

THE LIFE-BOAT

The Journal of the Royal National Life-boat Institution

VOL. XXXII

DECEMBER, 1949

No. 352

THE LIFE-BOAT FLEET

156 Motor Life-boats

1 Harbour Pulling Life-boat

LIVES RESCUED

from the foundation of the Life-boat Service in

1824 to December 31st, 1949 - - - 76,724

Into the Dragon's Mouth

IN the afternoon of the 18th of September, 1949, the Jersey airport rang up the St. Helier life-boat station and asked that the life-boat should help in the search for a French military aeroplane which had come down in the sea to the south-east of St. Helier. Just before half past three she put out. She was the life-boat *Hearts of Oak*, from the reserve fleet, doing temporary duty at the station. Coxswain Thomas King was in command, and Mr. L. P. Stevens, the honorary secretary of the station, went as a member of the crew. A fresh westerly wind was blowing, with heavy squalls. There were heavy showers of rain. The sea was rough. The St. Peter Port, Guernsey, life-boat also went out.

A Long Search

The life-boat travelled some twenty miles south-east of St. Helier. She searched a wide area, hampered by the rain squalls and by fog, which at times prevented her from seeing more than 400 yards. She searched for six hours, but found nothing. Later it was learnt that the aeroplane had come down in the area where she was searching, and had sunk immediately, taking down six of the crew with her. Three others got ashore on the French island of Chausey.

Shortly after half past nine, when the

life-boat's fuel was getting low, a wireless message from St. Helier recalled her and she set her course for home. At midnight she passed the beacon Demie de Pas. She was then less than two miles from St. Helier. She had been out for nearly nine hours. Her crew were very weary; they had been knocked about a lot in those heavy seas; but they were expecting, in less than half an hour, to be home.

A Yacht in Grave Peril

They had just passed the beacon when another wireless message came. A light had been seen near Demie de Pas. The life-boat turned about at once to search for it.

Though her crew did not know it until later, the light was on board a St. Helier yacht, the *Maurice Georges*. She was a 10-ton cutter with an auxiliary engine, and she had four on board. She had left St. Malo that day for St. Helier on her engine. At dusk, when she was off the Demi de Pas beacon, the engine had failed. She anchored there, off a lee shore. It was the only thing that she could do, but in the heavy seas the cable very soon parted, and before she could get out a second anchor she was right among the rocks. There her second anchor

held for a little, but it would not hold for long, and when it failed it would not be many minutes before the yacht was broken into pieces on the rocks. Such was her position and her plight when the life-boat turned about to look for her.

Into The Dragon's Mouth

It was not easy to pick up her light, deep among the rocks, and when at last the life-boat saw it, everyone on board her realised at once into what a terrible place they were to go. The chart gives some idea of its perils. But on the chart the rocks are plain to see. On this very dark night nothing could be seen, except the light from the yacht. The coxswain could not be certain where he was. His knowledge of the coast went for nothing. The strong west wind was blowing against the tide, making a very rough sea, and the sea was breaking heavily among the rocks, so that from moment to moment the rocks were changing, some out of the water, some awash, some beneath it. The tide was ebbing, and the rocks each moment became more dangerous. To go among them was to go blindfold, right into the dragon's mouth.

All the Odds Against Them

It added to the dangers that the *Hearts of Oak*, unlike the double-engined *Queen Victoria*, had one engine and one screw. But the coxswain did not hesitate. He put men in the bows of the life-boat with the searchlight to warn him of such rocks as could be seen, and went straight in. He well knew the risks; and he took them. He went in faith, trusting to the strong build of the life-boat to save him and his crew, if she should hit anything. All the odds were that she would.

As he came near the lights of the yacht, he turned her up to throw a line on board the yacht, and at that moment a very big sea took hold of the life-boat and washed her right over a ledge of rock; but the only remark made was by one of the crew: "That's one of the . . . passed anyhow."

The line was thrown, and was seized by the men on the yacht. The normal course would then have been for the life-boat to stand in close enough to the yacht to be able to take the men off her. But the coxswain decided

that it would be a rather smaller risk to try to tow her out than to venture further in. As he passed her a tow-rope, her men made it fast, and cut their own cable; the life-boat towed her out. Again all the odds were that life-boat, or yacht, or both would run on the rocks, but they both came into the open sea without touching them.

The rescue had taken only fifteen minutes, but every minute they had been on the edge of destruction. If the life-boat had grounded on a rock in those heavy seas—and all on board knew it—that would almost certainly have been the end of her, and her crew would have been beaten to death between the seas and the rocks.

Half an hour after midnight the life-boat entered St. Helier. She had been out for nine hours.

When the district inspector went in the life-boat to the scene of the wreck, it was a flat, calm sea. They lay about a mile off. The inspector asked the coxswain to get him a bit closer so that he might see exactly where the life-boat found the yacht. On this lovely day the coxswain answered: "Oh, no, sir, I wouldn't like to go in there now. We might hit something."

The Rewards

For this most gallant and resolute service, carried out against the gravest perils by a crew already weary from a long and heavy strain, the Institution has made the following awards:

To Coxswain THOMAS J. KING, the gold medal, which is given only for conspicuous gallantry, with a copy of the vote inscribed on vellum and framed. This is the first gold medal to be awarded since 1944;

To each of the seven members of the crew, PHILIP BOUTELL, acting-second coxswain, KENNETH S. GUBBEY, reserve motor mechanic, B. TALBOT, acting assistant mechanic, C. KING, G. STAPLEY, R. J. NICOLLE, life-boatmen, and Mr. J. P. STEVENS, honorary secretary of the station, the bronze medal, with a copy of the vote inscribed on vellum and framed;

To the coxswain and crew a special reward of £5 each, in addition to the reward of £2 15s. on the ordinary scale; ordinary rewards, £18 3s.; additional rewards, £40; total rewards, £58 3s.

A Bronze Medal Service at Holyhead

ON the night of the 25th of October, 1949, a whole northerly gale was blowing at Holyhead with violent squalls at forty and fifty miles an hour. The sea was very rough; the night dark with heavy squalls of rain.

A small Liverpool steamer, the *Mayflower*, with a crew of seven, had anchored off Salt Island Point. The gale was then blowing from the north-west, but it flew round to the north-east. The *Mayflower* was riding to a single anchor and when the wind changed it began to drag. At 1.40 in the morning the coastguard rang up the life-boat station. The *Mayflower* had gone ashore on Salt Island Point.

At five minutes past two the reserve life-boat *M.O.Y.E.*, on temporary duty at the station, was launched, and in ten minutes she reached the *Mayflower* and found her on the rocky spit of Salt Island with her stern to the gale. The coastguard at the look-out turned his searchlight on the steamer, and in its light the life-boat moved in to the steamer. The steamer gave her no lee to shelter in, and with the tide ebbing, it was increasingly dangerous so near the rocks, but the coxswain took the life-boat right alongside her, turning the life-boat so that she lay

head to wind and held her there while seven of the steamer's crew jumped in her.

The chief engineer of the *Mayflower* was still drawing his fires, and the master would not leave him. As the tide was falling, and as the coastguard had rigged a breeches buoy on shore, the life-boat did not wait, but left the steamer about a quarter to three, and the master and engineer were rescued later by the coastguard.

It was a rescue carried out with great skill in a heavy gale, and the Institution made the following rewards:

To COXSWAIN RICHARD JONES, a clasp to the bronze medal, which he won in 1943, with a copy of the vote inscribed on vellum and framed;

To MACDONALD HADDOW, reserve motor mechanic, who had been in the service of the Institution only three and a half months and in charge of the engines of this life-boat only one month, the thanks of the Institution inscribed on vellum;

To the coxswain and each member of the crew a special reward of one pound in addition to the reward of one pound on the ordinary scale; ordinary rewards: £7 10s.; special rewards, £7; total rewards, £14 10s.

A Brave Schoolgirl

A Holiday at Skipsea

LAST summer a fifteen-year-old school-girl was holidaying at Skipsea, near Bridlington. Her home was at Baildon near Shipley, and she was staying with her parents at Sea Cabin Bungalow, Green Lane, which stood near the seashore. They had taken it so that she could play there with the home-made raft her father had made for her. Her name was Patricia Ann Huntington.

The 29th of August was a Monday, the start to what she fully expected to be another week of seaside romping and fun. She had just finished lunch when her mother, who was at the window, said she could see what appeared to be a yellow dinghy with a small boy on board, drifting out to sea. Patricia

looked too. Her mother was right. There was a large orange-coloured R.A.F. dinghy containing a slight boyish figure, drifting rapidly towards Flamborough Head. The youngster was trying to paddle shorewards with his hands, but his craft was too large for such a small reservoir of strength. The dinghy drifted on. Indeed once, as they watched, the boy fell back exhausted out of sight and it was only when he reappeared to renew his paddling that they were reassured that he had not fallen into the sea.

The Raft is Launched

Patricia lost no more time. She hurried down to the shore, where a man and a youth were already starting to

launch her improvised raft. It was built of half a dozen five-gallon oil drums fastened together in two rows of three by a wooden frame. In the middle was a wooden seat. The oars were pieces of plywood attached to broom handles, and the rowlocks a nail driven into a short post on each side of the frame. A loop of wire fastened to each oar fitted over the nails, and completed this Heath Robinson craft.

The sea was choppy and running out fast as she clambered on to the raft. With a push from the man, she got afloat and began to row towards Flamborough Head, towards the boy in the dinghy. It was a very hot day, and the wind was blowing off shore. As Patricia rowed, she noticed a man swimming out towards her, but after a while he changed direction, and turning her head she noticed why. There was another small boy, also in a dinghy, about two hundred yards from the beach, and the swimmer had decided to take care of him instead. Patricia was left to her lone rescue.

Boy and Girl

For almost an hour she paddled on. When about a mile out to sea she caught up with the first boy in his orange dinghy. He was panicky by now but she calmed him down. Neither child had a rope, so Patricia persuaded the boy to lean over the side of his dinghy and hold on to her raft.

Meanwhile the little drama had not gone unnoticed. One or two local inhabitants had seen Patricia put out to sea, besides those who had launched

her raft; and one of them telephoned for help. Skipsea control tower relayed the message to an R.A.F. rescue launch, patrolling off Skipsea firing range, and it at once began to search for the children. After a quarter of an hour it sighted them, battling bravely against the ebbing tide but making very little headway, and took them on board. Wrapped in blankets and revived with hot soup, they seemed little the worse for their adventure. They were quite cheerful and had not suffered a great deal from exposure. The launch took them both to Bridlington, where before long they were handed over to their relieved parents. The whole incident had taken about two hours.

Praise and Reward

All accounts joined in praising Patricia Huntington's bravery and resourcefulness. The Flight Sergeant in command of the R.A.F. launch did not minimise the dangers she risked. They might have been blown out to sea, and the dinghy and raft overturned, he reported. The little boy—William Eugene Bottomley, aged 10, of Hunsworth—not only acknowledged her courage and efforts, but struck a fine note of confidence. "If the R.A.F. launch had not come, I feel sure that in spite of the hard work and the current she would have got me back to the beach," he said.

Perhaps Patricia will say there could be no tribute she will prize more; not even the inscribed wrist watch which the Royal National Life-boat Institution has awarded her for her plucky and hazardous act.

Portrait on the Cover

THE portrait on the cover is of Coxswain Thomas Henry Hutchinson, of Bridlington. He has been an officer of the life-boat for 30 years, serving as bowman from 1919 to 1925, second

coxswain from 1925 to 1938 and coxswain from 1938 to 1949, when he retired.

In those thirty years he took part in the rescue of 63 lives.

From a Sailor's Wife

THE Institution has received an anonymous gift of £10 from "a sailor's wife."

Life-boat Services in September, October and November, 1949

87 Lives Rescued

DURING September life-boats went out on service 71 times and rescued 28 lives.

IT WAS THE SCHOONER "SUSAN VITTERY"

New Brighton, Cheshire.—At 3.10 in the afternoon of the 2nd of September, 1949, the Formby coastguard reported that there appeared to be a three-masted schooner on the revetment, abreast of C.13 buoy River Mersey. Accordingly the No. 1 life-boat, *William and Kate Johnston*, left her moorings at 3.32. A strong south-easterly breeze was blowing, and the sea was choppy. The life-boat found that the schooner—the *Susan Vittery*, of Cork—had re-floated and was at anchor. The Crosby lightvessel, on request, wirelessly to the shore for a tug, and at the master's request, the life-boat stood by the *Susan Vittery* until it took her in tow and escorted her to a safe anchorage. The life-boat returned to her station at 7.55 that evening.—Rewards, £9 19s.

THE SKIPPER AND HIS LITTLE DAUGHTER

Dunmore East, Co. Waterford.—At 3.55 in the afternoon of the 4th of September, 1949, some holiday visitors reported that a boat with a man and a small girl on board was on the rocks at the foot of Creadon cliffs. At 4.10 the life-boat *Annie Blanche Smith* left her moorings, with the honorary secretary, (Mr. A. Westcott Pitt) on board and the life-boat boarding boat in tow. A south-easterly breeze was blowing; there was a moderate sea. The life-boat hove-to off shore and the honorary secretary and two life-boatmen rowed to the foot of the cliffs in the boarding boat. There they rescued a man and his daughter from their sailing dinghy, which had been damaged and washed ashore trying to sail round Creadon Head. The life-boat returned to the harbour with the dinghy in tow, arriving at 6.10 that evening.—Rewards, £3.

FALLEN OVER THE CLIFFS

Weymouth, Dorsetshire.—At 7.15 in the evening of the 4th of September, 1949, the coastguard reported that a man had fallen over White Nose cliffs. In fine weather the life-boat *John and Mary Meiklam of Gladswood*—on temporary duty at the station—left her moorings at 7.20 p.m. with a doctor on board and a small boat in tow. She found the man on the rocks, where the doctor treated him. He was then taken into the life-boat, and transferred to a waiting ambulance when the life-boat reached harbour again at 10.15 p.m. The injured man later expressed his thanks.—Rewards, £8 9s.

HARBOUR EXPLOSION

Poole and Bournemouth, Dorsetshire.—At eight o'clock in the evening of the 4th of September, 1949, the Southbourne coastguard reported that a small vessel was on fire near Poole harbour entrance. At 8.5 the life-boat *Thomas Kirk Wright* was launched in a rough sea, with a moderate east-south-east gale blowing. She found the yacht *Audrey*, of Poole, which had had an explosion in her engine-room, in tow of a fishing boat and took the owner on board, returning to her station by 9.35. The fishing boat beached the yacht in Shell Bay.—Rewards, £4 19s.

MAIDEN LAUNCH AT SWANAGE

Swanage, and Weymouth, Dorsetshire.—About nine o'clock on the night of the 4th of September, 1949, the Swanage coastguard telephoned the life-boat station that red flares had been seen five miles south-east of Shambles. At 9.34 he reported that distress signals could be seen four miles south of Lulworth. The new Swanage life-boat *R.L.P.* was thereupon launched on service for the first time at 9.53 in a light south-south-east breeze with a slight sea and thunder squalls. She spoke the St. Albans Head coastguard and, receiving a new position, altered course to the southward, but found nothing. Then at five minutes past

midnight, the Wyke Regis coastguard reported to the Weymouth life-boat authorities that distress signals were now reported four and a half miles south-east by east of Weymouth Pier. Ten minutes later the life-boat *John and Mary Meiklam of Gladswood*, on temporary duty at the station, left her moorings and set out on this course. She found the motor yacht *Lilida*, of Southampton, with her engines broken down and towed her to Weymouth harbour, which she reached at 2.30. A quarter of an hour later the unsuccessful Swanage life-boat also arrived. She left for her station at 6.15 and reached Swanage at 8.45.—Rewards: Swanage, £21 3s.; Weymouth, Property Salvage Case.

BOY'S FALL STOPS ENGINE

New Bight n, Cheshire.—At 8.40 in the evening of the 5th of September, 1949, the coxswain of the Hoylake life-boat telephoned that a fishing boat was sending up flares in Hilbre Swash. Accordingly at 9.5 the No. 1 life-boat *William and Kate Johnston* left her moorings. There was a strong south-south-east breeze and a moderate sea. She found the fishing boat *Greyhound* with three men and a boy on board. The boy had fallen on the engine, putting it out of action and badly injuring himself. The life-boat wirelessly for an ambulance to be ready and towed the boat to New Brighton, where she landed the boy and took the *Greyhound* to an anchorage. She reached her station again at 12.45 the next morning.—Rewards, £8 11s.

KETCH ON THE SANDS

Ramsgate, Kent.—At 5.48 in the evening of the 6th of September, 1949, the East pier shore attendant telephoned that a yacht was on the Brake Sands and the life-boat *Mary Scott*, on temporary duty at the station, left her moorings at 5.51 in fine weather, with a smooth sea. She found the auxiliary ketch *Le Cygne*, of London, hard aground half a mile south of No. 3 Brake Buoy, and stood by her until the tide rose sufficiently to put the ketch out of danger. She reached her station again at 7.33.—Rewards, £6 13s. 6d.

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VOYAGE OF THE MAYFLOWER

Stornoway, Outer Hebrides.—At 9.52 on the night of the 7th of September, 1949, the coastguard telephoned that the motor fishing boat *Mayflower*, which had gone with a crew of five, to Sulisker Rock for Solan-geese, was overdue. A fishery cruiser was looking for her, but about 7.40 the next morning it was reported to have given up the search. Accordingly at 8.30 the life-boat *William and Harriot* left her moorings. There was a moderate north-westerly gale with a rough sea and rain. With the help of an aeroplane she searched all day, and refuelling at Loch Carloway in the evening resumed the search about 9 o'clock that night until she came up with a Norwegian vessel off the Butt of Lewis. Learning that she had just released the *Mayflower* from tow, the life-boat picked up the crippled fishing boat and towed it herself to Skigersta. She arrived back at her station at 5.30 in the morning of the 9th.—Rewards, £36 5s.

YACHT IN TOW

Weymouth, Dorsetshire.—About five o'clock in the afternoon of the 8th of September, 1949, the life-boat *William and Clara Ryland* was returning to her station after overhaul at Cowes when she saw distress signals from the motor yacht *Juliette* two miles south-west of St. Alban's Head. A fresh south-westerly breeze was blowing and there was a swell. The life-boat found the yacht with her engine broken down and three men on board, and towed her to Weymouth harbour, which she reached at 7 o'clock in the evening. The owner made a gift to the life-boat men.—Rewards, £3.

A TRIPLE TRAGEDY

Eastbourne, Sussex.—About 11.20 in the morning of the 11th of September, 1949, the police reported that a canoe had capsized off Failing Sands. The occupants, a man and his two small children, had been trying to round Beachy Head. Ten minutes later the life-boat *Beryl Tollemache* was launched, in a moderate easterly breeze with a moderate sea. She found the children in the sea one hundred and fifty yards

off Cow Gap. Two life-boatmen jumped overboard and held them up until they could be lifted into the life-boat, where artificial respiration was applied; but no trace of the canoe or the man was found. Eventually, the life-boat returned to her station, arriving at 12.20 that afternoon, and transferred the children to a waiting ambulance. It was learned later, however, that they had died.—Rewards, £18 4s.

A GRATEFUL FATHER

Ballycotton, Co. Cork.—At 12.50 in the afternoon of the 12th of September, 1949, the chairman of the Youghal life-boat station telephoned that he was anxious for the safety of his son and another man who had left Youghal for Cork in the yacht *Betty*, of Cork. The wind had freshened, and he thought that they might be in difficulties off Capel Island. The life-boat *Mary Stanford* left her moorings at one o'clock in a strong easterly wind, with a heavy sea, and found the *Betty* three and a half miles east of Ballycotton Light. She escorted her to Cork harbour and arrived back at her station at 5.30 in the evening. The chairman of the Youghal station sent his thanks and a gift of money to the life-boatmen.—Rewards, £11 10s.

TWO FISHING BOATS ESCORTED

Bridlington, Yorkshire.—At 6.22 in the evening of the 12th of September, 1949, the coastguard telephoned that the local fishing vessel *Felicity* was overdue. At 8 o'clock he reported that she could be seen broken down two miles south-east by east of Mappleton. At 8.27 the life-boat *Tillie Morrison, Sheffield*, was launched in a moderate easterly breeze with a heavy swell. She found the *Felicity* in tow of the fishing boat *Winifred*, and at the *Winifred's* request escorted both vessels to harbour, arriving back at her station at 1.20 next morning.—Rewards, £14.

FRENCH BOATS ESCORTED

Ramsgate, Kent.—At 11.5 on the night of the 12th of September, 1949, a vessel was reported aground on Quern Head, off the Brake Sands; and at 11.17 the life-boat *Mary Scott*, on temporary duty at the station, left her moorings.

There was a moderate east-north-east gale, and a rough sea. She found two French fishing vessels with the seas breaking over them. As they were washed clear into deeper water, the life-boat escorted them to Ramsgate harbour entrance. She then guided into harbour four other Boulogne fishing vessels which were in danger of going aground, returning finally at 12.20 the next morning.—Rewards, £5 18s.

GOLD MEDAL SERVICE AT ST. HELIER

St. Helier, Jersey.—On the 13th of September, 1949, the life-boat *Hearts of Oak*, from the reserve fleet, doing temporary duty at the station, put out in search of an aeroplane, but found nothing and returned to her station. On her way back she saved the yacht *Maurice Georges* and her crew of four.—Rewards, the gold medal to the coxswain, the bronze medal to each of the seven men of the crew and £43 8s. (For a full account of this service see page 377).

CREWS REVIVED

Pwllheli, Caernarvonshire.—At 2.30 in the afternoon of the 13th of September, 1949, the life-boat mechanic reported that the motor trawler *Silver Cloud*, of Abersoch, was towing to Pwllheli the yacht *Runag*, of Glasgow, which had gone ashore the previous night in St. Tudwals Roads. The two vessels were seen to be one and a half miles south-west of the life-boat station but making no headway. A later report said they were anchored, but about 3.30 the *Runag* sailed back to St. Tudwals Roads, and anchored there. As the weather was too bad for a shore-boat to put out, a message from Abersoch at 4.35 asked the life-boat to land the *Runag's* crew of six, who had had no food for about ten hours. The life-boat *Manchester and Salford XXIX* was therefore launched at 5 o'clock in a choppy sea, with a fresh easterly breeze blowing, and passed the *Silver Cloud*, still immobile. The crew of the *Runag* had already been taken off, however, so the life boat returned to the *Silver Cloud*, whose rudder, she discovered, had become unshipped by the tow rope while she was towing the *Runag*. Her

skipper asked to be taken to Pwllheli, so the life-boat gave her crew of four food and rum and took her in tow, reaching harbour at 8.30.—Rewards, £9 17s.

REWARD FOR MISSING BRIGAND

Weymouth, Dorsetshire.—At six o'clock in the evening of the 15th of September, 1949, a boat owner reported that his sailing boat *Brigand* was missing with a man and a woman on board. The life-boat *William and Clara Ryland* was launched at 6.10 in a slight sea, with a light westerly breeze. The Wyke Regis coastguard wirelessly her that there was a sailing boat near the Shambles Lightvessel; and here the life-boat found the *Brigand* drifting and towed her in, reaching her station again at 7.40.—Rewards, £4 18s.

AN EXHAUSTED CREW

Newcastle, Co. Down.—At 9.50 on the night of the 15th of September, 1949, the coastguard reported that a motor fishing boat was in distress off Bloody Bridge and her crew shouting for help. The life-boat *William and Laura* was launched at 10.10 in a moderate sea, with a north-north-west breeze, and found the motor fishing boat *Margaret*, of Annalong, with a crew of two, two miles south of Newcastle harbour. She had lost her propeller three miles south of the harbour while bound for Annalong, and having no sails, her crew had tried to row her back. She was now at anchor, but making water; and her crew were exhausted. The life-boat towed them to Newcastle harbour and reached her station again at 10.45.—Rewards, £18 18s. 6d.

A.I. FOR LLOYD'S

Barra Island, Outer Hebrides.—At 11.30 in the night of the 15th of September, 1949, the parents of a fisherman and two boys reported that their sons had put out in the motor fishing boat *Virgin*, of Castlebay, but were now overdue. The life-boat *Lloyd's* left her moorings at five minutes past midnight in a calm sea, with a light northerly breeze and found the *Virgin* two miles out with her engine broken down.

The life-boat towed her in and reached her station again at one o'clock.—Rewards, £5 16s.

YACHT WITH A BROKEN TILLER

New Brighton, Cheshire.—At 2.25 in the afternoon of the 16th of September, 1949, the Formby coastguard telephoned that a message had been received from the Llandudno coastguard that a yacht bound for Liverpool was making heavy weather. The No. 1 life-boat coxswain and mechanics assembled. When no further report had been received by 4.10, anxiety was felt for the yacht's safety, and so the life-boat *William and Kate Johnston* left her moorings at 4.28 in a very rough sea with a strong west-north-west wind. She found the yacht *Blue Waters*, with a crew of two, off the Bar Lightvessel. Her tiller had broken and she was sheering badly. The life-boat took her in tow, but as she turned by the Crosby Lightvessel the owner of the yacht was washed overboard. However, the life-boat cut the tow rope and rescued him. Then a life-boatman boarded the *Blue Waters*, which was again taken in tow to New Brighton and there moored. The *William and Kate Johnston* arrived back at her station at 8.2 in the evening.—Rewards, £8 16s.

ON TWO DIFFERENT 'PLANES

Penlee, Cornwall.—About 3.18 in the afternoon of the 19th of September, 1949, the Penzer Point coastguard telephoned that Culdrose Air Station had reported a crashed Firefly aeroplane, three miles south of Penzer Point. A Sea Otter rescue seaplane had landed near her and could not take off again. The life-boat *W. and S.* was launched at 3.40 in a choppy sea, with a light southeasterly breeze blowing, and stood by the seaplane as she taxied across Mounts Bay. Five miles west of The Lizard a R.A.F. rescue launch took her in tow and headed for Helford River. The services of the life-boat were therefore no longer required. She was recalled to her station, arriving at 6 o'clock in the evening. The pilot of the Firefly was rescued by a trawler.—Rewards, £10 1s.

A DRIFTING SAILING YACHT

Tynemouth, Northumberland.—At 7.12 in the evening of the 20th of September, 1949, the coastguard telephoned that a sailing yacht, then two miles to the south-east, was drifting towards Frenchman's Point. The life-boat *Tynesider*, the second coxswain in charge, was launched at 7.35 in a moderate sea, with a moderate north-easterly breeze. She found the local sailing yacht *Eve*, with a crew of two, dragging her anchor two hundred yards from the rocks off the Point, and towed her to harbour, arriving back at her station at 9.13. The owner expressed his thanks and made a donation to the Institution.—Rewards, £10 16s.

THE PLEASURES OF ADVENTURE

Anstruther, Fifeshire.—At 7.29 in the evening of the 21st of September, 1949, the coastguard telephoned a message from the Methil police that a boat, drifting three miles off East Wemyss, was making S.O.S. signals on a lamp. The life-boat *Nellie and Charlie* was launched at eight o'clock, in a slight swell, with a light east-north-east breeze blowing. She found the motor pleasure boat *Adventure*, of Kirkcaldy, with a crew of two, broken down and her engine room flooded, and towed her to Kirkcaldy harbour. She returned to her station, arriving at 2.45 the next morning.—Property Salvage Case.

"SUSAN VITTERY" IN TROUBLE AGAIN

Rosslare Harbour, Co. Wexford.—At 10.59 on the night of the 21st of September, 1949, the life-boat coxswain saw a vessel in the Bay firing red flares and rockets. At 11.12 the life-boat *Mabel Marion Thompson* left her moorings in a very rough sea, with a north-easterly gale blowing. She found the ninety-years-old motor schooner *Susan Vittery*, of Cork (bound with coal for Youghal, with a crew of four), anchored a quarter of a mile north-west of Rosslare pier lighthouse. She was rolling badly, making very heavy weather, and leaking. Her skipper asked the life-boat to land him and his crew. The *Mabel Marion Thompson* therefore went alongside, and took them off, but was damaged slightly in the process. She

returned to her station at 12.15 the next morning.—Rewards, £3 7s.

FISHING VESSEL IN DISTRESS

Hastings, Sussex.—At 2.50 in the afternoon of the 22nd of September, 1949, the coastguard telephoned that a local fisherman had reported to the police that a fishing vessel was making signals of distress off St. Leonards Pier. At 3.7 the life-boat *Cyril and Lilian Bishop* was launched in a slight sea and with a light south-easterly breeze blowing. She found the local fishing boat *Ena* half a mile south of St. Leonards Pier with a crew of two on board and her engine broken down. The life-boat towed her in, arriving back at her station at 3.45.—Rewards, £30 3s. 6d.

COLLISION BETWEEN STEAMER AND LIGHTVESSEL

Great Yarmouth and Gorleston, Norfolk.—At 4.34 in the morning of the 24th of September, 1949, the Gorleston coastguard telephoned that the Cross Sand Lightvessel, which had a crew of seven, had reported that she had been in collision and was making water fast. The life-boat *Louise Stephens* was launched at 4.45 in a calm sea, with a south-easterly breeze and heavy rain, and secured alongside at six o'clock. The life-boatmen who went aboard learnt that the S.S. *Cairo City*, in tow of a tug, had struck her bow. The Lightvessel received directions from the local Superintendent of Trinity House to prepare to slip anchor; accordingly the life-boat towed her astern until she eased her mooring chain, and then stood by her until tugs and the Trinity House vessel *Warden* took her in tow. Afterwards the life-boat accompanied them to Yarmouth harbour, reaching her station again at 12.30 that afternoon.—Rewards, £22 12s. 6d.

A STUBBORN SWEDE

Hartlepool, Durham.—At 10.5 on the night of the 24th of September, 1949, in dense fog, the coastguard telephoned that he thought the motor vessel *Fryken*, of Kristinehamn, Sweden, was on the rocks near the Heugh lighthouse; and at 10.35 the life-boat *The Princess*

Royal, Civil Service No. 7, was launched. A light north-westerly breeze was blowing with a moderate sea. The life-boat found the vessel two hundred yards north of the lighthouse, pounding heavily, and took her in tow, to prevent her being washed inshore. But she could not hold her. The life-boat's second coxswain then boarded her and another attempt was made, again unsuccessfully. Finally, at the master's request, the life-boat returned for a tug and took soundings. She passed a towing wire from the vessel to the tug, which then refloated her and towed her to harbour. Escorted by the life-boat, they arrived at 6.30 the next morning.—Property Salvage Case.

SIX BOYS ADRIFT

Padstow, and St. Ives, Cornwall.—At 7.45 in the evening of the 25th of September, 1949, the Trevose Head coastguard telephoned the Padstow life-boat authorities that a rowing boat with a crew of four was trying to get ashore in Trevone Bay. At 8.30 the No. 1 life-boat *Milburn*, on temporary duty at the station, left her moorings. The rowing boat reached Harlyn Bay without help, however. At 9 o'clock the St. Ives coastguard telephoned the St. Ives life-boat authorities that two small boats (one made of canvas and the other flat-bottomed) with six boys in them, were off Jubilee Point, St. Agnes, and unable to get ashore in the heavy swell. Accordingly, at 9.17 the life-boat *Edgar, George, Orlando and Eva Child* was launched in a light south-easterly breeze. At 9.25 the Padstow life-boat was also diverted to this position. The St. Ives life-boat rescued the six boys, took their boats in tow and returned to her station, arriving at 1.30 the next morning. The Padstow life-boat got back to her station at 4.30. The parents of one of the boys expressed their thanks to the St. Ives life-boatmen and made a donation to the Institution.—Rewards: Padstow, £13 2s.; St. Ives, £15 1s.

TWENTY-FOUR HOURS ASHORE

Arbroath, Angus.—At 5.30 in the morning of the 26th of September, 1949, the coastguard telephoned that a

fishing boat was ashore off Whiting Ness; and at 5.45, the life-boat *John and William Mudie* was launched, in a light westerly breeze with a swell. The coastguard life-saving apparatus crew also assembled. The life-boat found the motor fishing boat *Silver Cloud*, of Montrose, with a crew of four, close in shore on rocks one mile east of Arbroath, and stood by her, but the *Silver Cloud* was hard and fast and her crew were able to walk ashore. The life-boat therefore returned to her station, arriving at seven o'clock. In the afternoon the fishing boat's crew reboarded their boat and at five o'clock the life-boat put out again. As it was nearly high water, she stood by the fishing boat in case she refloated; and passed a line across. But the *Silver Cloud* remained fast. The life-boat landed her crew at 6.30, but at low tide the men got back aboard their vessel; and at 5.40 next morning the life-boat again put out to stand by. Shortly afterwards the *Silver Cloud*, with her engine broken down, refloated, and the life-boat towed her to harbour, arriving back at her station at 6.20 that morning.—Rewards, £20 9s.

COBLES IN DISTRESS

Filey, Yorkshire.—As darkness was gathering on the evening of the 26th of September, 1949, there was some anxiety felt for the safety of the fishing coble *Mary* which, with a crew of three, had been due in at noon. At 7.25 the life-boat *The Cuttle* was launched in a slight sea with a light westerly breeze blowing. She came up with the *Mary* between two and three miles north-west by north of Filey Brigg and escorted her to the shore, arriving back at her station at 8.20.—Rewards, £12 2s.

Flamborough, Yorkshire.—As the coble *Ocean Gift* was out fishing, and a strong north-east wind was rising, accompanied by a growing sea, the life-boat *Howard D* was launched at 7.55 on the morning of the 30th September, 1949. The life-boat found the coble a mile north-east of Flamborough Head, making for the North Landing and advised her crew to make for the smoother waters of the South Landing. They agreed, and the life-boat escorted the *Ocean Gift* to safety,

returning to her station by half past nine.—Rewards, £10 15s. 6d.

Wells, Norfolk.—On returning from fishing at 1.22 in the afternoon of the 30th of September, 1949, the life-boat coxswain announced that two fishing boats were still out. The weather had worsened and the life-boat *Cecil Paine* was launched at 1.32 in a rough sea, with a fresh east-north-east breeze blowing. She found the local fishing boats *Spero* and *Blanche* off the harbour bar, and escorted them in, arriving back at her station at 2.15.—Rewards, £13 12s.

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

Barmouth, Merionethshire.—September 2nd.—Rewards, £10 3s.

Anstruther, Fifeshire.—September 2nd.—Rewards, £9 14s.

New Brighton, Cheshire.—September 2nd.—Rewards, £5 5s.

Newhaven, Sussex.—September 3rd.—Rewards, £7 16s.

St. Helier, Jersey.—September 3rd.—Rewards, £6 2s. 6d.

Mallaig, Inverness-shire.—September 3rd.—Rewards, £7 1s. 6d.

Penlee, Cornwall.—September 4th.—Rewards, £14 5s. 6d.

Aith, Shetlands.—September 4th.—Rewards, £33 18s.

Barra Island, Outer Hebrides.—September 4th.—Rewards, £27 18s.

Broughty Ferry, Angus.—September 5th.—Rewards, £14 12s.

Thurso, Caithness-shire.—September 8th.—Rewards, £41 14s. 6d.

Rhyl, Flintshire.—September 9th.—Rewards, £5 8s. 6d.

Weymouth, Dorset.—September 11th.—Rewards, £5 13s.

Ramsgate, Kent.—September 11th.—Rewards, £6 12s. 6d.

St. Peter Port, Guernsey.—September 13th.—Rewards, £18 3s.

Cromer, Norfolk.—September 14th.—Rewards, £34 9s.

Cromer, Norfolk.—September 14th.—Rewards, £23 4s.

Falmouth Cornwall.—September 14th.—Rewards, £5 13s.

Stornoway, Outer Hebrides.—September 16th.—Rewards, £13 6s.

Rhyl, Flintshire.—September 16th.—Rewards, £5 10s.

St. Helier, Jersey.—September 17th.—Rewards, £10 10s.

Clovelly, Devonshire.—September 19th.—Rewards, £16 16s.

Weymouth, Dorset.—September 20th.—Rewards, £14 19s.

Mallaig, Inverness-shire.—September 21st.—Rewards, £9 18s. 6d.

Aberdeen.—September 23rd.—Rewards, £6 5s.

Aberdeen.—September 24th.—Rewards, £8 16s.

Peterhead, Aberdeenshire.—September 24th.—Rewards, £7 19s. 6d.

Dover, Kent.—September 24th.—Rewards, £11 2s.

Margate, Kent.—September 24th.—Rewards, £15 18s.

Shoreham Harbour, Sussex.—September 25th.—Rewards, £8 15s.

Tynemouth, Northumberland.—September 26th.—Rewards, £17 1s.

St. Ives, Cornwall.—September 26th.—Rewards, £15 8s.

Whitby, Yorkshire.—September 26th.—Rewards, £7 4s.

Eyemouth, Berwickshire.—September 26th.—Rewards, £17 15s.

St. Abbs, Berwickshire.—September 26th.—Rewards, £7 3s.

Selsey, Sussex.—September 28th.—Rewards, £14 17s.

Galway Bay.—September 30th.—Rewards, £16 0s. 6d.

OCTOBER

During October, life-boats went out on service 60 times and rescued 17 lives.

A DOG DAY

Dungeness, Kent.—At 7.45 in the evening of the 2nd of October, 1949, a resident of Lydd telephoned that a

vessel was ashore one mile west-north-west of Galloways. At eight o'clock the life-boat *Charles Cooper Henderson* was launched in a smooth sea, with a light west-south-west wind blowing. She found the motor launch *Ocean Hound*, of London, an old motor torpedo boat, with a crew of two. The skipper asked to be towed off and the life-boat refloated the *Ocean Hound*, towed her to a safe anchorage, and arrived back at her station at 10 o'clock.—Property Salvage Case.

TO A SAFE ANCHORAGE

Cromer, Norfolk.—At 6 o'clock in the evening of the 4th of November, 1949, the coastguard telephoned that he thought a yacht was flying distress signals two miles east of the coastguard station, and at 6.25 the No. 1 life-boat *Henry Blogg* was launched. A light south-south-west breeze was blowing with a slight swell. The life-boat found the yacht *Marjellen* broken down, with two women and two men on board, took off the women, towed the yacht to a safe anchorage, and arrived back at her station at eight o'clock that night.—Rewards, £15 17s.

A LESSON IN GEOLOGY

Whitby, Yorkshire.—In the early afternoon of the 5th of October, 1949, seventeen geological students from Aberdeen University were cut off by the tide off Black Nab. Three of them scrambled through deep water and breakers for help, and reached the shore about one o'clock. At 1.15, the harbour pulling life-boat *Robert and Ellen Robson* was towed to the position by a local fishing boat. The life-boat got close in-shore and found the fourteen remaining students clinging to the cliffs, with two men of the coastguard life-saving crew who had been lowered down to them. She took them all on board, landed them, and arrived back at her station at 3 o'clock. The students expressed their thanks and made a gift.—Rewards, £30 16s. 6d.

IN TOW TO YARMOUTH

Great Yarmouth and Gorleston, Norfolk.—At 4.55 in the afternoon of the 10th of October, 1949, the Gorleston coastguard telephoned a message from the

Cross Sand lightvessel that a motor fishing vessel had broken down about a mile to the south-south-east. A steamer was standing by. About 5 o'clock the fishing vessel was said to have got under way, but it was later reported that flying two flags she was drifting, one mile to the east-south-east. The life-boat *Louise Stephens* was launched at 5.45 and in a rough sea, with a fresh south-easterly breeze, found the motor fishing vessel *Korab II*, of Gdynia, Poland, with her engine broken down and a crew of seven on board, five miles north-north-east of the lightvessel. The life-boat took the fishing vessel in tow, and wirelessed for a tug, which took over the tow, while the life-boat escorted them both to Yarmouth Roads. She reached her station again at 11.30 that night.—Property Salvage Case.

LANDING AN INJURED MAN

Ballycotton, Co. Cork.—At 12.30 in the morning of the 11th of October, 1949, the Civic Guard reported that a radio message had been picked up by the Roches Point Lighthouse, stating that the S.S. *Glengariffe* had wirelessed that the Daunt Rock lightvessel, five miles south-south-west of Cork, had an injured man on board. At one o'clock the life-boat *Mary Stanford* was launched, with Dr. John Murphy, the life-boat chairman on board, and made for the lightvessel in a choppy sea, with a strong south-westerly breeze blowing. She took the injured man to Queenstown, transferred him to a waiting ambulance, and arrived back at her station at eight o'clock.—Rewards, £19 2s.

LANDING A SKIPPER

Youghal, Co. Cork.—At 9.30 in the morning of the 12th of October, 1949, a fisherman reported that a vessel was on the rocks at East Point, and at 9.35 the life-boat *Laurana Sarah Blunt* was launched. In a very strong south-westerly breeze, with a swell, she found the *Mountain Ash*, of Courtown, a converted landing craft, with a crew of four. The life-boat ran out an anchor for her, but as the tide was ebbing could give no other help, so she took off the skipper and landed him at the

life-boat station by 11 o'clock.—Rewards, £9 15s.

RUSH JOB

Howth, Co. Dublin.—At 2.30 in the afternoon of the 15th of October, 1949, the life-boat *R.P.L.* was launched for exercise in a rough sea, with a fresh south-westerly wind blowing. and shortly after noticed a fishing boat one mile east of Rush. When the life-boat approached (about four o'clock) she found the *Myrtle*, of Rush, with a crew of four aboard, disabled by an engine breakdown. At the request of the fishermen the life-boat took the *Myrtle* to Rush and then returned to her station, reaching it at 6.15.—Rewards, £12 18s.

MOTOR LAUNCH IN DIFFICULTIES

Hastings, Sussex.—At 5.36 in the morning of the 16th of October, 1949, the coastguard reported a motor launch signalling for help off the harbour wall. At 6.5 the life-boat *Cyril and Lilian Bishop* was launched in a moderate sea, with a strong west-south-westerly breeze blowing. She found the *Muriel I*, of London, with her engine broken down and towed her, together with her crew of three, to Rye harbour, reaching her station again at 9.45.—Rewards, £45 8s. 6d.

FISHING VESSEL IN DISTRESS

Hartlepool, Durham.—At 9.43 on the morning of the 18th of October, 1949, the coastguard reported a small vessel in distress. Twelve minutes later the life-boat *The Princess Royal—Civil Service No. 7*, was launched. A moderate gale was blowing from the south-south-west and the sea was rather rough. The life-boat found the motor fishing vessel *Saltburn*, of Middlesbrough, carrying a crew of three, one and a half miles north-east of Heugh lighthouse, disabled by an engine breakdown. She put a rope aboard the fishing boat, and towed her to Hartlepool, arriving at half past eleven.—Rewards, £7 12s.

LIFE ON THE OCEAN SWELL

Whitehills, Banffshire, and Peterhead, Aberdeenshire.—About 3.45 in the afternoon of the 18th of October, 1949, the

Banff coastguard telephoned the Whitehills life-boat station that two fishing vessels bound for Peterhead from Wick—the *Covesea*, towing the *Ocean Swell*—were making heavy weather, eight miles from Banff in a northerly direction. Later on, they were reported to be making little headway. Accordingly, the life-boat *Thomas Markby* was launched at 6.10 in a rough sea, with a south-westerly gale blowing. She searched over a wide area but failed to find the boats and reached her station again at midnight.

At 8.55 in the morning on the 19th of October the Peterhead coastguard reported that from the south-east two boats were waving for help. At 9.5 the Peterhead life-boat *Julia Park Barry*, of Glasgow was launched and found the *Covesea*, with a crew of three, and the *Ocean Swell*, with a crew of two, pounding together, three miles east-south-east of Peterhead. The *Covesea's* engines were broken down. The life-boat towed both boats into the Bay and then took the *Ocean Swell* into harbour, a difficult task as the fishing boat's steering gear had failed. She then brought in the *Covesea*, completing her rescue work at half past eleven.—Rewards: Whitehills, £19 15s.; Peterhead—Property Salvage Case.

PROPELLER FOULED BY A NET

Dunbar, East Lothian.—At 1.35 on the afternoon of the 19th of October, 1949, the coastguard telephoned a message from the steam trawler *Princess Mary*, received through Stonehaven Radio, that she had a Dunbar fishing boat in tow. As the trawler was too big to enter the harbour she requested that the life-boat should go out and meet her. The life-boat *George and Sarah Strachan* was therefore launched at 1.50 in a rough sea, with a strong south-westerly wind blowing. Six miles south-east of May Island she found the motor fishing boat *Endeavour*, with her propeller fouled by a net. The life-boat escorted the trawler and fishing boat for some distance and then took the fishing boat in tow, arriving at Dunbar at 2.45.—Rewards, £7.

ON THE GOODWIN SANDS

Ramsgate, Kent.—At 6.45 on the



BLACKPOOL RETURNING

From a photograph by Mr. Frank Bowes, of Blackpool



By courtesy of]

[Daily Graphic

STRANDED IN THE WESTERN ISLES

The Grimsby trawler *Evelyn Rose* ashore on Jura. The Islay life-boat took off eight of her crew
(See page 404)

NAMING CEREMONIES

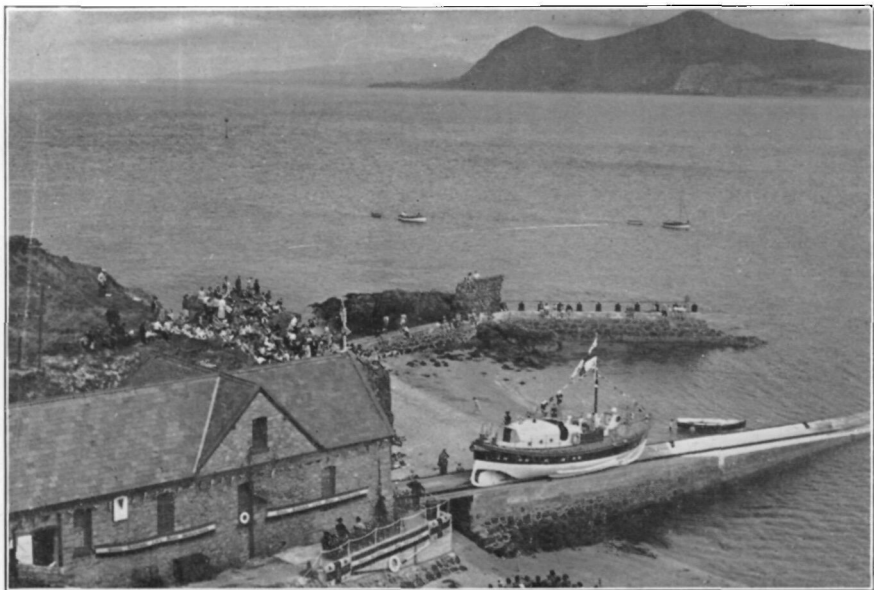
**EASTBOURNE**

*From a photograph by Mr. M. J. Hughes, of Bromley, Kent
(See page 409)*

**NEW QUAY, CARDIGAN**

Above the steps is the Archbishop of Wales, with Miss Lucy Silvester, of St. Albans, on his left, and behind them Captain Guy Fanshawe, R.N., a vice-president of the Institution, and Mr. D. B. Rees, honorary secretary of the station

(See page 408)



By courtesy of]

[R. I. Jones, Nevins

PORTHDINLLAEN

(See page 409)



By courtesy of]

[Belfast Newsletter

PORTRUSH

The Countess of Antrim naming the life-boat

(See page 410)



By courtesy of]

[Central Press Photos

IN THE LORD MAYOR'S PROCESSION

The pulling and sailing life-boat *Mary Thereasa Boileau* (Dungeness, 1912-39)

(See page 411)



By courtesy of]

[Evening Gazette, Blackpool

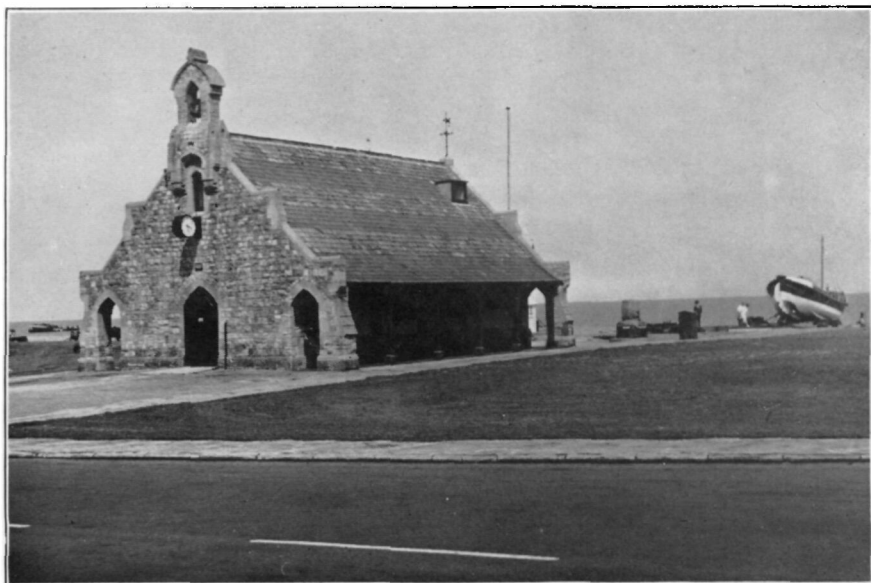
SUMMER NIGHT AT BLACKPOOL

The life-boat is at the water's edge



SUNSET OVER KENT

A photograph taken by Mr. L. H. Shelvey, honorary secretary at Walmer, from the life-boat as she was returning from the Goodwin Sands



THE WALMER BOATHOUSE

Above the door is a clock in memory of Captain R. Coleman, honorary secretary 1932-41, presented by his widow and erected by his daughter

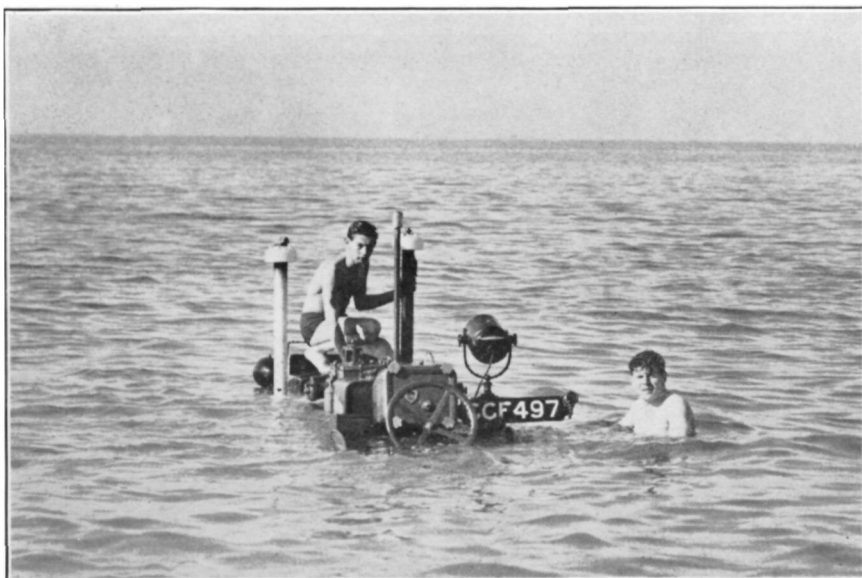


By courtesy of]

[Associated Newspapers

LIFE-BOATMEN FROM THE ATLANTIC

The Smiths of Yarmouth, Isle of Wight, in their home-made cutter
(See page 407)



By courtesy of]

[Smailes Junior Rhuddlan

A TRACTOR'S SUMMER BATHE

The drought in 1949 was so severe that the Council at Rhyl would not allow the launching tractor to be washed with fresh water, so her drivers washed her at sea

THE DUCHESS OF KENT AT THE DEPOT



By courtesy of

[Herts Advertiser]

IN THE RIGGING LOFT



By courtesy of

[Herts Advertiser]

IN THE EXAMINATION ROOM

(See page 407)

evening of the 20th of October, 1949, the coastguard reported that the North Goodwin Lightvessel had fired guns to warn a vessel approaching the Sands. A few minutes later the vessel was reported to be aground on the North Goodwin Sands, two and a half miles south-west by south from the light-vessel. The life-boat *Prudential* was launched at 7.10 in a rough sea, with a moderate west-south-west gale blowing and found the S.S. *Africa Occidental*, of Lisbon, bound, laden, from Middlesbrough to Portugal. The steamer, which was in charge of a North Sea Pilot, had an anchor down, but this ceased to hold as the tide rose. Advised by the life-boatmen who boarded her the pilot manœuvred the steamer into a position where the anchor could be lifted. The *Africa Occidental* was then guided clear of sandbanks and eventually taken to a safe anchorage in The Downs. The life-boat reached her station again ten minutes before midnight.—Property Salvage Case.

A DRAUGHT FROM BORDEAUX

St. Peter Port, Guernsey.—At 6.10 on the evening of the 21st of October, 1949, news was received from Bordeaux, three miles north of St. Peter Port, that a yacht, with a cabin cruiser in tow, was in difficulties, being carried astern by the strongly flowing tide. The life-boat *Queen Victoria* was launched at 6.27 in a rough sea, with a strong south-westerly breeze blowing and heavy rain. She found the yacht, *Ling*, abreast of Platte Beacon, but making no headway. A life-boatman thereupon changed places with the skipper of the yacht, while the life-boat itself went to look for the cabin cruiser, *Dorella*, which the *Ling* had left at anchor in a dangerous position near the Houmet. On finding her, the owner of the *Ling* boarded the *Dorella* with a life-boatman, who made fast a tow rope; they could not raise the anchor, however, and so the life-boat towed the cabin cruiser to a safer position with the anchor still down. Meanwhile an S.O.S. was seen flashing from the *Ling*. The life-boat therefore embarked the *Dorella's* men and made for the yacht, towing her to deep water. There she put the skipper

aboard. Nearing harbour, the skipper slipped the tow rope and entered alone. At 8.50 the life-boat came in to obtain tools, leaving soon after for the cabin cruiser, whose cable had to be cut to free her from her anchor. She then towed the *Dorella* into St. Sampsons Harbour, and arrived back at her station finally at half past ten that night.—Rewards: First trip, £7 18s. 6d.; Second trip, Property Salvage Case.

DANISH SHIP ON ROCKS

Arranmore, Co. Donegal.—About half past two in the afternoon of the 23rd of October, 1949, information was received that a vessel in ballast was on the rocks off Kincasslagh, and the life-boat *K.T.J.S.* was launched at 2.45 in a rough sea, with a north-westerly breeze blowing. She found the S.S. *Dunja*, of Copenhagen, with a crew of ten and a pilot on board, and her engines broken down. At the request of the master the life-boat towed her to Burtonport harbour, arriving back at her station at nine o'clock that night.—Property Salvage Case.

ONE MAN IS LOST

Pwllheli, Caernarvonshire.—At 7.30 in the night of the 23rd of October, 1949, a resident of Criccieth telephoned that he could see an unusual light a mile off Criccieth. The life-boat station made further enquiries through the coastguard who reported that a boat had been seen that afternoon steering east from Pwllheli. About 8 o'clock the Abersoch coastguard reported that a boat could be seen about four miles off Criccieth and at about 8.30 said she was burning a bright light. As she was in a dangerous position, the life-boat *Manchester and Salford XXIX* was launched at 9.15 in a choppy sea with a moderate westerly breeze blowing. She found the fishing boat *Sirdar*, of New Quay, with a crew of two, at anchor one and a half miles south by west of Criccieth. Her engine had broken down, she was leaking and nearly waterlogged, but the two men would not abandon her and asked for a tow to Pwllheli. The life-boat sprayed oil on the sea and prepared to take her in tow, but when the *Sirdar* had raised

her anchor the wind blew her round. the sea swamped her, and she sank at once. The two men jumped into the water, clinging to oars. The life-boatmen threw them life-buoys, and rescued one of them but the other man disappeared and was not found. The life-boat returned to her station with the rescued man, arriving at 12.45 the next morning.—Rewards, £11 3s.

BRONZE MEDAL SERVICE AT HOLYHEAD

Holyhead, Anglesey.—On the 26th of October, 1949, the life-boat rescued the crew of seven of the Liverpool steamer *Mayflower*.—Rewards, bronze medal and £14 10s. (For a full account of the service, see page 380).

HANGING ON TO HER GEAR

Flamborough, Yorkshire.—While the local fishing coble *Provider* was out fishing on the 25th of October, 1949, a south-easterly wind, increasing to gale force, made a very rough sea. The life-boat *Howard D.* was launched at eleven o'clock in the morning and found the coble, a mile and a half away, hanging on to her gear. After escorting the coble to safety, the life-boat had to wait until half past three before she could get ashore.—Rewards, £27 15s. 6d.

ESCORTING COBLES

Filey, Yorkshire.—On the morning of the 25th of October, 1949, while two local fishing cobles were out fishing, the south-easterly wind increased almost to a gale. The life-boat *The Cuttle* was launched at 11.10 in a heavy swell and finding the cobles *Windsor Lad II* and *Isabella*, escorted them ashore. The life-boat arrived back at her station at 12.30 that afternoon. — Rewards, £13 17s.

SOUTHERN AFRICA TO EMPIRE FABRIC

Dover, Kent.—At 6.40 in the morning of the 26th of October, 1949, the Eastern Arm signal station telephoned that a vessel was dragging her anchors at East Cliff, and at 7 o'clock the life-boat *Southern Africa* left her moorings. A whole gale was blowing from the south,

with a very rough sea. She found the motor vessel *Archglen*, of Fraserburgh, with a crew of five, alongside the Eastern Arm in the harbour, laden with coal. The life-boat anchored, veered down and fired a line. A heavy rope was then passed across, but she could not tow her clear. The rope was therefore slipped, and the life-boat made for the motor vessel *Empire Fabric*, of Hull, which had also dragged her anchors close in shore. The life-boat stood by until the vessel reached deeper water and then returned to the *Archglen*, to find that her crew had been got ashore by the coastguard life-saving appliances. The life-boat then returned to her station, arriving at 12.15 that afternoon.—Rewards, £14 10s.

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

Margate, Kent.—October 2nd.—Rewards, £19 1s. 6d.

Margate, Kent.—October 2nd.—Rewards, £14 4s. 6d.

Wells, Norfolk.—October 4th.—Rewards, £22 8s.

St. Mary's, Isles of Scilly.—October 6th.—Rewards, £12 15s.

Amble, Northumberland.—October 9th.—Rewards, £12.

Humber, Yorkshire.—October 9th.—Paid Permanent Crew.—Rewards, £2.

Humber, Yorkshire.—October 10th.—Paid Permanent Crew.

Cromer, Norfolk.—October 10th.—Rewards, £29.

Dun Laoghaire, Co. Dublin.—October 12th.—Rewards, £8 15s.

Montrose, Angus.—October 13th.—Rewards, £23 5s.

Valentia, Co. Kerry.—October 13th.—Rewards, £12 14s. 6d.

Holy Island, Northumberland.—October 18th.—Rewards, £25 4s. 6d.

Humber, Yorkshire.—October 19th.—Paid Permanent Crew.—Rewards, £3 10s.

Kilmore, Co. Wexford.—October 19th.—Rewards, £14 2s.

Kilmore, Co. Wexford.—October 20th.—Rewards, £26 12s.

The Mumbles, Glamorganshire.—October 20th.—Rewards, £16 2s.

Broughty Ferry, Angus.—October 21st.—Rewards, £31 6s.

Arbroath, Angus.—October 21st.—Rewards, £14.

Montrose, Angus.—October 21st.—Rewards, £22 1s.

Gourdon, Kincardineshire.—October 21st.—Rewards, £36 5s.

Llandudno, Caernarvonshire.—October 21st.—Rewards, £26 11s.

Barrow, Lancashire.—October 21st.—Rewards, £31 7s. 6d.

Fishguard, Pembrokeshire.—October 21st.—Rewards, £15 10s.

Rosslare Harbour, Co. Wexford.—October 21st.—Partly paid permanent crew.—Rewards, £12 5s.

Broughty Ferry, Angus.—October 21st.—Rewards, £9 10s.

New Brighton, Cheshire.—October 23rd.—Rewards, £11 17s. 6d.

Lytham St. Anne, Lancashire.—October 24th.—Rewards, £13 6s.

New Brighton, Cheshire.—October 24th.—Rewards, £14 15s.

Workington, Cumberland.—October 24th.—Rewards, £14.

Tenby, Pembrokeshire.—October 25th.—Rewards, £24 10s.

Clogher Head, Co. Louth.—October 25th.—Rewards, £23 14s.

Newcastle, Co. Down.—October 25th.—Rewards, £44 7s. 6d.

Howth, Co. Dublin.—October 25th.—Rewards, £25 10s.

Falmouth, Cornwall.—October 25th.—Rewards, £32 19s. 6d.

St. Helier, Jersey.—October 25th.—Rewards, £13 2s. 6d.

Southend-on-Sea, Essex.—October 26th.—Rewards, £23 6s.

Walton and Frinton, Essex.—October 27th.—Rewards, £28 10s.

Clacton-on-Sea, Essex.—October 28th.—Rewards, £39 10s. 6d.

Margate, Kent.—October 30th.—Rewards, £15 3s.

Dover, Kent.—October 30th.—Rewards, £9.

NOVEMBER

During November life-boats went out on service 62 times and rescued 42 lives.

TRAWLER REFLOATED

Islay, Inner Hebrides.—At 3.20 in the morning of the 1st of November, 1949, the Kilchoman coastguard telephoned that the steam trawler *Red Crusader*, of Fleetwood, had radioed that she was ashore, two miles north of Port Askaig. The life-boat *Charlotte Elizabeth* left her moorings at 3.50 and in a moderate sea, with a light easterly breeze blowing, found the trawler on the Jura shore, lying on her side. The life-boat took off her crew of twenty and landed them at her station at 5.30. About five hours later, at his own request, she took the skipper and some of his crew back to the trawler and stood by while they tried to refloat her. Eventually a salvage tug arrived, whereupon the life-boat returned to her station, which she reached at 5 o'clock that evening. The trawler was refloated by the tug the next afternoon.—Rewards, £21 3s.

EGGS TO EIGG

Mallaig, Inverness-shire.—In the morning of the 4th of October, 1949, it was decided to send the life-boat to the islands of Soay and Eigg with provisions as, owing to bad weather, the weekly steamer had not called and no other boat was available. The life-boat *Sir Arthur Rose* left her moorings at 10 o'clock in a very rough sea, with a southerly gale blowing, took stores and mail to the islands and arrived back at her station at 5.30 that evening.—Rewards, £18 16s.

SAVED FROM THE BAR

Rosslare Harbour, Co. Wexford.—At 3.35 in the afternoon on the 4th of November, 1949, a fishing vessel at the north end of the bay was seen to be flying a distress signal. The life-boat *Mabel Marion Thompson* was launched at 3.42 in a rough sea, with a south-westerly gale blowing, and, three miles

north of Rosslare Pier found the motor fishing boat *St. Joseph*, of Dunmore East, with a crew of two and her engine broken down. As she was dragging towards Wexford Bar the life-boat took her in tow and berthed her along the pier at 4.35.—Partly paid permanent crew.—Rewards, £5 2s.

A SAIL OF NO AVAIL

Wick, Caithness-shire.—At five o'clock in the afternoon, on the 4th of November, 1949, the coastguard reported a flare three miles north-north-east of Wick. Half an hour later the life-boat *City of Edinburgh* was launched in a rough sea, with a strong south-easterly breeze blowing, and found the local fishing boat *Godetia*. She had a crew of five aboard, including the life-boat second coxswain. She had been disabled by an engine breakdown, and although she had a sail, could make no headway against the tide, and so the life-boat towed her home, arriving at 7.30.—Rewards, £8 13s.

DEATH OF A LIFE-BOATMAN

Margate, Kent.—At 12.55 in the early morning of the 6th of November, 1949, the coastguard telephoned that a yacht at anchor half a mile north-west of the coastguard station was making heavy weather. There was a rough sea, and a strong north-westerly breeze was blowing, and she was in danger of driving ashore. At 1.20 therefore, the life-boat *The Lord Southborough, Civil Service No. 1*, was launched. She found the sailing yacht *Bluebird*, of London, a quarter of a mile off shore, with one man on board, and stood by her until low water. The weather had moderated by then, and the yacht seemed to be in no difficulty, so the life-boat returned to her station, arriving at 7.45. One of the crew, Benjamin Frost, hurried down to the life-boat station, but collapsed and died in the boat-house.—(See page 407.)—Rewards, £22 3s. 6d.

EXHAUSTED ANGLERS

Newhaven, Sussex.—At half past eleven on the morning of the 6th of November, 1949, the life-boat *Cecil and Lilian Philpott* was launched for exercise. There was a choppy sea, with an

easterly breeze blowing. As she was returning, she noticed a small rowing boat half a mile west of Newhaven Breakwater. The crew appeared to be distressed, and the life-boat closed to investigate. She found two men, who had been angling but were afterwards too exhausted to continue their efforts to reach harbour. The life-boat took the small boat in tow and brought her, together with the crew, into harbour, reaching there at half past twelve.—Rewards, £9 11s.

WINSTON CALLED UPON

Newbiggin, and Blyth, Northumberland.—About half past ten in the morning, on the 9th of November, 1949, it was decided to launch the Newbiggin life-boat as several local fishing cobs were out and a strong south-south-easterly breeze was blowing, with short heavy seas. The life-boat *Augustus and Laura* put out at 10.50 and stood by the cobs in the Bay. As there were other cobs in the direction of Blyth, Newbiggin asked, through the coastguard, for the help of the Blyth life-boat *Winston Churchill, Civil Service No. 8*. She was launched at 11.55, Captain H. Rowe, the Blyth honorary secretary, going out in her. The *Augustus and Laura* escorted six cobs to the shore, helping one which had broken its rudder, and reached her station again at one o'clock that afternoon. The Blyth life-boat found that the boats reported near Blyth were seine net fishing vessels, not in need of help, and, when it had been reported that all the Newbiggin fishing boats were home, she returned to Blyth, arriving at 1.55.—Rewards, Newbiggin, £13 8s. 6d.; Blyth, £10 9s.

RUNNING FOR HARBOUR

Gourdon, Kincardineshire.—About noon on the 9th of November, 1949, a strong south-easterly gale arose, and conditions at the harbour entrance became so bad that the danger signal was hoisted. All the fishing boats were at sea, so the life-boat *Margaret Dawson* was launched at 1.5 in case help were needed. Several of the fishing boats ran for Stonehaven, but three made Gourdon Harbour, with the life-boat

standing by. The life-boat reached her station again at 2.5.—Rewards, £27 0s. 6d.

ROUGH SEAS AND RAIN SQUALLS

Bridlington, Yorkshire.—At half past one in the afternoon on the 9th of November, 1949, the coxswain reported that the local motor fishing vessel *Mizpah*, with a crew of four, had not returned from the fishing grounds. Weather conditions were worsening and it was decided to send out the life-boat, *Tillie Morrison, Sheffield*. She left at 2.7 in a rough sea with a strong southerly breeze blowing, and rain squalls, and met the *Mizpah* in the bay. Spreading oil on the sea, the life-boat escorted her into harbour, and then returned to her station, arriving at 3.45.—Rewards, £9 8s.

ANZAC RESCUE

Shoreham Harbour, Sussex.—At 8.10 on the night of the 11th of November, 1949, the coastguard telephoned that a fishing boat was flashing S.O.S. signals. Fifteen minutes later the life-boat *Rosa Woodd and Phyllis Lunn* was launched. A westerly breeze was blowing, with a moderately heavy sea. Half a mile east-south-east of the harbour, the life-boat found the local motor fishing boat *Anzac*, with a crew of two, disabled by an engine breakdown, and took her in tow, bringing her into harbour at 9.15.—Rewards, £9 3s.

MEDAL SERVICE BY ILFRACOMBE AND APPLEDORE

Appledore, Clovelly, and Ilfracombe, Devon.—On the 18th of November, 1949, all three life-boats went to the help of the Spanish steamer *Monte Gurugu*, which was foundering at the entrance to the Bristol Channel, and rescued 24 lives.—Rewards, silver medal, bronze medal and £186 14s. (A full account will be published in the next number of *The Life-boat*.)

COBLE BROKEN DOWN

Filey, Yorkshire.—About half past three in the afternoon on the 14th of November, 1949, the coastguard telephoned that the life-boat coxswain at Flamborough had reported a fishing

coble, broken down but under sail, a mile north-east of the North Landing. As it was thought this might be the Filey coble *Mary*, which was known to be at sea, the Filey life-boat *The Cuttle* was launched at 3.46. A north-westerly wind was blowing, and the sea was smooth. The life-boat found that the coble was indeed the *Mary*, which had broken down at eleven in the morning, and with her in tow reached her station at six o'clock.—Rewards, £16.

COLLISION IN THE FOG

Southend-on-Sea, Essex.—At 11.20 on the night of the 15th of November, 1949, during a fog, the coastguard reported that two ships had been in collision off Thames Haven. As a result, four men were adrift in a ship's boat, others were in the water, and one of the vessels was reported sinking. At 11.45, therefore, the life boat *Greater London, Civil Service No. 3*, was launched. A light easterly breeze was blowing and the sea was calm. She found the motor vessel *Mercurius*, of Amsterdam, at anchor, but holed and listing. However, as her skipper said she was safe, the life-boat went to look for the other ship, the motor vessel *Sedulity*, of London, which was reported to be about a mile west of the *Mercurius*. While she searched, a wireless message announced that the *Sedulity* and her crew were safe. Accordingly she gave up the search; but on her way back heard a motor boat in the fog, and shortly after came up with a boat from the *Mercurius*, in which her skipper and a member of her crew had been trying to reach the shore. The life-boat took them on board, towed their boat back to the *Mercurius* and, at the request of the skipper, landed a man at Southend, reaching her station again at 4.15 the next morning.—Rewards, £16 9s.

MORE FISHING BOATS IN DIFFICULTIES

Bridlington, Yorkshire.—About 12.45 in the afternoon of the 17th of November, 1949, information was received that three local fishing vessels were at sea and that the weather was worsening. The life-boat *Tillie Morrison, Sheffield*, was launched at 1.12 and, in

a heavy sea, with a moderate south-south-east gale blowing, stood-by off the harbour entrance. One of the fishing vessels had reached the harbour unaided, and the life-boat escorted in *Our Confidence*. Then she sighted the other vessel, the *Margaret*, put out again, and escorted her in, reaching her station again at three o'clock. The Coastguard Life-saving Appliances crews manned the North and South piers during the service.—Rewards, £11 19s.

SERIOUSLY INJURED AT SEA

Cromer, Norfolk.—At 1.57 in the afternoon of the 19th of November, 1949, the coastguard telephoned that the S.S. *Suntrap*, of London, had signalled that she would arrive off Cromer about 3.15 and had asked for the life-boat to land a seriously injured man. A light south-south-east breeze was blowing with a slight sea when the No. 1 life-boat *Henry Blogg*, with a doctor on board, was launched at three o'clock. She came up with the *Suntrap* three and a half miles to the north-east and the doctor went aboard. The man, who had concussion and severe head injuries, was taken into the life-boat, which landed him at her station at 4.20.—Rewards, £9 12s.

ST. HELIER BRONZE MEDAL

St. Helier, Jersey.—On the 19th of November, 1949, the life-boat rescued three from the ketch *Hanna*, of Poole. Rewards, bronze medal and £24 12s. (A full account of this service will be published in the next number of *The Life-boat*.)

ANOTHER SKIPPER AND HIS DAUGHTER

Falmouth, Cornwall.—At one o'clock in the afternoon of the 20th of November, 1949, the St. Anthony coastguard reported that a sailing boat was making for Portscatho. The weather was bad and she was in a dangerous position. The life-boat *Crawford and Constance Conybeare* was launched therefore at 1.30 and in a rough sea, with a fresh south-south-west breeze, found the sailing boat *Berlin*, of Germany, at anchor off Portscatho, with a man and his daughter on board. The boat was dragging and driving inshore, so the

life-boat rescued the two people and towed the *Berlin* itself to Falmouth harbour, arriving at 4 o'clock. The Germans had intended to sail to South America.—Rewards, £9 3s. 6d.

ANCHORING A FRENCH STEAMER

Dover, Kent.—In the morning of the 21st of November, 1949, the S.S. *Intendant J. Patrizi*, of Rouen, which had been ashore off Seabrook, was steaming towards Dover in a very rough sea with a whole southerly gale blowing and rain. The coastguard informed the life-boat authorities at 7 o'clock and at 7.30 the life-boat *Southern Africa* left her moorings, in charge of the second coxswain. She found the steamer five miles to the south-west, lying broadside to the seas and in danger of going ashore again. The weather was too bad to put a man on board. The coxswain hailed the master, advised him to follow the life-boat, and eventually anchored the steamer in the Downs. She returned to her station by 12.50 in the afternoon.—Property Salvage Case.

TRAWLER HARD AND FAST

Islay, Inner Hebrides.—At 6.45 on the night of the 22nd of November, 1949, the Kilchoman coastguard telephoned that a resident of Port Askaig had reported a vessel ashore on Jura, about one mile north of Inver. At 6.55 the life-boat *Charlotte Elizabeth* left her moorings in a moderate sea, with a fresh south-westerly breeze blowing and found the steam trawler *Evelyn Rose*, of Grimsby, hard and fast one and a half miles north of Inver. She was laden with fish and bound from Iceland to Fleetwood. The life-boat took off eight of the trawler's crew of twenty and landed them at Port Askaig. She then returned to the trawler, stood by her until daylight, and arrived back at her station at eight o'clock on the morning of the 23rd.—Rewards, £39 13s. 7d.

STRANDED DRIFTER

Dover, Kent.—At 3.15 in the morning of the 23rd of November, 1949, Lloyd's signal station reported a vessel stranded on the blockships at the western entrance to the harbour. At 3.30 the

life-boat *Southern Africa* left her moorings in a rough sea, with a fresh south-south-west gale blowing. The vessel, the steam drifter *Thrifty*, of Lowestoft, was being towed clear by a motor boat. The life-boat stood by until the drifter anchored, and as the skipper said she was not leaking, returned to her station, arriving at 4.45.—Rewards, £7 5s.

ANOTHER DRIFTER IN DISTRESS

Lowestoft, Suffolk.—About 10.48 in the morning of the 27th of November, 1949, the coastguard telephoned that a drifter was on the Newcombe Sandbank about a quarter of a mile to the east; and at 10.50 the life-boat *Michael Stephens* left her moorings. A moderate northerly breeze was blowing with a ground swell. The life-boat found the herring drifter *Ocean Sunbeam*, of Yarmouth, with a crew of nine, rolling and bumping heavily. The skipper asked the life-boat to stand by, and when she refloated the life-boat guided her clear. She returned to her station by 12.15 that afternoon.—Rewards, £9 16s.

THEN A COBLE

Filey, Yorkshire.—The local motor fishing coble *Isabella* put to sea on the morning of the 28th of November, 1949. The weather was bad and, as it began to worsen, the life-boat *The Cuttle* was launched at 11.30. A moderate northerly breeze was blowing, with a rough sea. She found the *Isabella* behind Filey Brigg, escorted her to harbour, and arrived back at her station at 12.55 that afternoon.—Rewards, £3 17s.

THEN ANOTHER COBLE

Scarborough, Yorkshire.—At 6.10 in the evening of the 29th of November, 1949, the life-boat coxswain reported that the local fishing coble *Rosemary* was overdue. The life-boat *Herbert Joy II* was therefore launched at 6.20 in a smooth sea, with a light westerly breeze blowing. Meanwhile the coast-guard had signalled a passing steamer to keep a look-out for the coble. The steamer broadcast a warning and while the life-boat was searching, received a message from the trawler *Ficyon* that

she had the coble in tow and wanted a vessel to take over. The life-boat was recalled by flare and directed to the position, about three miles south-east of Scarborough. She took the *Rosemary* in tow and returned, arriving at her station at 1.45 the following morning.—Rewards, £24 17s.

FIRST AID FOR STROMA

Wick, Caithness-shire.—At 8.15 in the night of the 29th of November, 1949, a Canisbay doctor asked for the use of the life-boat to take him to Stroma Island to attend an injured man, as the weather was too bad for a shore-boat to take him. A strong north-westerly breeze was blowing, with a rough sea. The doctor embarked in the life-boat *City of Edinburgh* at nine o'clock, and landed on Stroma at 10.45. He attended the man, who had broken a leg, and two hours later re-boarded the life-boat, which took him back to Wick, arriving at three o'clock the next morning. In gratitude the people of Stroma held a dance and whist drive which raised £4 10s. for the Institution.—Rewards, £16 16s. 6d.

COBLE'S ENGINE FLOODED

Teesmouth, Yorkshire.—At two o'clock in the afternoon of the 30th of November, 1949, the life-boat *J. W. Archer* was launched for exercise in a rough sea, with a south-westerly breeze blowing. Two miles east of South Gare she came up with the fishing coble *Mildred*. The coble was making heavy weather, but the crew of three said they were all right. The life-boat therefore made for her station. As the wind was increasing, however, she returned to the coble, which she found driving to leeward with a flooded-out engine. She towed her in and arrived back at her station at 4 o'clock.—Rewards, £8 15s. 6d.

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

Bembridge, Isle of Wight.—November 3rd.—Rewards, £16 17s. 6d.

Selsey, Sussex.—November 3rd.—Rewards, £25 19s.

Pwllheli, Caernarvonshire.—November 4th.—Rewards, £21 3s.

Douglas, Isle of Man.—November 4th.—Rewards, £15 15s.

Barrow, Lancashire.—November 4th.—Rewards, £11.

Dungeness, Kent.—November 4th.—Rewards, £33 8s.

Ramsgate, Kent.—November 5th.—Rewards, £8 12s. 6d.

Walmer, Kent.—November 5th.—Rewards, £19 10s.

Longhope, Orkneys.—November 6th.—Rewards, £17 2s. 6d.

Poole and Bournemouth, Dorset.—November 7th.—Rewards, £10 0s. 6d.

Kilmore, Co. Wexford.—November 8th.—Rewards, £29 8s. 6d.

Howth, Co. Dublin.—November 9th.—Rewards, £19 7s.

Tenby, Pembrokeshire.—November 9th.—Rewards, £24 12s. 6d.

Lytham St. Annes, Lancashire.—November 9th.—Rewards, £17 15s.

Dunmore East, Co. Waterford.—November 10th.—Rewards, £6 8s.

New Brighton, Cheshire.—November 12th.—Rewards, £12 10s.

Newhaven, Sussex.—November 12th.—Rewards, £21 17s.

Ramsgate, Kent.—November 12th.—Rewards, £9 8s. 6d.

Whitby, Yorkshire.—November 13th.—Rewards, £9 4s.

Wick, Caithness-shire.—November 13th.—Rewards, £16 7s.

Buckie, Banffshire.—November 13th.—Rewards, £20.

St. Peter Port, Guernsey.—November 15th.—Rewards, £9 4s. 6d.

Dover, Kent.—November 16th.—Rewards, £12 10s.

Portrush, Co. Antrim.—November 18th.—Rewards, £10 0s. 6d.

Swanage, Dorset.—November 19th.—Rewards, £12 6s.

Blackpool, Lancashire.—November 20th.—Rewards, £36 4s. 6d.

Fleetwood, Lancashire.—November 21st.—Rewards, £26 3s.

Barrow, Lancashire.—November 21st.—Rewards, £25.

Newhaven, Sussex.—November 21st.—Rewards, £17 10s.

Holyhead, Anglesey.—November 22nd.—Rewards, £10 10s.

St. Helier, Jersey.—November 22nd.—Rewards, £6 8s.

Dunbar, East Lothian.—November 25th.—Rewards, £7.

Walmer, Kent.—November 29th.—Rewards, £15 18s.

Lytham St. Annes, Lancashire.—November 30th.—Rewards, £19 15s.

French Medals for Cromer

IN a whole gale on the 8th of July, 1948, the Cromer life-boat rescued the crew of sixteen men of the French collier *François Trarier*, of Dunkirk. For this rescue the French Government have awarded Coxswain H. T. Davies, the French Maritime Cross and Diploma, and each of the other eleven members of the crew the life-saving medal. The cross and medals were presented at Cromer on the 13th of September, 1949, by Capitaine de Corvette de la Loge d'Ausson, commanding officer of *Ailette*, of the French Navy, accompanied by his first lieutenant, the French consular agent at Lowestoft, and one of his crew.

Captain E. O. Indor, D.S.O., R.N., chairman of the Cromer branch, pre-

sided at the ceremony and the Rev. Arthur Buxton welcomed the visitors, whom he had previously entertained to lunch. Commander H. L. Wheeler, R.N., district inspector of life-boats, described the rescue, and Capitaine de la Corvette de la Loge d'Ausson then presented the medals. A vote of thanks to him and the French Government was proposed by Major E. P. Hansell, honorary secretary of the station, and was seconded by Coxswain H. T. Davies. The Marseillaise and the National Anthem were sung and the life-boat was launched, with the French visitors on board. The ceremony was broadcast by the B.B.C. on the Home Service and Foreign Service.

Margate Life-boatman's Death

IN the early hours of Sunday, the 6th of November, 1949 (see page 402) the Margate life-boat was called out on service and one of the crew, Benjamin Frost, cycled down to the boathouse at the end of the pier. As soon as he got into the boat he had a heart attack. He was lifted out, and was found to be already dead. He was only forty-one years old. He was unmarried, and the

only relative dependent upon him was his mother. His father had died at sea. His mother is a patient in a hospital, blind, bed-ridden, and needing constant care. She is looked after under the National Health Scheme, but her son spent 15/- a week in comforts for her. This allowance of 15/- will now be provided by the Institution.

Two Life-boatmen Cross the Atlantic

IN March, 1949, two former members of the life-boat's crew at Yarmouth, Isle of Wight, Stanley Smith, aged thirty, and Colin Smith, aged twenty-nine, sons of Coxswain S. T. Smith, went to Canada. There, at Dartmouth, Nova Scotia, they built a yacht, choosing the timber, building her and fitting her out entirely with their own hands. She was 20 feet long and had a beam of 6 feet 6 inches. They named her *Nova Espero*.

So sure were they of their craftsmanship and skill that they decided to

sail her home across the Atlantic. With their stores on board she had barely fourteen inches free-board. They set out from Dartmouth, Nova Scotia, on the 6th of July, and made their first port of call, Dartmouth, Devon, forty-three days later. There they were given a great reception. They set out again a few days later and on the 30th of August, a beautiful summer day, they sailed their little yacht, under mainsail and jib, into Yarmouth harbour.

The Duchess of Kent at the Depot

THE Duchess of Kent, President of the Institution, visited the Institution's depot at Boreham Wood on the 9th of November. She was received by Sir Godfrey Baring, Bt., chairman of the committee of management, Colonel A. D. Burnett Brown, M.C., T.D., M.A., the Secretary of the Institution, Commander P. E. Vaux, D.S.C., R.N., chief inspector of life-boats, Commander J. M. Upton, R.D., R.N.R., superintendent of the depot, and Mr. A. W. Stephens, the depot foreman.

The Duchess visited every department: the publicity store, the paint-shop, the rigging loft, the carpenter's shop, the return store, the heavy store,

the light store, the despatch department, the examination department, the machine shop, the canteen, the offices of the clerical staff, and the cottages where the foreman, chief storesman and shop-foreman live. In each department the principal members of the staff were presented to her, and she was presented with a bell-rope made in the rigging loft and a pair of brass candlesticks made in the machine shop.

After the inspection the Duchess took tea with Sir Godfrey Baring and the officials of the Institution, and saw the life-boat *Mary Theresa Boileau* which had just returned from the Lord Mayor's Procession.

Naming Ceremonies

EIGHT new motor life-boats were named during the summer of 1949, two on the English coast, at Swanage and Eastbourne, three on the Welsh coast, at New Quay (Cardigan), Barmouth, and Porthdinllaen, two in Northern Ireland, at Portrush and Newcastle (Co. Down), and one in the Isle of Man, at Ramsey.

Swanage

The new boat has been built out of a legacy from the late Mrs. Alice Pugh, of Kensington, London. She is a 41-foot Watson cabin boat and is the seventh life-boat to be stationed at Swanage. The naming ceremony took place on the 18th of June. Dr. G. W. S. de Jersey, chairman of the branch, presided, and Captain G. R. Cousins, D.S.C., R.N., district inspector of life-boats, described the life-boat. Dr. A. McCall, on behalf of the donor, presented her to the Institution and Sir Godfrey Baring, Bt., chairman of the Committee of Management, received her and handed her over to Swanage, on whose behalf she was accepted by Dr. de Jersey.

The Archdeacon of Dorset (the Venerable L. Addison, M.A.), assisted by the Rev. M. de Burgh Scott and the Rev. Stanley Smith, dedicated the life-boat, and Lady Baring named her *R.L.P.*

A vote of thanks was proposed by Councillor F. Holmes, J.P., chairman of the Swanage Urban District Council, and seconded by Mr. A. R. Dickinson, district organising secretary, and the life-boat was launched.

New Quay, Cardigan

The new boat is a gift to the Institution from the citizens of St. Albans, who in 1945 raised a special fund to celebrate the silver jubilee of the St. Albans branch. She is a 35 feet 6 inches Liverpool boat, and is the fifth to be stationed at New Quay. Dr. Roger Griffiths, chairman of the branch, presided, and Commander E. W. Middleton, V.R.D., R.N.V.R., the district inspector of life-boats described the boat. Mr. J. F. Bushell, a former Mayor of St. Albans, presented her to the Institu-

tion, and Captain Guy D. Fanshawe, R.N., a vice-president of the Institution, accepted her and handed her to New Quay, on whose behalf she was received by Mr. Alastair Graham, president of the branch.

The Archbishop of Wales (the Most Rev. D. L. Prosser, D.D.) dedicated the life-boat, assisted by the Rev. D. A. Thomas, M.A., rector of New Quay and the Rev. Victor Thomas, B.A. The singing was led by the New Quay United Choir. Miss Lucy Silvester, deputy-chairman and late honorary secretary of the St. Albans branch, then named the life-boat *St. Albans* and the boat was launched.

A vote of thanks was proposed by Councillor E. Price, chairman of the New Quay Urban District Council, and seconded by Mr. D. E. Thomas, a member of the committee of the branch, and Captain Fanshawe replied.

Barmouth

The new life-boat has been built out of a legacy from the late Mr. Patrick Charles Peek, of Branksome Park, Dorsetshire. She is a 35 feet 6 inches Liverpool boat and is the seventh to be stationed at Barmouth. The naming ceremony took place on the 6th of July. Colonel C. J. Lloyd Carson, C.B.E., D.L., president of the branch presided, and Commander E. W. Middleton, V.R.D., R.N.V.R., district inspector of life-boats, described the boat. Commodore R. G. Clayton, D.S.C., R.D., R.N.R., a member of the committee of management of the Institution, handed over the life-boat to the branch and she was accepted by Mr. R. Llewellyn Owen, its chairman.

The Archdeacon of Merioneth (the Venerable David Jenkins) dedicated the life-boat, assisted by the Rev. W. H. Wallis Thomas, M.A., and the Rev. E. Afonwy Williams. The singing was led by the St. John's Church Choir. Mrs. H. M. Richards, of Caerwynwch, then named the life-boat. *The Chieftain*.

Commodore Clayton made presentations on behalf of the Institution: To Mrs. J. R. Heath, honorary secretary

of the Barmouth Ladies' Life-boat Guild, the vellum recording her appointment as an honorary life-governor of the Institution; to Captain G. B. Piggott, D.L., J.P., honorary secretary of the station, inscribed binoculars; to Coxswain John E. Morris, a coxswain's certificate of service, and to Evan Jones, John Jones, Griffith Griffiths and Owen T. Morris, life-boatmen's certificates of service, on their retirement from the crew.

A vote of thanks was proposed by Councillor M. G. Roberts, chairman of the Barmouth Urban District Council and seconded by Mrs. J. R. Heath.

Eastbourne

The new boat is a gift to the Institution from Sir Lyonel and Lady Tollemache, in memory of their daughter, Beryl Tollemache. She is a 41-foot Beach life-boat, built with a cabin, and is the ninth to be stationed at Eastbourne. The naming ceremony took place on the 14th of July. The Mayor of Eastbourne presided and the boat was described by Captain G. R. Cousins, D.S.C., R.N., district inspector of life-boats. Sir Lyonel Tollemache, who is now ninety-six years old, was unfortunately prevented by ill-health from being present, and in his absence his son, Colonel H. T. Tollemache, presented the boat to the Institution. Sir Godfrey Baring, Bt., chairman of the committee of management of the Institution, accepted the life-boat and handed her over to Eastbourne, on whose behalf she was accepted by Mr. Ernest Armstrong, chairman of the branch and a member of the committee of management of the Institution.

The Right Rev. Walter Julius Carey, D.D., dedicated the life-boat, assisted by the Rev. L. E. Meredith, M.A., vicar of Eastbourne and the Rev. G. T. Bellhouse, M.A., B.D., of the Eastbourne Presbyterian Church. The singing was led by the Eastbourne and District Philharmonic Society. Lady Tollemache then named the life-boat *Beryl Tollemache*, and the life-boat was launched.

A vote of thanks was proposed by Mr. Charles Taylor, D.L., Member of Parliament for Eastbourne, and seconded by Mr. B. G. H. Brown,

F.I.A., honorary secretary of the station. Lady Baring then unveiled a plaque which recorded that the electric clock on the boat-house had been placed there as a memorial to two former presidents of the Eastbourne Ladies' Life-boat Guild, Mrs. Edith Astley Roberts and Mrs. A. Muspratt Williams.

Ramsey, Isle of Man

The new life-boat has been provided out of gifts to the Institution from the Thomas Corbett Charity. She is a 35 feet 6 inches Liverpool boat and is the ninth life-boat to be stationed at Ramsey. The naming ceremony took place on the 14th of July. The Rev. H. W. Young, chairman of the branch, presided, and Commander E. W. Middleton, V.R.D., R.N.V.R., district inspector of life-boats, described the boat. Mr. Laurence C. H. Cave, a member of the committee of management of the Institution, handed the life-boat over to Ramsey, on whose behalf she was received by the Lieutenant Governor of the Isle of Man, who is also president of the Ramsey branch (Air Vice-Marshal Sir Geoffrey Bromet, K.B.E., C.B., D.S.O.).

The Bishop of Sodor and Man (the Right Rev. J. R. Strickland Taylor, D.D.) dedicated the life-boat, assisted by the Rev. Gordon Sayle, M.A., the Rev. J. Daintree, and the Rev. J. Murray. The singing was led by the Ramsey Ladies' Cushag Choir and the Ramsey Male Voice Choir, accompanied by the Ramsey Town Band. Lady Bromet then named the life-boat *Thomas Corbett*, and the life-boat was launched.

A vote of thanks was proposed by Mr. F. L. Cottier, J.P., chairman of the Ramsey Town Commissioners, and seconded by Mr. A. S. Kelly, J.P., M.H.K., T.C.

Porthdinllaen

The new boat has been built out of a legacy from the late Mr. Charles Carr Ashley, of Mentone, France, who left money to provide and endow five life-boats. She is a 46-feet 9-inches Watson cabin life-boat and is the sixth life-boat to be stationed at Porthdinllaen. The naming ceremony took

place on the 12th of August. Captain R. E. Thomas, president of the branch, presided, and Commander E. W. Middleton, V.R.D., R.N.V.R., the district inspector of life-boats, described the boat. Commander H. F. P. Grenfell, D.S.C., R.N., a member of the committee of management of the Institution, handed her over to the branch, on whose behalf she was accepted by Colonel W. H. Wynne-Finch, M.C., Lord Lieutenant of Caernarvonshire.

The Rev. John Owen, M.A., dedicated the life-boat, assisted by the Rev. William Thomas, B.A., B.D., vicar of Nevin, and the Rev. T. Nefyn Williams led the singing. Lady Carey Evans, president of the South Caernarvonshire Ladies' Life-boat Guild, then named her *Charles Henry Ashley*.

Commander Grenfell presented to Mr. J. E. Roberts, honorary secretary of the station, the inscribed binoculars awarded to him by the Institution, and a vote of thanks was proposed by Mrs. William Ellis, vice-president of the South Caernarvonshire Ladies' Life-boat Guild, and seconded by Mrs. E. Robyns-Owen, B.A., honorary secretary of the Guild.

Portrush

The new boat is a gift from the Civil Service Life-boat Fund, by which it has not only been provided, but endowed, and will be maintained. She is the seventh life-boat to be stationed at Portrush. The naming ceremony took place on the 17th of August, and Mr. R. A. Chalmers, president of the branch, presided. Sir William Scott, O.B.E., presented the life-boat to the Institution on behalf of the Civil Service Life-boat Fund, Colonel Richard Trenam, O.B.E., M.C., organising secretary for Ireland, accepted her on behalf of the Institution and handed

her over to the branch, on whose behalf she was accepted by its honorary secretary, Mr. W. R. Knox, M.M., J.P., Co.C. and Lieut.-Commander W. L. G. Dutton, R.D., R.N.R., district inspector of life-boats, described her.

The Rev. J. S. Pyper, B.A., D.D., dedicated the life-boat, assisted by the Rev. J. T. Moffett-Blair, B.A., the Rev. D. B. E. Perrin, M.A., and the Rev. T. H. Holloway. The singing was accompanied by the band of the 1st King's Dragoon Guards. The Countess of Antrim then named the life-boat *Lady Scott (Civil Service No. 4)*.

Votes of thanks were proposed by Mr. T. L. Bamford, J.P., and Captain E. L. Hamilton, and seconded by Mr. G. W. T. McCann and Mr. J. Fisher, honorary treasurer of the branch.

Newcastle, Co. Down

The new life-boat has been built out of a legacy from the late Miss Anne Winsloe Clarke Hall, of Bournemouth. She is a 35-feet 6-inches Liverpool boat and is the tenth to be stationed at Newcastle. The naming ceremony took place on the 27th of August, and Dr. Robert Magill, president of the branch, presided. Colonel Richard Trenam, O.B.E., M.C., organising secretary for Ireland, handed over the life-boat to the branch, on whose behalf she was accepted by its honorary secretary, Mr. J. Fergus McCartan and Lieut.-Commander W. L. G. Dutton, R.D., R.N.R., district inspector of life-boats, described her.

The Rev. W. Armstrong Jones, M.A., dedicated the life-boat and Mr. Gerald Annesley named her *William and Laura*.

A vote of thanks was proposed by Mr. William Stevenson Corry, J.P., chairman of the Newcastle Urban District Council, and seconded by Mr. William Gilmore, J.P.

Days of Magic

EACH year for the past three years, the Magical Societies throughout the country have held a national day of magic as near to All Halloween as possible and have presented the

sums made to a national charity. In 1948 the charity chosen was the Life-boat Service. It has received from the Magical Societies £1,408.

Linen in Public

A naval Lieutenant-Commander stationed at Portsmouth recently received his clean laundry with one pair of socks missing. He reported the matter, and got back this reply from the Laundry.

16th November, 1949.

DEAR SIR,

Re your inquiry regarding a pair of socks, we regret to inform you that they have been accidentally boiled, therefore, in order to settle this matter amicably will you please let us know what you claim as reasonable compensation. . . .

To this, the Naval Officer replied two days later:

Accidents will happen, even to socks

—I should have been very annoyed if my socks had been "fried" or "roasted" or "braised"—give a bob to the Life-boat Institution.

Action was then taken.

25th November, 1949.

DEAR SIR,

We would like to thank you for your letter of November 18th, and we appreciated the spirit in which you took this matter.

We have taken you at your word, and enclose herewith a receipt for 5 bob we sent to The Royal National Life-boat Institution.

We beg to remain, Sir,

The Laundry.

Life-boat in The Lord Mayor's Procession

THE Lord Mayor's Procession this year was a pageant of "Transport Through the Ages." It began with an Arab water carrier and ancient Britons, a man and woman travelling on foot. It ended with British Overseas and European Airways. At the end of the section "Water Transport" came the Institution's pulling and sailing life-boat *Mary Theresa Boileau*, (which served at Dungeness from 1912 to

1939), with a skeleton crew on board. The procession moved in pouring rain and all the Press recorded that the only happy people in it were the life-boat's crew, looking very comfortable in their heavy oilskins.

It was not possible, owing to its size, to have a modern motor life-boat. This is the first time since 1923, that a life-boat has taken part in the Procession.

The Gardens of Sheffield Park

FOR many years before the war the famous gardens of Sheffield Park, in Sussex, were opened to the public and the entrance money given to charity.

In 1949, for the first time since the war, they were again opened, for five weeks in the spring for the flowering shrubs,

and for seven weeks in the autumn for the leaf colours, and the owner of Sheffield Park, Captain A. Granville Soames, O.B.E., who was for a number of years a member of the committee of management of the Institution very kindly gave the proceeds to the Life-boat Service.

A Christmas Gift

JUST before Christmas a packet was brought to the Institution by an official of the Post Office, who wished to be certain that it was intended for the Institution. It had the Oxford post-mark and was addressed "To life-boat Headquarters." Inside was a paper

bag with "Happy Christmas from an old lady and Bright New Year" written on it, and fifty one-pound notes.

The *Oxford Mail* very kindly published a paragraph thanking the anonymous giver.

Lord Runciman and Sir Lionel Halsey

THE Institution lost last year two very distinguished members of the committee of management, the Viscount Runciman and Admiral Sir Lionel Halsey, G.C.M.G., G.C.V.O., K.C.I.E., C.B.

Lord Runciman, who died on the 14th of November, at the age of 79, became a member of the committee in 1916, and in 1932 he was appointed a vice-president. Towards the end of his life he took little part in the work of the Institution, but in his early years

he was an active and valued member of the committee of management and its sub-committees.

Sir Lionel Halsey, who died on the 26th of October at the age of 77, was Comptroller to the Prince of Wales when the Prince was President of the Institution. He became a member of the committee of management in 1921 and in 1936 he was appointed a vice-president. For fifteen years he was president of the St. Albans branch, and took an active interest in its work.

Coxswain John Boyle, of Arranmore

ONE of the most distinguished of Irish coxswains, John Boyle, of Arranmore, died on the 5th of September, 1949, at the age of 57. He served as an officer of the life-boat for 23 years, as bowman from 1926 to 1928, and then as coxswain until his death, 21 years later.

He was one of the seven coxswains who won the gold medal for conspicuous gallantry during the war of 1939 to

1945 when, on the 7th of December, 1940, he rescued 18 of the crew of the Dutch steamer *Stolwijk*, of Rotterdam, one of a convoy of ships from America which had come through three days of a rising north-westerly gale and was making for the passage between Scotland and Ulster (at that stage of the war the only remaining entrance to British ports) in a hurricane of wind and snow.

Life-boats Given by Corporate Bodies: A Correction

IN the October issue of *The Life-boat* was an article with this heading, and among the corporate bodies mentioned was Lloyd's, donor of a life-boat which bears its name.

It should have been said that Lloyd's not only gave this life-boat, but, by their annual contribution, maintain her and contribute to a replacement fund.

Notice

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

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

The next number of THE LIFE-BOAT will be published in April, 1950.