK

Rosslare Harbour, Co. Wexford.—At 8 o'clock in the evening of the 26th of June, 1949, a Wexford man telephoned that his son had put out in the yacht *Trapper* at 11 o'clock that morning and had not returned, and that a message had been received that a capsized boat could be seen in Wexford Bay. The life-boat *Mabel Marion Thompson* left her moorings at 8.35, with the father and the branch secretary, Mr. W. J. B. Moncas, on board. A moderate south-westerly breeze was blowing, and the sea was choppy. The life-boat found the *Trapper* submerged on the Cackle Bank, half a mile west of Raven Point, but saw no trace of the son. He was drowned. The life-boatmen pumped out the yacht and towed it to harbour, reaching her station again at 12.5 the next morning. The father made gifts to the Institution and to the life-boat crew.—Partly permanent paid crew.—Rewards, £5 18s.

STRANDED YACHT TOWED OFF

Campbeltown, Argyllshire.—On the 26th of June, 1949, the auxiliary ketch *Pamela*, bound for Oban with seven persons, ran aground in Glenehervie Bay in a dense fog. The owner went ashore, and at 3.30 in the afternoon

telephoned for the life-boat. At 4.30 the life-boat *City of Glasgow* left her moorings in a light south-easterly breeze with a smooth sea. She found the ketch high and dry, passed a rope to her and pulled her clear. She then towed her to Campbeltown, reaching her station again at 3.20 the next morning.—Property Salvage Case.

FOUR CHILDREN ADRIFT

Valentia, Co. Kerry.—At 10 o'clock on the night of the 26th of June, 1949, the Cahirciveen Civic Guard reported a rowing boat, with a broken oar and one adult and four children on board, drifting seawards off Kells. Twenty minutes later the life-boat *B.A.S.P.* left her moorings. A fresh southerly breeze was blowing, but the sea was calm. There was fog. Using her searchlight the life-boat found the rowing boat two miles north-west of Kells. Another boat was there, which took the boat with the broken oar in tow, and the life-boat escorted them to the shore, reaching her station again at 3.25 the next morning.—Rewards, £11 7s.

DOCTOR TO FINNISH SEAMAN

Aldeburgh, Suffolk.—At 2.15 in the afternoon of the 29th of June, 1949, the coastguard reported that a vessel, two miles east of Orfordness, and going north, was flying a signal that an accident had occurred and a doctor was required. The life-boat *Abdy Beauclerk* was launched at 2.35, with a doctor on board. A north-easterly breeze was blowing, with a moderate swell. The life-boat met the steamer *Ingerois*, of Lovisa, Finland, put the doctor on board her and then brought ashore the doctor and the seaman, who had serious injuries to the head. She arrived at four o'clock and the man was taken to hospital.—Rewards, £35 3s. 6d.

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

Weymouth, Dorset.—June 4th.—Rewards, £14 12s. 6d.

Douglas, Isle of Man.—June 5th.—Rewards, £14 9s.

Barrow, Lancashire.—June 5th.—Rewards, £18 15s.

Newhaven, Sussex.—June 5th.—Rewards, £7 16s.

Walton and Frinton, Essex.—June 6th.—Rewards, £11 12s.

Cromarty.—June 6th.—Rewards, £8 1s.

Caister, Norfolk.—June 10th.—Rewards, £10 13s.

Margate, Kent.—June 11th.—Rewards, £15 18s.

Ramsgate Kent.—June 12th.—Rewards, £6 13s.

Aldeburgh, Suffolk.—June 16th.—Rewards, £39 13s. 6d.

Poole and Bournemouth, Dorset.—June 17th.—Rewards, £9 8s.

Holy Island, Northumberland.—June 18th.—Rewards, £9 4s. 6d.

Seaham, Durham.—June 26th.—Rewards, £6 9s.

Margate, Kent.—June 26th.—Rewards, £14 2s. 6d.

Dover, Kent.—June 27th.—Rewards £14 2s.

Walmer, Kent.—June 27th.—Rewards, £27 10s. 6d.

New Brighton, Cheshire.—June 27th.—Rewards, £5 15s.

Holyhead, Anglesey.—June 27th.—Rewards, £5 5s.

Peel, Isle of Man.—June 29th.—Rewards, £15 1s.

Ramsey, Isle of Man.—June 29th.—Rewards, £18 7s.

JULY

During July life-boats went out on service 58 times and rescued 28 lives.

TO THE HELP OF A LOBSTER FISHER

Longhope, Orkneys.—At three o'clock in the morning of the 1st of July, 1949, a message was received by telephone that a man, who had put out from Saltness in a small boat the previous evening to attend to his lobster creels, had not returned, and the life-boat *Thomas McCunn* was launched at 3.25. A westerly breeze was blowing with a heavy swell. The life-boat found the man in his boat half a mile off Torness Point at four o'clock and brought him to the life-boat station, arriving at 4.45.—Rewards, £6 5s.

YACHT TOWED OFF ROCKS

Helvick Head, Co. Waterford.—On the morning of the 4th of July, 1949, the sailing yacht *Vagrant*, of Belfast, left Helvick for Bantry against a strong westerly wind, but returned to Duncarvan Harbour about half-past six in the evening, and ran aground on Gaynor Rocks. The life-boat *H. F. Bailey* and the life-boat's boarding boat, manned by the honorary secretary, Mr. Patrick J. Morrissey, and the second coxswain, put out at seven o'clock. A strong north-west by west wind was blowing, with a choppy, broken sea. The yacht, which had only one man aboard, was on rocky bottom in shallow water and the life-boat could not get near, so the boarding boat went alongside, laid out an anchor and cable from the yacht, lifted the yacht's anchor, laid it in another position, and passed a rope from the yacht to the life-boat. The life-boat then moved the yacht a short distance towards deeper water, the boarding boat lifted the yacht's anchors and the life-boat hauled the yacht clear and towed her to the pier. She reached her station again at half-past eight.—Rewards, £7 2s.

EIGHT LONDON POLICEMEN RESCUED

Ramsgate, Kent.—At 3.45 in the afternoon of the 1st of July, 1949, it was reported from the East Pier that a R.A.S.C. launch had broken down and was drifting towards the North Goodwin Lightvessel. The life-boat crew were assembled, but the launch got under way and went south. It was then seen that a number of small rowing boats, containing members of the Metropolitan Police Sea Angling Society, were making for the harbour. A squally east-north-east breeze was blowing with a heavy swell and it was evident that, without help, two of them would not reach it. The life-boat *Prudential* was launched at four o'clock, and found that the two boats were the *Doris* and *Colley*, manned by eight police officers. She took the men on board and with the two boats in tow reached her station again at 4.40. A letter of thanks was received from the Commissioner of the Metropolitan Police.—Rewards, £7 7s. 6d.

ENGINE BROKEN DOWN

Hastings, Sussex.—At 12.50 in the afternoon of the 2nd of July, 1949, the coastguard reported a boat, anchored off Pett, flying a flag at half mast, and the life-boat *Cyril and Lilian Bishop* was launched at one o'clock in an east-south-east breeze with a slight sea. She found the motor fishing boat *My Lassie*, of Rye, with her engine broken down. Taking the boat in tow the life-boat arrived back at Hastings at 2.57.—Rewards, £37 14s.

ANGLERS RESCUED

Ramsgate, Kent.—At 12.45 in the afternoon of the 3rd of July, 1949, information was telephoned from the East Pier that a yacht had grounded on the Middle Brake Sands, and the life-boat *Prudential* was launched at 1.19 in a light east-north-east breeze with a moderate sea. Before the life-boat reached the yacht she saw her come off the sands and go on her way under sail. She had already noticed a small motor boat, the *Fram*, belonging to Ramsgate, in difficulties in Pegwell Bay. The boat had a party of anglers on board, and her engine had broken down. The life-boat towed her home, arriving at 2.12.—Rewards, £7 7s. 6d.

CHILDREN ADRIFT IN RUBBER DINGHY

Clacton-on-Sea, Essex.—At 4.6 in the afternoon of the 5th of July, 1949, the coastguard telephoned that a rubber dinghy with children on board was adrift one mile off Jaywick, and the life-boat *Edward Z. Dresden* was launched at half-past four in a smooth sea and a light north-westerly wind. On reaching Jaywick she found that the dinghy had already been brought in by a rowing boat, but on her way back she saw a canvas canoe in difficulties, picked up both the crew of two men and the canoe, and landed them at Clacton at 5.50.—Rewards, £9.

YACHT'S SAILS DAMAGED, ENGINE FAILED

Blyth, Northumberland.—At 4.51 in the morning of the 5th of July, 1949, the coastguard reported that a small yacht appeared to be in difficulties to the south of the entrance to Blyth Harbour. She had made no distress signal,

but as it was seen that she was drifting inshore, the life-boat *Winston Churchill, Civil Service No. 8* was launched at 5.18. A fresh squally northerly breeze was blowing with a moderate sea. The life-boat found the sailing yacht *Damia B*, with one man on board, two miles south of the harbour. Her sails were damaged, her engine had failed. The life-boat took her in tow and arrived back at her station at seven o'clock.—Rewards, £5 6s.

STEERING GEAR DAMAGED

Hartlepool, Durham, and Redcar, Yorkshire.—While bound from the River Tees to Blyth the motor vessel *Oceanic*, of Newport, Isle of Wight, damaged her steering gear and began to drift. At 1.45 in the morning of the 7th of July, when north-east of Heugh, she showed distress flares. They were seen by the Hartlepool coastguard, and the Hartlepool life-boat *The Princess Royal, Civil Service, No. 7* was launched at two o'clock. A strong north-north-west breeze was blowing, with a rough sea. The life-boat found the *Oceanic* one and a half miles east of Skinningrove and put a rope aboard to check her drift towards land. The rope soon parted, and the life-boat stood by until 7.30. She then left to report to the Whitby coastguard, returned to the *Oceanic*, and remained with her until a tug arrived and took charge of her. The life-boat reached her station again at half-past twelve in the afternoon.

The flares were also seen by the Marske coastguard, who informed the Redcar life-boat station and the life-boat *Louisa Polden* was launched at 2.45 in the morning, but driven by wind and tide the vessel had quickly travelled south, and after an unsuccessful search the life-boat returned at 5.25.

News of the vessel in distress also reached Runswick, and the life-boat crew assembled in readiness, but they did not launch.—Rewards: Hartlepool, £23 17s. 6d.; Redcar, £10 12s.

DYING MAN'S LIFE SAVED

Galway Bay.—At ten o'clock in the morning of the 12th of July, 1949, the

local doctor asked for the help of the life-boat to take an urgent surgical case to Costello, Connemara, and the life-boat *K.E.C.F.* was launched at eleven o'clock. The sea was calm and there was no wind, but a dense fog. The life-boat landed the patient at Costello and returned to her station, arriving at three o'clock that afternoon. It was learnt later that, by her help, the man's life had been saved.—Rewards, £7 7s.

PLEASURE BOAT CAPSIZED

Rosslare Harbour, Co. Wexford.—At 7.55 in the evening of the 13th of July, 1949, the Civic Guard at Rosslare Strand reported that a pleasure boat under sail, with a crew of five, had capsized about seven hundred yards from the beach, and the life-boat *Mabel Marion Thompson* left her moorings at 8.5. A moderate south-westerly breeze was blowing, with a choppy sea. The life-boat found the *Widgeon*, of Rosslare Strand, with two men clinging to her. A shore boat had already rescued two of the crew and one had swum ashore. The life-boat rescued the other two, righted the boat and towed her to the beach, reaching her station again at 9.15 that night.—Partly permanent paid crew. Rewards, £2 12s.

OUT OF CONTROL IN HEAVY SEAS

Seaham, Durham.—At 9.45 on the night of the 13th of July, 1949, the coastguard telephoned a message from Cullercoats Radio Station that a vessel was in distress, four miles east of Seaham Harbour, and the life-boat *Elizabeth Wills Allen* was launched at 10.11 in a light east-north-easterly breeze, with a moderate sea. She found the motor vessel *Crescence*, of Rochester, out of control. Heavy seas were breaking over her and driving her towards a lee shore. Shortly afterwards the *Crescence* dropped anchor, but she still drove inshore. The life-boat was then joined by the S.S. *Eastwood* and both stood by until the tug *Souter* arrived at fifteen minutes past midnight. The life-boat passed a tow-line from the tug to the *Crescence*, and after the *Crescence* had slipped her anchor cable, the tug towed her to Sunderland, escorted by the life-boat.

There they arrived at 2.50 next morning. The life-boat returned to her station at four o'clock.—Property Salvage Case.

YACHT DRIFTING IN A ROUGH SEA

Campbeltown, Argyllshire.—At 4.56 in the afternoon of the 14th of July, 1949, the Kildonan coastguard telephoned that a motor yacht was in danger in Brodick Bay, Arran. She had run short of petrol and lost her dinghy. The life-boat *City of Glasgow* was launched at 5.8, in a strong east-north-easterly breeze with a rough sea, and found the motor yacht *Mavis*, three hundred yards north-north-west of Brodick Pier. She had on board a doctor, his wife and child. The life boat rescued them and, with some difficulty, landed them at Brodick Pier. She arrived back at her station at 2.50 next morning.—Rewards, £20 7s. 6d.

R.A.S.C. VESSEL HELPED

Wells, Norfolk.—At 10.4 on the night of the 16th of July, 1949, the Wells coastguard reported that a flare had been seen three miles to the west-north-west, and at 10.30 the life-boat *Cecil Paine* was launched, with the second coxswain in command. A moderate east-north-east breeze was blowing, with a moderate sea. The life-boat found the R.A.S.C. motor vessel *Fagin*, with a crew of four, two miles west by north of the harbour. The skipper wished to make the harbour and did not know the way. Two life-boatmen boarded the *Fagin*, and she made for Wells guided by the life-boat, which reached her station again at 1.30 the next morning.—Rewards, £13 15s.

BARGE ON A SHOAL

Great Yarmouth and Gorleston, Norfolk.—At 6.30 in the evening of the 17th of July, 1949, the coastguard telephoned that a barge was ashore on the Caister Shoal, and the life-boat *Louise Stephens* was launched at 6.40 in a light northerly breeze with a slight sea. She found the sailing barge *Will Everard*, of London, and stood by until she refloated without help at 10.25 that night. The life-boat then returned to her station, arriving there at eleven o'clock.—Rewards, £17 6s. 6d.

BOY OVER THE CLIFF

Torbay, Devon.—At 8.10 in the evening of Sunday, the 17th of July, 1949, the coastguard informed the life-boat station that a small boy had fallen down the cliff and a rescue party had found him, but that it was impossible for them to carry a stretcher up the cliff; a boat was needed; and at 8.20 the life-boat *George Shee* was launched. She had a doctor on board and a small boat in tow. The northerly breeze was light, but there was a swell at the cliff-foot. The small boat brought the boy out to the life-boat which landed him at Brixham Harbour at 9.20, and he was taken to hospital, but he died the following day.—Rewards, £5 6s.

YACHT AGROUND

Campbeltown, Argyllshire.—Shortly before eleven in the morning of the 19th of July, 1949, the Southend coastguard telephoned information from a farmer that a small yacht had run aground on the Arranman's Barrells Reef, Sound of Sanda, and the life-boat *City of Glasgow* was despatched at 11.6 in a smooth sea with a light north-westerly wind blowing. She found the auxiliary sailing yacht *Ain Mara*, of Dublin, A steamer had already pulled her off the reef, and she was undamaged. The life-boat escorted her for a short distance, gave her a course for Portrush clear of the dangers at Sanda, and made for her station, arriving at a quarter past one in the afternoon.—Rewards, £7 14s. 6d.

EXHAUSTED WITH BALING AND HUNGER

Kilmore, Co. Wexford.—At 3.20 in the afternoon of the 21st of July, 1949, a Bannow fisherman telephoned that a boat was in difficulties about nine miles west of Kilmore Quay. One of the life-boat's carriage-tracks was dismantled for overhaul, but it was quickly re-assembled, and at 3.58 the life-boat *Ann Isabella Pyemont* was launched. A west-south-west wind was blowing, causing a moderate swell. The life-boat found the fishing yawl *St. Brendon*, of Waterford, three and a half miles due south of the Keerogue Islands, with a crew of two. Their engine had broken down, their boat was leaking badly, they were exhausted with long baling

to keep her afloat, and they had been without food since the previous evening. The life-boat took them on board and gave them food. Two of her crew then went on board the *St. Brendon* and the life-boat took her in tow. Twice owing to the swell the tow-rope parted, but they reached Kilmore Quay at half past six.—Rewards, £22 13s.

YACHT REFLOATED

Islay, Inner Hebrides.—At 10.35 on the night of the 23rd of July, 1949, the Southend coastguard reported a telephone message from the Isle of Gigha that the motor yacht *Hyskeir II*, of Greenock, was aground on a reef to the north of the Island. A man had come ashore from her in a small boat, and no lives were in danger. A later message said that the yacht was now bumping badly and that she asked for the life-boat to prevent her from being damaged. At 11.10 the life-boat *Charlotte Elizabeth* left her moorings, in a slight northerly breeze with a ground swell. She refloated the yacht, picked up her dinghy, which had drifted away, and took her to safe water. She arrived back at her station at 7 o'clock the next morning.—Property Salvage Case.

YACHT TOWED FOR EIGHT HOURS

Margate, Kent.—At 5.32 in the afternoon of the 24th of July, 1949, the coastguard telephoned that a ship had radioed through the North Foreland Station that Mid-Barrow Lightship had reported a motor launch ashore near No. 11 Buoy. The life-boat *Lord Southborough, Civil Service No. 1* was launched at 5.55 in a moderate easterly wind with a slight sea and reached the position at ten minutes past eight. There she found, on the West Barrow Sands, on which the surf was breaking, the motor yacht *Wairakei II*, of London. She had a man and a woman on board. A life-boatman went on board her and fastened a tow-rope, and the life-boat towed her off. As her engine was giving trouble and night was approaching, her owner asked to be towed to Burnham-on-Crouch. The life-boat began to tow soon after ten o'clock and reached the entrance to the Crouch three hours later. Here



By courtesy of]

[Keystone Press

PRESENTATIONS FOR GALLANTRY

The Duchess of Kent and the Weymouth Coxswain and Motor Mechanic. On the left of the photograph is the Prime Minister. Behind the Duchess is Sir Godfrey Baring, Bt.



By courtesy of]

[Keystone Press

LIFE-BOATMEN AT THE ANNUAL MEETING

Frederick Palmer, James McDermott, James Leadbetter, Percy Shackson, William Braund, George Lamey.

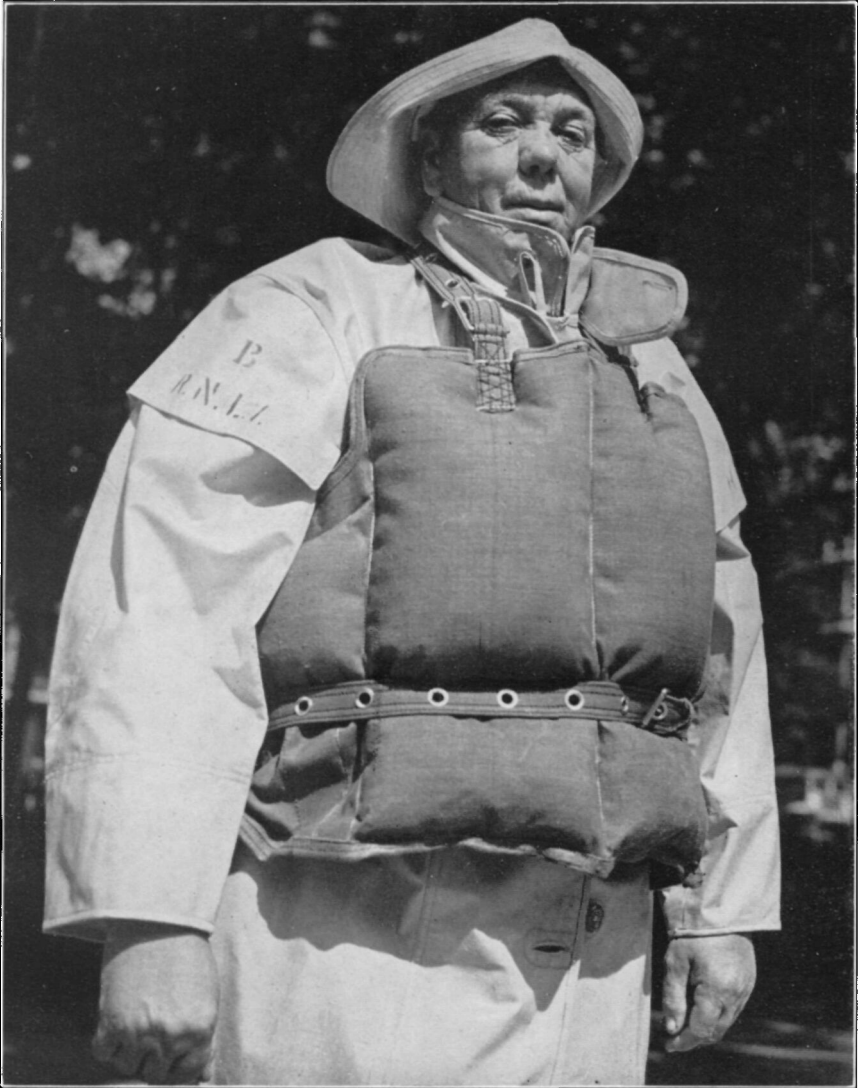


By courtesy of]

[Topical Press

THE WEYMOUTH MEDALLISTS

Coxswain Frederick Palmer and James McDermott, the motor mechanic



By courtesy of]

[Topical Press

COXSWAIN JAMES LEADBETTER, OF FLEETWOOD



By courtesy of]

[Daily Graphic

THE PRINCESS ELIZABETH AND JERSEY LIFE-BOATMEN

On her visit to Jersey in June, 1949.



By courtesy of]

[The Star, Guernsey

WRECKING A LIFE-BOAT

A model of the life-boat, *Queen Victoria*, in the battle of flowers at Guernsey.



A TALE OF THE LIFE-BOAT SERVICE



By courtesy of]

[Doran Bros., Whitby

BLESSING THE FISHING FLEET

In the harbour at Whitby. The service was conducted by the Bishop of Whitby, and his pulpit was draped with the house flag of the Institution.



By courtesy of]

[Torquay Times

LONGSHIP AND LIFE-BOAT

This copy of a Viking ship, the *Hugin*, came from Denmark to Broadstairs at the beginning of the summer to commemorate the landing of Hengist and Horsa. She was taken over by the *Daily Mail*, and on her visits to other towns made collections to be divided between the Life-boat Service and the Danish Seamen's Society. Here she is at Torquay where she collected £130. The 51-foot life-boat *George Shee* is lying off her bows.



THE 1949 CHRISTMAS CARD

A life-boat scene on the Goodwin Sands in the middle of the 19th century.



A WELSH COXSWAIN

John Hancock Williams, of Tenby, who died last year at the age of 82. He was an officer of the life-boat for 26 years, retiring in 1931, and was one of the seven life-boatmen who took part, 25 years ago, in the Institution's Centenary Thanksgiving Service in London.



THE BARREL ORGAN RETURNS

This organ came out of retirement for Life-boat Day at Richmond, Surrey. Whether or not the music was the cause, the day collected £134 compared with £99 in 1948.



IN HER NINETY-FIRST YEAR

Miss E. L. Davenport, of Rhyl, who has collected in her Welsh costume for twenty-one years

the two vessels anchored for a time and finally reached Burnham at six o'clock next morning. After refuelling the life-boat left at nine and arrived back at Margate at 3.30 in the afternoon. She had been away over twenty-one hours.—Property Salvage Case.

EXHAUSTED SAILOR ADRIFT

Moelfre, Anglesey.—About 8.30 in the morning of the 26th of July, 1949, the Holyhead coastguard telephoned that a man was adrift in a dinghy one mile east of Point Lynas, and at 8.45 the life-boat *G.W.* was launched, in a light south-westerly breeze with a smooth sea. She found the dinghy with only one oar and an exhausted man on board. He was a sailor, and had been trying to reach his ship, the s.s. *Florence Cooke*, of Sunderland, which was lying in Moelfre Bay. The life-boat rescued the man and towed his dinghy to the shore, arriving back at her station at 10.30.—Rewards, £8.

THIRTEEN IN TROUBLE IN A PLEASURE BOAT

St. Ives, Cornwall.—At 4.43 in the afternoon of the 26th of July, 1949, the coastguard telephoned that the local pleasure boat *Reaper*, with a boatman and twelve passengers aboard, had struck a rock between Wicca Point and Zennor Point, and the life-boat *Edgar, George, Orlando and Eva Child* was launched at 5.4 in charge of an ex-coxswain. A light west-north-west breeze was blowing, with a moderate sea. The life-boat met the *Reaper* returning. Her passengers were in two motor boats, which had made fast to the disabled boat, one on each side, and were bringing her to port. A life-boatman went on board the *Reaper*, to help in baling, and a rope was passed to her so that the life-boat could help in towing her. She was beached in the harbour, and the life-boat returned to her station at 6.15.—Rewards, £12 13s. 6d.

ESCORTED THROUGH THE FOG

St. David's, Pembrokeshire.—At 12.15 in the morning of the 27th of July, 1949, during a dense fog, the coastguard telephoned a wireless message from the motor vessel *Dawlish*, of London, that

she was ashore at North Bishop. At one o'clock, accompanied by the honorary secretary, Dr. Joseph Soar, M.B.E., Mus.Doc., the life-boat *Civil Service No. 6* was launched. The westerly breeze was moderate, but the sea was rough. The life-boat found the *Dawlish* near the Daufraich and Moelyn rocks between South Bishop and Carreg Rhoson. She was laden with coal and bound for Bideford. She had struck the rocks and was in a dangerous position. The fog cleared slightly and the life-boat was able to guide her until she reached clear water under her own power. The skipper than asked the life-boat to escort his vessel to Milford Haven. This she did and then returned to her station, arriving at nine o'clock that morning. — Rewards, £15 10s.

DINGHY BLOWN OUT TO SEA

Dungeness, Kent.—At 11.50 in the morning of the 27th of July, 1949, the Lade coastguard reported a dinghy off Littlestone making distress signals, and at noon the life-boat *Charles Cooper Henderson* was launched in a light breeze with a choppy sea. She found the dinghy four miles north by east of the life-boat station being blown seawards. She had two men on board. The life-boat towed her to Littlestone and arrived back at her station at 1.45 that afternoon.—Rewards, £21 17s.

TRAWLER TOWED IN

Helvick Head, Co. Waterford.—Shortly after seven in the morning of the 28th of July, 1949, the motor trawler *Baile na n Gall* was seen drifting off Helvick Head near a rocky shore, and flying distress signals. She was known to be without sails and to have no experienced mechanic on board. The life-boat *H. F. Bailey* was launched at half past seven in a calm sea with a light, moderate wind, and found that the trawler's engine had broken down. The life-boat took her in tow and brought her in at 8.15.—Rewards, £5 16s.

AIRMAN RESCUED IN A ROUGH SEA

Barmouth, Merionethshire.—About half-past ten in the morning of the 29th of July, 1949, information was received

from the R.A.F. at Valley, Anglesey, and from the Fishguard coastguard that an aeroplane had come down in the sea six miles west of Barmouth, and at 10.40 the life-boat *The Chieftain* was launched. A strong west-north-west breeze was blowing and the sea was rough. Helped by wireless messages and directed by aeroplanes, the life-boat reached the position at 11.20. She found the wreckage of the aeroplane, and the pilot in a rubber dinghy. She rescued him and then searched the wreckage for a second airman. She found him, but he was dead. She arrived back at her station at 12.20 in the afternoon. The R.A.F. complimented the crew of the life-boat on their good work and the Barmouth Urban District Council and the Coroner paid tribute to their efficiency.—Rewards, £7 10s.

ASLEEP IN A BOAT

Hastings, Sussex.—About 12.40 in the afternoon of the 30th of July, 1949, the Fairlight coastguard telephoned that a sailing boat from Dungeness, with one man on board, appeared to be at anchor half a mile south by east of Fairlight Cove, but was drifting. A later message said that the boat had drifted two miles to the east-north-east and that the man could not now be seen. The life-boat *Cyril and Lilian Bishop* was launched at two o'clock, in a fresh south-westerly breeze, with a moderate sea, and came up with the boat one and a half miles south of Winchelsea. The man had anchored his boat and had fallen asleep. While he slept the boat had drifted. The life-boat towed her to Hastings and reached her station again at 4.16.—Rewards, £41 1s. 6d.

EXPLOSION IN ENGINE ROOM

Barra Island, Outer Hebrides.—On the 30th of July, 1949, the life-boat *Lloyd's* was on passage from Sandbank, Argyllshire, to her station, after survey. At 1.50 in the afternoon she saw signals of distress about a mile off shore to the south-east of Mull. There she found the S.S. *Ardfern*, of Irvine, disabled by an explosion in her engine-room. She had a crew of four and was bound light from Portree to Irvine. The life-boat towed her to Oban,

arriving at half past four.—Property Salvage Case.

FOUR CAMPERS RESCUED

Runswick, Yorkshire.—On the morning of the 31st of July, 1949, the life-boat mechanic, with a telescope, was watching a yacht manœuvring and saw a small boat, two miles east of Runswick Bay, flying a distress signal. It was then 11.45, and the life-boat *Robert Patton—The Always Ready*, was launched at 12.35. A strong west-north-west wind was blowing, with a very choppy sea. The life-boat found a small motor boat making for Skinningrove from Whitby, half full of water. She had four men and camping equipment on board. With some difficulty the crew hauled the men into the life-boat, took their boat in tow, and returned to Runswick, arriving at 1.45 in the afternoon.—Rewards, £14 6s. 6d.

THREE IN A RUBBER DINGHY RESCUED

Humber, Yorkshire.—At 3.25 in the afternoon of the 31st of July, 1949, information was received through the coastguard at Easington that a rubber dinghy was drifting half a mile off Easington, and the life-boat *City of Bradford II* was launched at 3.40. A strong west-south-west breeze was blowing, with a moderate sea. The life-boat found the dinghy off Easington beach with one man and two women on board. They were lying in the bottom of the dinghy very sea-sick. The life-boat rescued them, and arrived back at her station at 5.55.—Paid Permanent crew.

YACHT TOWED IN A ROUGH SEA

Peel, Isle of Man.—About 4.30 in the afternoon of the 30th of July, 1949, the coastguard telephoned that a small yacht was in difficulties off Peel, and the life-boat *Helen Sutton* was launched at 5.15. A strong, squally south-west wind was blowing and the sea was rough. The life-boat found the yacht *Restless*, of Belfast, with a crew of four. She had put out to test her engine, but it had failed. Then the men had tried to hoist her sail, but the halliards had carried away, and she was drifting.

The life-boat took her in tow and brought her into harbour at 5.45.—Rewards, £13 12s. 6d.

ANOTHER YACHT TOWED IN

Barrow, Lancashire.—On the morning of the 31st of July, 1949, a strong west-south-west breeze was blowing, with a rough sea. At 5.13 the Walney coastguard reported that a trawler had spoken to a motor yacht west of Morecambe Bay Light-vessel the previous night, and at 5.20 the coastguard sighted the yacht herself. He kept her under observation until 6.50 and then saw that she was in danger of being driven ashore. At 7.10 the life-boat *Elsie*, on temporary duty at the station, was launched, and one mile west of Lightning Knoll Buoy she found the motor yacht *Bess*, of Colchester. She was bound from the Isle of Man for Liverpool, and had a crew of four. The life-boat put a man on board her, and escorted her to Walney Point. There she took her in tow and brought her into Barrow Harbour, arriving at ten o'clock. She reached her station again at 10.50.—Rewards, £11 11s. 6d.

GALE IN DOVER HARBOUR

Dover, Kent.—On the afternoon of the 31st of July, 1949, the life-boat crew stood by, as a large number of boats were afloat in the harbour and a south-westerly gale was blowing, with a very rough sea. They saw the yacht *Foynes* in danger of drifting on to the East Wall of Camber, and the life-boat *Southern Africa* was launched at half past two, but the yacht's crew of three succeeded in getting her clear without help. The life-boat then went to the Outer Harbour and there found two men in the rowing boat *Young Jack*, quite unable to manage her in that weather. She took the men on board and towed their boat to the Dock Head. While making for her station she saw yet another boat in difficulties, the rowing boat *Victor*, with two men on board, and towed her into sheltered water near the Prince of Wales' Pier. The life-boat then returned to her station at five o'clock. A letter of thanks was received from the crew of the *Young Jack*.—Rewards, £6 13s.

EMPTY DINGHY TOWED IN

Hastings, Sussex.—At 6.32 in the evening of the 31st of July, 1949, the Fairlight coastguard telephoned information received from St. Leonards that a dinghy was drifting between the St. Leonards Pier and Bo Peep, and at 6.35 the life-boat *Cyril and Lillian Bishop* was launched. A moderate south-westerly breeze was blowing, with a moderate sea. The life-boat found the dinghy *Peggy* one mile off the pier. She was damaged, but there was no one on board. The life-boat towed her to Hastings, reaching her station again at 7.21.—Rewards, £33 4s. 6d.

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

Barmouth, Merionethshire.—July 1st.—Rewards, £14 1s.

Eastbourne, Sussex.—July 3rd.—Rewards, £15 7s.

New Brighton, Cheshire.—July 5th.—Rewards, £7 3s.

Shoreham Harbour, Sussex.—July 5th.—Rewards, £22 15s.

Stromness, Orkneys.—July 8th.—Rewards, £6 14s. 6d.

Hastings, Sussex.—July 9th.—Rewards, £33 4s.

Clacton-on-Sea, Essex.—July 12th.—Rewards, £9 5s. 6d.

Dover, Kent.—July 13th.—Rewards, £5 10s.

Lytham St. Anne's, Lancashire.—July 16th.—Rewards, £6 5s.

Dungeness, Kent.—July 19th.—Rewards, £23. 4s.

Poole and Bournemouth, Dorset.—July 23rd.—Rewards, £5 12s. 6d.

The Mumbles, Glamorganshire.—July 23rd.—Rewards, £10 10s.

Ramsgate, Kent.—July 26th.—Rewards, £5 18s.

Holyhead, Anglesey.—July 26th.—Rewards, £3 15s.

Walmer, Kent.—July 28th.—Rewards, £17 18s. 6d.

St. Ives, Cornwall.—July 28th.—Rewards, £12 2s. 6d.

Margate, Kent.—July 28th.—Rewards, £25 11s. 6d.

Runswick, Yorkshire.—July 29th.—Rewards, £15 13s. 6d.

Ramsgate, Kent.—July 30th.—Rewards, £6 12s. 6d.

Caister, Norfolk.—July 30th.—Rewards, £14 8s.

Margate, Kent.—July 30th.—Rewards, £21 12s. 6d.

Rhyl, Flintshire.—July 30th.—Rewards, £19 6s.

Eastbourne, Sussex.—July 31st.—Rewards, £15.

Lowestoft, Suffolk.—July 31st.—Rewards, £8 19s. 6d.

AUGUST

DURING August life-boats went out on service 77 times and rescued 29 lives.

THREE NAVAL BOATS IN PERIL

Anstruther, Fifeshire.—About 10.30 in the morning of the 1st of August, 1949, the coastguard reported that naval boats were in a dangerous position off West Wemyss, and at 10.40 the life-boat *Nellie and Charlie* was launched. A very strong westerly breeze was blowing, and the sea was rough. The life-boat found two cutters and a whaler with fourteen men from H.M.S. *Caledonia*, a training ship at Rosyth, at anchor, east of Wemyss Harbour, close to a rocky shore. The boats had taken part in a regatta on the 30th of July. The life-boat towed them first to a safer position and then took them to Methil Dock. She reached her station again at 5 o'clock that afternoon. A letter of thanks was received from the naval authorities.—Rewards, £19 14s.

YACHT BATTERED ON A BOOM

Southend-on-Sea, Essex.—At half past two in the afternoon of the 1st of August, 1949, an urgent message was received from the Shoeburyness police that a woman in a motor yacht was drifting into the boom. The life-boat *Greater London, Civil Service No. 3* was launched at 2.45, without waiting for a full crew, in a strong, squally west-south-west wind, with a very choppy

sea. She found the yacht *Dorie*, of London, one and a half miles from Shoeburyness battering against the boom. The life-boat anchored, passed a rope aboard, and towed her clear. She then found that besides the woman on board there were two young men bathers who had gone to her help. All had been badly cut and bruised trying to keep the *Dorie* off the boom. They were taken into the life-boat and given first-aid and food. The life-boat then towed the yacht to Southend, arriving at five o'clock. Rewards, £11.

TWO YACHTS ESCORTED IN A GALE

Dover, Kent.—At 7.40 in the evening of the 1st of August, 1949, a yacht was seen by the life-boat mechanic to have broken down outside the harbour, and at 8 o'clock the life-boat *Southern Africa* left her moorings. A moderate south-westerly gale was blowing with a very rough sea. The life-boat found the motor yacht *Peganda*, of Grimsby, two miles north east by east. She had a crew of five. They had got the engine going again, and the life-boat escorted them into the harbour. She then put out again to St. Margarets Bay to another yacht, which was running short of fuel, escorted her into harbour, and reached her station again at 10.15 that night.—Rewards, £6 18s.

BOY OF FIFTEEN ADRIFT IN A YACHT

St. Helier, Jersey.—At 10.45 on the night of the 1st of August, 1949, the harbour office reported that a resident of Bel Royal had seen a rocket off St. Aubins, and at 11.20 the life-boat *Hearts of Oak*, on temporary duty at the station, was launched. A strong west-south-west breeze was blowing, and the sea was rough. The life-boat found the motor yacht *Ulva*, of Falmouth, with only a boy of fifteen on board, in Bel Croute Bay. She had two anchors down, but was driving on to the rocky shore. The life-boat towed her into harbour and reached her station again at 12.30 the next morning.—Property Salvage Case.

UNABLE TO MAKE HARBOUR

Portrush, Co. Antrim.—On the night of the 2nd of August, 1949, a moderately strong northerly wind was blowing,

with a rough sea, and at 9.50 the coast-guard telephoned that a fishing boat appeared to be in difficulties and had unsuccessfully tried to enter Portballintrae Harbour. The new life-boat *Lady Scott, Civil Service No. 4* was launched at 9.55. It was her first call. She found the fishing boat one and a half miles east of Ramore Head, with a crew of four. She was bound from Rathlin to Portballintrae, but was reluctant to attempt making Portballintrae Harbour in the heavy sea. The life-boat escorted her to Portrush, arriving at 10.50.—Rewards, £6 7s. 6d.

EMPTY YACHT TOWED IN

Barrow, Lancashire.—At 8.30 in the morning of the 3rd of August, 1949, the yacht *Falcon* broke from her moorings in Piel Harbour. A north-westerly gale and the ebbing tide carried her away to sea. It was not known if anyone was on board, and at 8.50 the life-boat *Elsie*, on temporary duty at the station, was launched. She reached the *Falcon* when she was a mile south of No. 1 Leading Light, found no one on board, and towed her into Piel, arriving back at her station at ten o'clock. The owner expressed his thanks and made a donation to the Institution.—Rewards, £9 15s.

FISHING COBLE ESCORTED IN

Filey, Yorkshire.—On the morning of the 3rd of August, 1949, the local fishing coble *Isabella* was at sea. As there was a heavy swell and the wind from the west was freshening, the life-boat *The Cuttle* was launched at 9.55. She found the fishing coble, escorted her into harbour, and arrived back at her station at 11.20.—Rewards, £12 2s.

ENGINE FAILED IN VERY ROUGH SEA

Lerwick, Shetlands.—At 4.52 in the afternoon of the 3rd of August, 1949, the coastguard reported a message from the Thorshavn radio station that the Faroese motor vessel *Ternan* needed help twelve miles in an easterly direction from Muckle Flugga, and at 5.29 the life-boat *Lady Jane and Martha Ryland* left her moorings. A strong northerly breeze was blowing, with a very rough sea and heavy rain squalls. With the help of her wireless, she found

the *Ternan*, a vessel of two hundred and six tons, bound for Bergen, with fifty-three on board. Her engine had broken down. The life-boat went alongside and, using the *Ternan's* wire rope, took her in tow. The wire parted and, as no other rope was available, the life-boat wirelessed to Lerwick and then stood by until the steam trawler *Strathdevon* arrived and took the *Ternan* in tow. The life-boat then returned to her station, arriving at 4.45 the next afternoon.—Rewards, £35 14s.

TWO MEN RESCUED FROM RUBBER DINGHY

Minehead, Somerset.—At noon on the 5th of August, 1949, the police reported that two men in a rubber dinghy were being blown out to sea from St. Audries Bay, and the life-boat *Kate Greatorex* put out at 12.30. A light south-westerly breeze was blowing and the sea was smooth. The life-boat found the dinghy between three and four miles off shore, rescued the men, took the dinghy on board and reached her station again at 4.30. The two rescued men made a donation to the Institution.—Rewards, £13 15s. 6d.

YACHT DISMASTED

Hastings, Sussex.—At 2.50 in the afternoon of the 6th of August, 1949, the life-boat motor mechanic saw a yacht dismasted three miles to the south-west, and the life-boat *Cyril and Lilian Bishop* was launched at 3.5 in a moderate south-westerly breeze with a moderate sea. She found the yacht *Makrojak*, of Liverpool, with a crew of four, towed her in and reached her station again at 4.57. The owner expressed his thanks.—Rewards, £40 8s.

A FILM OF "TREASURE ISLAND"

Falmouth, Cornwall.—At 3.15 in the afternoon of the 7th of August, 1949, a telephone message was received that a converted schooner, the *Hispaniola*, which was being used by a film company, was dragging her anchor close inshore in the harbour, and at 3.30 the life-boat *Crawford and Constance Conybeare* was launched. A strong southerly gale was blowing, with a heavy sea. The life-boat went alongside the *Hispaniola*, and remained there until the

vessel got under way. She then escorted her to a safe anchorage and returned to her station, arriving at 5.15 that evening.—Rewards, £5 13s.

CLINGING TO CAPSIZED YACHT

Tynemouth, Northumberland.—At 4.31 in the afternoon of the 6th of August, 1949, the day on which the County Borough Centenary Celebrations opened, the South Shields police reported that a sailing yacht had capsized off the Trow Rocks, and at 4.37 the life-boat *Tynesider* was launched with only a crew of five, including the honorary secretary, Mr. E. Selby Davidson. A strong westerly breeze was blowing with a heavy swell. The life-boat found the local sailing yacht *Seahawk* two and a half miles south-east of the Tyne. One woman and two men were clinging to her completely exhausted. With great difficulty the life-boatmen hauled them into the life-boat, and gave them artificial respiration, hot soup, rum, and such dry clothes as they could manage. The life-boat then took them to North Shields, where an ambulance was waiting, and returned to her station, arriving at 5.46. The owner made a donation to the Institution.—Rewards, £9 9s.

ENGINE FAILS IN ROUGH SEA

New Brighton, Cheshire.—At 6.20 in the evening of the 7th of August, 1949, the landing stage reported a boat was making distress signals in the Rock Channel, and at 6.41 the No. 1 life-boat *William and Kate Johnston* left her moorings. A moderate south-south-east gale was blowing with a rough sea and rain. The life-boat found the converted ship's boat *Margie*, of Wallasey, with six on board and her engine broken down. She had anchored, but was dragging towards the Burbo Bank. The life-boat rescued her crew, took their boat in tow and moored her off Egremont. She then landed the crew at New Brighton, and reached her station again at 7.45.—Rewards, £5 15s.

YACHT AGROUND

Fleetwood, Lancashire.—At 6.30 in the evening of the 7th of August, 1949, the harbour authorities reported a yacht on the Lighthouse Bank, one and

three-quarter miles north of the life-boat station, and at 7.25 the life-boat *Ann Letitia Russell* was launched. A strong south-easterly breeze was blowing with a rough sea. The life-boat found the local yacht *Helen*, with a crew of six. As she was in a dangerous position the life-boat stood by her until she refloated. She then escorted her into harbour and arrived back at her station at 8.5. The owner thanked the crew and made a donation to the Institution.—Rewards, £6 18s.

MOTOR YACHT ON THE SANDS

Margate, Kent.—About seven o'clock in the evening of the 7th of August, 1949, the coastguard reported a motor yacht ashore on Margate Sands four and a half miles north-west of the lookout, and the life-boat *The Lord Southborough, Civil Service No. 1* was launched at 7.45. A fresh east-south-east wind was blowing, but a gale warning had been received, and the sea was moderately rough on the sands. The life-boat found the motor yacht *Flylyte*, of London, with a crew of two, bound from Hole Haven to Ramsgate. She was just about to re-float on the rising tide, but as darkness was coming on she asked the life-boat to escort her to Margate. They arrived at 10.45. After the *Flylyte* had been moored in the harbour the life-boat was re-housed at one in the morning.—Rewards, £14 2s. 6d.

A TOW IN A ROUGH SEA

Tynemouth, Northumberland.—At 6.25 in the morning of the 8th of August, 1949, the coastguard telephoned that a cabin cruiser, with three aboard, was in distress to the east of Tyne North Pier Light. When the life-boat crew assembled, a second message said that a steamer had taken the cruiser in tow, but soon afterwards came a third message that the steamer was no longer towing her, and the life-boat *Tynesider* was launched at 7.5. A westerly gale was blowing, with a rough sea. A mile east of the harbour the life-boat saw the cruiser three miles further east, but just before she reached her, the cruiser was taken in tow by the steam drifter *Ocean Pioneer*. The life-boat took a position astern and escorted the vessels into the Tyne, arriving at 9.40.—Rewards, £11 19s.

HUNGRY CAMPERS ON AN ISLAND

Kilmore, Wexford.—At half past two in the afternoon on the 8th of August, 1949, a signal fire was seen on the Great Saltee Island. Two men were known to be camping there and, as a strong south-westerly breeze was blowing with a rough sea and the weather was worsening, the life-boat *Ann Isabella Pyemont* was sent out. She left at 2.45 towing a small boat. Mr. C. M. Clifford Gibbons, the honorary secretary, went with her. It was impossible for the life-boat herself to get near the rocky shore of the island, but, with some difficulty, life-boatmen landed in the small boat, and found the two men, who had had little food for forty-eight hours and were very hungry. They were taken to the life-boat, which landed them at her station at 5.15.—Rewards, £6 13s.

FISHING BOAT IN THE SURF

Troon, Ayrshire.—At 11.55 in the morning of the 9th of August, 1949, the coxswain saw the Greenock motor fishing boat *Emily*, which had a crew of five, showing flares. She was lying broadside on to the sea off Gailes Beach to the north of Troon, in a strong south-westerly wind and a rough sea. The life-boat *Sir David Richmond of Glasgow* was launched at 12.5, and fifteen minutes later reached the fishing boat, which was then rolling in the surf. In a few minutes she would have been ashore. The life-boat went alongside, put a rope on board, towed the fishing boat clear and brought her to Troon, which she reached at 1.15 in the afternoon.—Rewards, £5 1s.

FISHING PARTY HELPED

Newhaven, Sussex.—At 12.30 in the afternoon of the 10th of August, 1949, the coastguard telephoned that a motor boat was in distress and in danger of drifting ashore three-quarters of a mile west-south-west of Seaford and a half-mile off Tidemills. The life-boat *Jane Holland*, on temporary duty at the station, was launched at 12.34, in a moderate south-westerly breeze and a slight sea. She found the local motor boat *White Wave*, with a fishing party of five on board. Her engine had

broken down. The life-boat towed her to harbour and arrived back at her station at 1.30.—Rewards, £7 12s. 6d.

RACING DINGHY CAPSIZED

Exmouth, Devon.—At 11.25 on the night of the 10th of August, 1949, the coastguard reported that a racing dinghy, with two men on board, had left Sidmouth at 8.20 for Beer, but had not been seen since. A search was made by a Beer fishing boat, but she found nothing, and at twenty minutes after midnight the life-boat *Catherine Harriet Eaton* was launched. A fresh westerly wind was blowing and the sea was choppy. The life-boat searched for over seven hours and at eight o'clock in the morning found the boat three miles south-east of Seaton. She had capsized in a squall the previous night at 9.25. Her crew had cut away the mast and sail and succeeded in righting her, but she was waterlogged. The life-boat rescued the men, landed them at Sidmouth and towed the dinghy to Exmouth, where she arrived at 10.35, after having been out for over ten hours. A large and enthusiastic crowd awaited her and a collection realized £30.—Rewards, £38 17s.

DUTCH YACHT BROKEN DOWN

Ramsgate, Kent.—About nine o'clock in the morning of the 11th of August, 1949, the coastguard telephoned that the crew of a Dutch yacht, three-quarters of a mile south of Ramsgate, were waving flags and clothing, and the life-boat *Prudential* was launched at 9.11. A light west-south-west wind was blowing, with a moderate sea. The life-boat found the auxiliary cutter yacht *Maria Lecina*, of Leyden, with five on board. Her engine had broken down, and not being familiar with Ramsgate she had hesitated to come in under sail. The life-boat took the yacht in tow and brought her into harbour at ten o'clock.—Rewards, £6 13s.

UNCONSCIOUS IN RUBBER DINGHY

Shoreham Harbour, Sussex.—At 5.55 in the evening of the 11th of August, 1949, the coastguard telephoned that a resident of Lancing had reported a

rubber dinghy in difficulties two to three miles to the west-south-west, and the life-boat *Rosa Woodd and Phyllis Lunn* was launched at 6.18 in a light north-westerly breeze with a slight sea. She found the dinghy with an unconscious boy on board. Nearby were two small boats. They had tried to help, but had been defeated by the strong ebb tide and off-shore wind. The life-boat rescued the boy, took on board the persons from the two small boats, took the boats in tow, and wirelessly to Shoreham for a doctor to meet her. After she had landed the boy at Shoreham, she took the others, and their two boats, to Lancing, and arrived back at her station again at nine o'clock.—Rewards, £8 19s.

MAN AND WOMAN RESCUED FROM RUBBER DINGHY

Newhaven, Sussex.—At 6.15 in the evening of the 11th of August, 1949, the coastguard telephoned that a rubber dinghy was drifting out to sea, and at half past six the life-boat *Jane Holland*, on temporary duty at the station, was launched. There was a moderate breeze, with a slight swell. The life-boat found the dinghy one and a half miles south-east of Newhaven East Pier. She had been blown from Seaford Beach. On board were a man and a woman. They were in bathing dress and were exhausted. The life-boat took them on board, fed them and landed them at Newhaven at 7.15. The life-boat crew then lent them clothes and sent them by car to Seaford, where they were staying on holiday.—Rewards, £7 12s. 6d.

LIFE-BOAT AS AMBULANCE

St. Peter Port, Guernsey.—At 9.25 on the night of the 12th of August, 1949, a request was received from the county officer of St. John's Ambulance for the use of the life-boat to fetch a sick woman from Herm. She was a Guernsey doctor's wife, who was on holiday at Herm with her husband. The life-boat *Queen Victoria* left in calm weather with ambulance men on board, and arrived back at St. Peter Port with the sick woman at 11.15. She was taken at once to Princess Elizabeth Hospital.

The husband made a donation to the Institution.—Rewards, £4 10s.

TWO MEN IN A STOLEN BOAT

Dover, Kent.—At half past six in the evening of the 13th of August, 1949, a rowing boat which had been stolen from Dover was reported to be between St. Margarets Bay and Langdon Bay with two men on board. The life-boat *Southern Africa* was launched at 6.50 and, with a rowing boat in tow, put out in a south-westerly breeze with a moderate sea running. She found the two men on the rocks in Langdon Bay. Four life-boatmen went ashore in the small boat, and brought the two men and the stolen boat off to the life-boat. She arrived back at Dover at 8.10.—Rewards, £6 15s.

IRISH PRIEST AND ARMY OFFICER RESCUED

Clogher Head, Co. Louth.—On the 15th of August, 1949, an officer of the Irish Army and a priest, who were on holiday, went out from Drogheda in a motor boat. About four in the afternoon the engine broke down, the boat anchored, and the priest put off in a five-foot dinghy to fetch help. An increasing westerly breeze was blowing with a choppy sea. The priest could make no way against it and was carried out to sea. Seeing his companion's difficulties the officer in the motor boat, which was at anchor three miles to the south-east of the life-boat station, signalled with a towel. His signals were seen by the Clogher Head Harbour constable, and at 8.10 in the evening the life-boat *Mary Ann Blunt* was launched. She reached the motor boat at 8.45. Leaving a lamp with the officer, she then went in search of the priest, and an hour and a half later found the dinghy drifting south-east near Lambay Island about nine miles from the shore. She rescued the priest and, guided by the lamp, returned to the motor boat at midnight. She fed the rescued men and took them and their motor boat to Drogheda. She then made for Port Oriel and got back to her station at noon on the 16th of August. The rescued priest thanked the crew and made a donation to the Institution.—Rewards, £18 15s.

AIR LINER DOWN

Fenit, Co. Kerry, and Galway Bay, Co. Galway.—In the early morning of the 15th of August, 1949, an air liner from Rome, calling at Shannon Airport on its way to America, made a forced landing on the sea west of Kilkee in Galway Bay. The Civic Guard informed the Fenit life-boat station, and the life-boat *Peter and Sarah Blake* was launched at six o'clock. A south-westerly breeze was blowing with a moderate sea. The life-boat reached the position at 9.15 and found that survivors and bodies had already been picked up by the British trawler *Stalberg* and the Limerick steamer *Lanahrone*. The life-boat set course for home, but when four miles north-east of Loop Head met an airport launch. She was searching for another launch, with a crew of five, which had broken down. The life-boat joined in the search, found the disabled launch near the high cliffs of Clare and towed her to Kilbaha. She arrived back at her station at half past four in the afternoon. News of the aeroplane's forced landing was also sent to the Aran Islands, and the Galway Bay life-boat *K.E.C.F.* was launched at eleven o'clock just as the *Stalberg*, with rescued aboard, was approaching. As the *Stalberg* was taking them to the mainland a member of the life-boat's crew went on board to pilot her to Galway. The life-boat then joined in a search for persons who were missing from the aeroplane and searched for several hours, but she found only pieces of wreckage. She arrived back at her station at six in the evening. Of the fifty-eight passengers and crew in the aeroplane nine were lost.—Rewards: Fenit £17 2s.; Galway Bay, £13 17s. 6d.

ANOTHER AMBULANCE SERVICE

Galway Bay.—At 2.30 in the morning of the 18th of August, 1949, the local doctor asked for the life-boat to take to the mainland a boy who was on holiday in Kilonan, had fallen ill, and must be operated on immediately. No other boat was available, and at 3.30 the life-boat *K.E.C.F.* left her moorings in a westerly breeze with a calm sea and fog. She took the boy to Costello and reached her station again at 7.40 that morning.—Rewards, £9 18s. 6d.

MORE YACHTS IN DIFFICULTIES

Margate, Kent.—At 12.41 in the afternoon of the 21st of August, 1949, the coastguard telephoned that a yacht was aground at Foreness Point, and a second message said that a man could be seen in the water. The life-boat, *The Lord Southborough, Civil Service No. 1*, was launched at one o'clock in a light easterly breeze with a slight sea, and found the motor yacht *Skerryvore*, of London, hard and fast, with two men and a woman on board. At her skipper's request the life-boat stood by until the yacht refloated on the rising tide and then escorted her to harbour. On the way back to her station she came up with two other yachts which wanted advice as to their position and an anchorage. The life-boat gave it them and arrived back at her station at 10.15 that night.—Rewards, £23 12s.

TRAWLER ON THE ROCKS

Longhope, Orkneys.—At 7.50 in the evening of the 23rd of August, 1949, the Kirkwall coastguard telephoned that the steam trawler *St. Clair*, of Grimsby, was ashore. The crew of the life-boat *Thomas McCunn* assembled, but about three-quarters of an hour later it was reported that the trawler had refloated. The crew were dismissed. At 9.32 next morning the Kirkwall coastguard reported that rockets had been fired in the direction of Swona, and the life-boat was launched at 10.15 in a light south-easterly breeze. The sea was smooth but there was dense fog. The life-boat found the *St. Clair* lying on her side on the rocks on the west side of Swona two hundred yards north of Tarf Lighthouse, but her crew of fourteen had already got ashore in their small boat. One of them was left on the island to keep watch on the trawler and the life-boat returned to Longhope with the other thirteen, arriving at 12.24 in the afternoon.—Rewards: Assembly, £2 5s. 6d.; Service, £10 8s. 6d.

TRAWLER REFLOATED

Islay, Inner Hebrides.—On the morning of the 24th of August, 1949, the tide and weather being suitable, the life-boat *Charlotte Elizabeth* was beached at seven o'clock for cleaning and painting

her bottom. At 9.40 the Kilchoman coastguard telephoned that a distress call had been received from the steam trawler *Wardour*, of Fleetwood. With a crew of seventeen, she had run aground in the Sound of Islay, three miles south of the life-boat station, while outward bound for Iceland. The sea was calm and the coxswain put out in his own boat. He took off the trawler's crew, leaving the skipper and engineer aboard. He also left a dinghy, so that they could come ashore if danger arose. The life-boat station communicated at intervals with the trawler, and at half past four, when the life-boat was afloat again, she went out and stood by the trawler. The trawler's crew, meanwhile, had come out in another boat, and with the help of a kedge anchor refloated her on the rising tide, and the life-boat escorted her to an anchorage. She returned to her station at 7.30 in the evening.—Rewards, £5 3s. 6d.

PLEASURE STEAMER DAMAGED

Fowey, Cornwall.—About 5.40 in the evening of the 28th of August, 1949, the Polruan coastguard reported a vessel in distress three miles east-south-east of Mevagissey, and at 6 o'clock the life-boat *C.D.E.C.* was launched in a light westerly breeze with a calm sea. She found the motor vessel *Theledo*, of London, in tow of two motor boats, about four hundred yards east of Gwinges Rock. She was on a pleasure trip round St. Austell Bay, but had struck a rock or submerged wreckage, had damaged her rudder and a propeller, and was making water. Other boats had taken off her passengers and had landed them at Mevagissey. The life-boat took over the tow, beached the *Theledo* in Fowey Harbour and arrived back at her station at 7.45.—Property Salvage Case.

TWO WOMEN AND A MAN RESCUED FROM YACHT

Walton and Frinton, Essex.—Just before midnight on the 29th of August, 1949, the coastguard reported flares about three miles to the eastward, and the life-boat *E.M.E.D.* was launched twenty minutes after midnight. A south-westerly breeze was blowing and

the sea was moderate, but there was a thick mist. After a search the life-boat found the yacht *Arawatta*, of Maldon, just before two o'clock, in the morning. She had a crew of one man and two women. They had lost their way in the darkness, and the man's shoulder had been badly hurt by the sail. The life-boat took them on board, wirelessly to Walton for a doctor and an ambulance to meet her and arrived at half past two. The man was taken straight to hospital. The life-boat then put out again and towed the yacht to Walton Backwaters, returning to her station at 6.30 in the morning.—Rewards, £19.

YACHT TOWED OFF THE GOODWINS

Walmer, Kent.—At 6.43 in the morning of the 31st of August, 1949, the Deal coastguard reported a message from the South Goodwin Light-vessel that a yacht was drifting over the Goodwin Sands to the north-east of the lightvessel and was in a dangerous position. The life-boat *Charles Dibdin*, *Civil Service No. 2* was launched at 6.45 in fine weather with a smooth sea and found the yacht *Jutta*, with crew of four, becalmed near a wreck. At the skipper's request, the life-boat towed her to Dover and then returned to her station, arriving at 10.35.—Rewards, £21 11s.

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

Weymouth, Dorset.—August 1st.—Rewards, £8 10s.

Yarmouth, Isle of Wight.—August 2nd.—Rewards, £8 10s.

Margate, Kent.—Two launches; August 3rd.—Rewards, £34 2s.

Dungeness, Kent.—August 3rd.—Rewards, £25 6s.

Llandudno, Caernarvonshire.—August 3rd.—Rewards, £21 2s.

Humber, Yorkshire.—August 4th.—Paid permanent crew.

Barmouth, Merionethshire.—August 5th.—Rewards, £13 16s.

Troon, Ayrshire.—August 5th.—Rewards, £5 7s.

Humber, Yorkshire.—August 5th.—Paid permanent crew.

Walton and Frinton, Essex.—August 7th.—Rewards, £23 2s.

Clacton-on-Sea, Essex.—August 7th.—Rewards, £24 16s. 6d.

Southend-on-Sea, Essex.—August 7th.—Rewards, £21 15s.

Aldeburgh, Suffolk.—August 7th.—Rewards, £35 3s. 6d.

Tenby, Pembrokeshire.—August 7th.—Rewards, £19 6s. 6d.

Rhyl, Flintshire.—August 8th.—Rewards, £12 18s.

Yarmouth, Isle of Wight.—August 8th.—Rewards, £4 18s.

Tenby, Pembrokeshire.—August 8th.—Rewards, £11 3s.

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

Great Yarmouth and Gorleston, Norfolk.—August 9th.—Rewards, £10 12s.

Walmer, Kent.—August 13th.—Rewards, £26 3s.

Cadgwith, Cornwall.—August 13th.—Rewards, £16 1s.

Padstow, Cornwall.—August 14th.—Rewards, £4 13s.

Troon, Ayrshire.—August 15th.—Rewards, £8 10s.

Bembridge, Isle of Wight.—August 16th.—Rewards, £9 0s. 6d.

Dungeness, Kent.—August 19th.—Rewards, £22 18s.

St. David's, Pembrokeshire.—August 20th.—Rewards, £9 10s.

Selsey, Sussex.—August 20th.—Rewards, £12 6s. 6d.

Sennen Cove, Cornwall.—August 20th.—Rewards, £12 19s.

Southend-on-Sea, Essex.—August 21st.—Rewards, £13 2s.

Dungeness, Kent.—August 21st.—Rewards, £43 18s.

Ramsgate, Kent.—August 22nd.—Rewards, £6 12s. 6d.

Padstow, Cornwall.—August 23rd.—Rewards, £14 7s.

Ramsey, Isle of Man.—August 24th.—Rewards, £15 12s. 6d.

Youghal, Co. Cork.—August 25th.—Rewards, £7 16s. 6d.

The Mumbles, Glamorganshire.—August 26th.—Rewards, £9 18s.

The Mumbles, Glamorganshire.—August 27th.—Rewards, £18 18s.

Margate, Kent.—August 28th.—Rewards, £17 13s. 6d.

Barrow, Lancashire.—August 28th.—Rewards, £7.

Broughty Ferry, Angus.—August 29th.—Rewards, £10 4s. 6d.

Great Yarmouth and Gorleston, Norfolk.—August 30th.—Rewards, £11 8s. 6d.

Dunbar, East Lothian.—August 31st.—Rewards, £12 5s.

Addition to the Life-boat Services in May 1949

To the list of launches of life-boats in May, in which no ships in distress were found, or the life-boat was not needed,

should be added Portrush, Co. Antrim, on the 25th of that month. Rewards of £7 10s. were made to the crew.

Overheard on a Bus

THE Life-boat Service, as has often been mentioned in the Institution's appeals, costs each year threepence a head of the population of Great Britain and Ireland.

A member of the Institution's staff was recently travelling to the office in a bus and all the way the conductor

was pointing out objects of interest to the passengers. When the bus stopped at Grosvenor Gardens, nearly opposite the Institution's headquarters, he said, "Grosvenor Gardens, Royal National Life-boat Institution; lives saved at 3d. a time."

Life-boats Given by Corporate Bodies

OF the 157 life-boats in the Institution's active fleet to-day, and the 23 in the reserve fleet, only six have been built out of the general funds of the Institution. The great majority have been provided by private legacies, but there are a large number which are corporate gifts from cities, towns, public bodies, or big business firms.

Seven of the boats in the active fleet and two in the reserve fleet are the gifts of cities and towns, of Manchester and Salford, which have three between them, Bradford, which has two, Nottingham, Oldham, St. Albans and the Tyneside towns. Another is a gift of a county, Westmorland. Two are the gifts of the people of Southern Africa.

Then there are the gifts of the shipping companies, the Cunard, the Peninsular and Oriental Group, the Royal Mail and Union Castle Lines, the Oceanic Steam Navigation Company, and the Canadian Pacific. Lloyd's has also given a life-boat, which bears its name.

The Girl Guides of the Empire, the

Freemasons of England, the Hearts of Oak Benefit Society, the Ancient Order of Foresters, the Thomas Corbett Charity, the Prudential Assurance Company, and King George's Fund for Sailors, have all given boats. King George's Fund also makes an annual gift to the Institution which maintains its life-boat and provides for its replacement by another boat when it comes to the end of its service.

The chief of those corporate donors still remains to be mentioned, the Civil Service. Its life-boat fund was started 83 years ago and in the active fleet to-day there are no fewer than eight life-boats which are its gifts. The Civil Service has not only given them, but maintains them all, and provides a fund for replacing them when they come to the end of their service.

It is an impressive list, and when to this list of big gifts is added the figure of over seven million people who each year give their small gifts on life-boat flag days, one has the measure of the public support on which the work of the Life-boat Service is established.

Memories of an Old Life-boatman

"I AM writing a few lines to thank you for the life-boat journal you send me, and also my pension I receive at the end of the year. I am very interested in the life-boat. I was born in Clovelly on May 31st, 1869, and in 1887, when I was eighteen years of age, I was one of the life-boat's crew and I have been attached to her more or less ever since, and was sixteen years shore signalman. I have seen some very dirty nights in Clovelly Bay, especially after a S.W. gale and a heavy ground swell. Then the wind veers N.W. and it is no model sailing pond. Years ago, in the old pulling and sailing boats, when the gun went off in the middle of the night everybody would be astir. Men, women and children, men leaving their homes trying to get their trousers over their heads and the women and children running after them with

the rest of their clothes. I used to live three doors from the life-boat-house. I was not far away when she was wanted. I have had three sons out in the old rowing boats at one time. I have still got two sons in the *City of Nottingham*, one is bowman and the other is first mechanic. The bowman, Percy Shackson,* goes to London next month to receive his medal for saving life.

"My wife and I left Clovelly two years ago now and came to Bideford to live with my daughter. She also knows about the launching of the life-boat. Often she has come home scratched and bruised dragging skids over the rocks. My wife very often says to me she can hear the sound of the sea breaking on the shore, and at night when it is blowing a gale she will

* See page 344.

wake me to know if I hear it blowing, and I tell her, "Yes, everything is bearing an equal strain; we got two anchors down and I think we can ride it out until daylight." Then I hear a little prayer from her if our life-boat has got to go out in this storm, 'May

it please God to go with them and all will be well.'

"Brave hearts who man the life-boats
Both fearless men and true
Old England loves her sturdy sons
God bless the life-boat's crew."

A Life-boat Centenarian

MR. WILLIAM FURBER, of Littlestone, near New Romney, Kent, celebrated his 100th birthday on the 16th of July. He served in the Navy and then became a coastguard. At the same time he was a member of the life-boat crew at New Romney, was appointed second coxswain in 1895, and coxswain the following year. As coxswain he served for nearly fourteen years, retiring at the end of 1909, on account of ill-health. During the forty years since his retirement he has been an annuitant of the Institution. He was a member of the New Romney crew of eleven men, all coastguards,

who went out in very heavy weather in the life-boat *Sandal Magna* on the 9th of March, 1891. Two of the men were washed overboard and one of them was drowned. Then the life-boat capsized and two more men lost their lives.

On his birthday, Mr. Furber was presented with an illuminated address by Admiral Sir Cecil Harcourt, Second Sea Lord, and received telegrams of congratulation from the King, the Duke of Edinburgh, Mr. Winston Churchill, Lord Warden of the Cinque Ports, Admiral of the Fleet Lord Tovey and the Institution.

Life-boat Christmas Card and Calendar

THIS year there will again be a Christmas card and pocket calendar for sale.

The card is of eight pages with the Institution's crest embossed on the outside. Inside are Christmas greetings and a picture in colours of a life-boat scene on the Goodwin Sands in the old days. (The picture is reproduced on page 358.)

The price, with envelope, is one shilling, and name and address can be printed in, if not fewer than a dozen cards are ordered, at an added cost of 13s. 6d. for the first two dozen

and 9d. for each additional dozen or part of a dozen.

The pocket calendar has a black and white picture on the front of a life-boat launching to the rescue, and the Institution's crest on the back. It can only be supplied in dozens and the price is 2s. for the first dozen and 1s. 6d. for each additional dozen.

There will also be a hanging calendar with a photograph of a life-boat at sea, but owing to the high purchase tax which would have to be paid on all the calendars printed, if any were sold, there will be none of these for sale.

Medal for a Life-boat Model

COXSWAIN GEORGE SWARTS, of Barry Dock, Glamorganshire, has won a bronze medal in the shipping class at

the Model Engineering Exhibition held in London, with a model of the life-boat at The Mumbles.

Mr. H. M. Smardon, M.B.E., of Torbay

MR. HENRY MADICK SMARDON, of Torbay, who died at Brixham on the 28th of October of last year, was a noted figure in the town, where he was affectionately known as H.M.S. Brixham. He was a retired school-master and a man of many interests. He had been chairman of the Brixham Urban District Council, president of the Devon County Teachers' Association, honorary secretary of the Brixham Hospital, president of the Devon Rugby Union, and Brixham correspondent of *The Times* and the *Western Morning News*.

But his great enthusiasm was the sea, and his chief work was done for the Brixham Yacht Club, of which he

was one of the founders, the Brixham Royal Regatta, of which he was honorary secretary for fifty years, and the Torbay life-boat station. He was the honorary secretary of the station for nearly twenty-five years, from his appointment in January, 1924, until his death. He occasionally went out as one of the crew, and the full and glowing accounts which he sent to the Institution of the life-boat's services showed his tremendous interest and pride in the station and its crew. He was awarded the Institution's binoculars in 1934, and in 1944 he was made a Member of the Order of the British Empire for his public services.

Dr. Addison, of the Scillies

THE Institution has lost an old and valued friend by the death at the beginning of January of Dr. W. B. Addison, M.D., the chairman of the Scilly Islands branch.

For fourteen years, from 1918 to 1932, he was the honorary secretary of the station, and on his retirement he was presented with the Institution's inscribed binoculars and its thanks on vellum. Whenever he thought that

his help as a doctor might be needed, he went out in the life-boat in spite of the fact that for many years he suffered from rheumatoid arthritis. He was awarded the Institution's thanks on vellum for going out in November, 1927, when the Italian steamer *Isabo* was wrecked on the Scilly Rock in a dense fog and a very heavy sea, and thirty-two lives were rescued by the life-boat and other boats.

Captain Andrew Stephen, of Fraserburgh

CAPTAIN ANDREW STEPHEN, harbour-master of Fraserburgh, who died on the 30th of December, 1948, was joint honorary secretary of the life-boat station for over eleven years. He was appointed towards the end of 1936, and retired at the beginning of 1948. During the war of 1939 he did most gallant and distinguished service. He went out regularly in the life-boat, although he was well over sixty years old, and won both the bronze and silver

medals of the Institution for gallantry, when acting on one occasion as second-coxswain, and on the other as coxswain. He was also one of the life-boatmen to be awarded the 1939-45 Star.

In 1944 he was appointed an honorary life-governor of the Institution, the highest honour which it can give an honorary member, and on his retirement in January, 1948, he received its thanks on vellum.

Mr. Frank Garon, of Southend-on-Sea

MR. FRANK GARON, the chairman of the Southend-on-Sea branch died on the 29th of July at the age of sixty. A director of the big catering firm of Garons in Southend, he was another of the many busy men who yet are able to give much of their time to the Life-boat Service. He brought to its work a personal knowledge of the waters of the Thames estuary, for he was a very keen yachtsman.

He became the honorary treasurer of the Southend life-boat station at the beginning of 1938, and two years later, in January, 1940, he accepted the honorary secretaryship. That was early in the war, and the next five years were very difficult and dangerous years for a life-boat station near the main Thames defences, in waters where German aeroplanes were repeatedly dropping mines. In those years its life-boat went out on service 69 times and rescued 232 lives. Mr. Garon continued to be honorary secretary until 1947, in spite of poor health, and

when he was compelled to resign in February of that year, he still would not give up his life-boat work, and became chairman of the branch. The month before he had been awarded the institution's inscribed binoculars as a small mark of gratitude for his many services. One of the last of them was in March of this year, when he did much by his kindness and hospitality to ensure the success of a conference of the branches in Greater London, which was held at one of his restaurants.

The life-boat station was only one of his public duties. He was a life-governor of the general hospital, and the head of a body of anonymous people who for twenty-five years had helped poor families in Southend by their gifts. He was given a fitting funeral. His ashes were scattered from the life-boat in the waters of the Thames estuary. His work is being carried on by his brother, Mr. Percy Garon, who has succeeded him as chairman of the life-boat station.

A Use For Old Ropes

THE ex-second coxswain at Padstow, though no longer able to go to sea, still helps the station by making mats out of its old ropes, a craft which he

learnt while serving at sea. An active member of the crew also makes them. They are sold for about £6 each.

A Gift of Daffodils

LAST year a doctor in Market Weighton, Yorkshire, cut and sold his bed of daffodils and gave the money, over £19,

to the Ladies' Life-boat Guild. He has done the same this year, and it has brought the Guild another £16.

Portrait on the Cover

THE portrait on the cover is of Coxswain Leslie Charles Pennycord, of Selsey. He has been an officer of the

boat for seventeen years, four years as second-coxswain and thirteen as coxswain.

Awards to Coxswains and Life-boatmen

To ANDREW WHITE, on his retirement, after serving for 31½ years as coxswain and 2 years as bowman of the Donaghadee life-boat, a coxswain's certificate of service and an annuity.

To JOSIAH WHEATLEY, on his retirement, after serving for 23½ years as coxswain of the Blyth life-boat and 2½ years as coxswain and 3½ years as second coxswain of the Cambois life-boat, a coxswain's certificate of service and an annuity.

To JOHN R. HANDYSIDE, on his retirement, after serving for 10½ years as coxswain of the Amble life-boat, a coxswain's certificate of service and an annuity.

To JOHN POLAND, on his retirement, after serving for 4½ years as coxswain, 2½ years as second coxswain, and 4 years as bowman of

the Kirkcudbright life-boat, a coxswain's certificate of service and an annuity.

To JOHN ALLEN, on his retirement, after serving for 8½ years as motor mechanic of the Appledore life-boat and 16½ years as motor mechanic of the Salcombe life-boat, a life-boatman's certificate of service, gratuity and a pension.

To MARK ROWNTREE, on his retirement, after serving for 22½ years as assistant motor mechanic and 2 years as a member of the crew of the Tynemouth life-boat, a life-boatman's certificate of service and an annuity.

To JOHN R. CHIDWICK, on his retirement, after serving as a member of the crew of the Walmer, Kingsdown and Dover life-boats between 1896 and 1935, a life-boatman's certificate of service.

Notice

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

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

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