

# THE LIFE-BOAT

The Journal of the Royal National Life-boat Institution

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## THE LIFE-BOAT FLEET

154 Motor Life-boats

1 Harbour Pulling Life-boat

## LIVES RESCUED

from the foundation of the Life-boat Service in

1824 to May 31st, 1950      -      -      -      -      76,899

## Twenty-Four Spanish Sailors Rescued

A Service by Ilfracombe, Appledore and Clovelly

ON the night of Saturday, the 12th of November, 1949, a full north-westerly gale was blowing on the north coast of Devon. It was the worst sea that had been seen on that coast for years. That night a Spanish steamer, the *Monte Gurugu*, of Bilbao, bound from Newport for Genoa, with 5,000 tons of Welsh coal, was making her way down the Bristol Channel. She was labouring heavily in the huge seas. They broke off her rudder, she began to founder, and just before five o'clock on the Sunday morning she sent out an SOS call. She was then sinking fast, and her captain wirelessly that he was abandoning ship. At five minutes past five the Hartland Point coastguard rang up the life-boat station at Clovelly, and told the honorary secretary that the *Monte Gurugu* was in distress between Lundy Island and Hartland Point. The life-boat's crew were called out at once, but it was low water; the gale had piled up a bank of stones across the gap through which the life-boat was launched; and it was two hours before the *William and Cantrell Ashley* was afloat. Unfortunately there was some confusion

about the position of the *Monte Gurugu*, and the Clovelly life-boat was sent to search to the south-west of Hartland Point. Then she was directed north-eastwards to Morte Point. She searched for over two hours in that gale, but found nothing, and at 9.30 she was recalled to her station. She arrived back at 10.45.

### Two More Life-boats Put Out

Meanwhile the Croyde coastguard had telephoned to the Appledore life-boat station at 6.32 that flares had been seen fifteen miles north-east of Hartland Point, that is in the neighbourhood of Woolacombe Bay, and ten minutes later the Ilfracombe coastguard had telephoned a similar message to the Ilfracombe life-boat station.

The Appledore life-boat *Violet Armstrong* left her moorings thirteen minutes after the message was received. She had a perilous crossing of the bar, in very heavy broken seas, but she came safely through and set her course for Baggy Point and into Woolacombe Bay. Tremendous seas were running. The life-boat searched

off Woolacombe Bay, and at 8.45 she found a ship's life-boat, badly broken and empty. A quarter of an hour later she picked up a body. She continued her search, and found four more bodies and one man alive. By this time her crew were exhausted by the fight to cross the bar and by the toil of hauling the bodies aboard in such seas. To cross the bar again would have been very dangerous. The coxswain would not attempt it. He made instead for Ilfracombe where the life-boat arrived at 11.45. She had then been out for five hours. It had been a most arduous service.

The Ilfracombe life-boat, *Richard Silver Oliver*, which had received the message ten minutes after Appledore, was launched at 7.18. The seas were breaking over the pier, and twice before she left the harbour they had filled her to the gunwale. She passed round Bull Point and through the race off Morte Point and into Woolacombe Bay. Her coxswain kept her close inshore. His plan was to watch for, and to intercept, anything that was coming towards the shore, before it reached the breakers. If he saw nothing then he would move out to sea. It was a bold plan, possible only for a fisherman who knew every rock on the coast.

#### Something Ahead

It was also a most fortunate plan, for just before nine o'clock one of the life-boat's look-outs called out "something ahead" only about twenty yards from the breakers. The life-boat made for it. That "something" was one of the *Monte Gurugu's* boats. As the life-boat came near her, the life-boat's crew could see that she had two oars out on each side. The men were trying to keep her head to wind and sea, but they could not do it. In a very little while they would have been carried into the breakers, and that would have been the end of the boat and all on board.

The coxswain took the life-boat between the boat and the breakers, where the life-boat herself was only ten yards from them. He threw a grapnel, but it missed, and he thought that the

Spanish boat was now in the breakers. He tried again, this time driving his boat up on her weather side. The grapnel was thrown. It caught, and the life-boat was able to turn the Spanish boat's head to the seas, and draw her clear. When she was out of her immediate danger, the coxswain took the Spaniards on board the life-boat. There were twenty-three of them. They were all utterly exhausted. They had then been fighting the gale in their small boat for over four hours. The coxswain's one thought was to get them ashore as quickly as possible. He turned for Ilfracombe and there the life-boat arrived at 10.30. As soon as she had landed the rescued men she put out again and continued her search until 3.30 in the afternoon, but she found nothing more.

So ended this long, arduous and gallant service, in weather as tempestuous as could be remembered on that coast. Twenty-four lives had been rescued but thirteen of the *Monte Gurugu's* crew had perished.

#### The Gratitude of Spain

The warmest expressions of gratitude were received from Spain. The owners of the *Monte Gurugu*, the Naviera Aznan S.A., telegraphed:

"We have followed with immense interest and emotion the vital and risky part taken by the personnel of your Association in the search and rescue of members of the crew of our steamer, *Monte Gurugu*. Allow us to express to you personally and convey to your courageous men the testimony of the profound and unextinguishable gratitude."

The Duke of San Lucar La Mayor, chargé d'affaires at the Spanish Embassy in London, wrote to the secretary of the Institution:

"I wish to express my deep gratitude to the Royal National Life-boat Institution, a gratitude which I should appreciate your conveying as well to the crews concerned at Ilfracombe, and surrounding districts, for the magnificent efforts which they made to save my compatriots on board the ill-fated vessel *Monte Gurugu*. The gallantry of the life-boat crews and their

wonderful seamanship are beyond praise."

Even more touching than these messages of thanks was the action of the twenty-four rescued men themselves. They sent a gift of flowers to the Duchess of Kent, as President of the Institution, with this message:

"The survivors of the Spanish ship *Monte Gurugu* present these flowers to the Duchess of Kent, President of the Royal National Life-boat Institution, and request Her Royal Highness to accept them as an expression of their gratitude for the magnificent behaviour of the National crews of Ilfracombe, Appledore and Clovelly, thanks to whom we are still alive."

The Spanish Society for Saving the Shipwrecked awarded silver prize medals to Coxswain Cecil Irwin of Ilfracombe, Coxswain Sydney Cann, of Appledore, and Coxswain George Lamey of Clovelly, and diplomas to the crews of the three life-boats. It also made a number of awards to those on shore who had cared for the men when the life-boats brought them ashore, and the owners of the *Monte Gurugu* sent £1,000, in gratitude for this care, to the Shipwrecked Mariners' Society.

#### The Institution's Awards

The Institution made the following awards:

To COXSWAIN CECIL G. IRWIN, of Ilfracombe, the silver medal, with a copy of the vote inscribed on vellum and framed;

To the coxswain and each of the six men of the crew a special reward of £5 in addition to the reward on the ordinary scale of £2 15s.; ordinary rewards, £38 14s. 6d.; special rewards, £35; total rewards, £73 14s. 6d.;

To COXSWAIN SYDNEY CANN, of Appledore, a clasp to the bronze medal for gallantry which he won in the war, with a copy of the vote inscribed on vellum and framed;

To the coxswain and each of seven men of the crew a special reward of £5 in addition to the reward on the ordinary scale of £2 10s.; ordinary rewards, £27 6s. 6d.; special rewards, £40; total rewards, £67 6s. 6d.;

To the coxswain and each of the six men of the Clovelly crew, a special reward of £2 in addition to the reward on the ordinary scale of £1 10s.; ordinary rewards, £25 2s.; special rewards, £14; total rewards, £39 2s.

Total rewards for the service, £180 3s.

### Disaster to the Submarine *Truculent*

On the 12th of January, 1950, H.M. submarine *Truculent*, with about seventy-nine men on board, and the Swedish motor tanker, *Divina*, collided in the Thames Estuary; the submarine sank at once.

This was about 7 o'clock in the evening. At 8.42 the Margate life-boat heard the news, and launched at 9 o'clock. About the same time Southend pier signal station told the Southend life-boat, and she too, put off, some fifteen minutes later. Coming up with H.M.S. *Cowdray*—the senior ship in charge of rescue operations—she took survivors from the *Divina* and transferred them to her.

Both life-boats then searched all night, for more survivors; but they had no success, finding only one body. Next morning, at 8 o'clock, the search was called off, but in case anyone

escaped from her, the two life-boats were asked to stay over the sunken submarine. Again they found no one, and after being at sea for twenty-one hours, they returned to their stations.

The Commander-in-Chief, the Nore, Admiral Sir Henry R. Moore, G.C.B., C.V.O., D.S.O., sent to the Institution the following letter of thanks:

"I should be most grateful if you will convey the grateful thanks of the Royal Navy to the crews of the Southend and Margate life-boats for their invaluable assistance in the search and rescue operations after the sinking of H.M.S. *Truculent*. Their unselfish and arduous efforts on this occasion will heighten the existing respect and admiration which the Royal Navy has for their fellow seamen of the Royal National Life-boat Institution."

## A Thrilling Rescue Among the Rocks

ON Saturday, 19th November last, the St. Helier life-boat took part in another midnight rescue two months after that which earned Coxswain Thomas King a Gold Medal and his crew bronze medals, last September 14th. This time the station boat—the *Elizabeth Rippon*—performed the service, under the command of the second coxswain, Silver le Riche, who had not taken part in the Gold Medal service.

At 10.50 p.m. the life-boat station received a report that rockets had been seen between Sark and Grosnez Point, off the north-west of Jersey. At once the life-boat was launched. It was a fine night, with a moderate northerly wind, but very dark. The tide was low.

By 11.25 the life-boat had cleared the pier heads and had negotiated Corbière inner passage. It was ten miles from St. Helier that she found the source of the rockets, an auxiliary ketch hard and fast on the rocks of L'Etacq reef. This was the *Hanna*, of Poole, which had left Plymouth that morning with a cargo of carbonate of lime for Jersey. She was lying with her head towards the shore, and over her star-board side heavy seas were breaking. The life-boat searchlight was turned on her and the crew studied the position from the westward. Everywhere the seas were boiling, except in one narrow channel, giving access to the wreck from the north-west. This offered the only chance of success. The coxswain made a quick decision. Using his searchlight and loud hailer, he took the life-boat through the channel of deep water until she reached the *Hanna's* port side. Once he touched a submerged rock; but fortunately no damage was done; the life-boat was able to go on.

She ran alongside the ketch. There

were three men on board, her total crew, anxious and exhausted. Without more ado, they were taken on board the life-boat and Coxswain Le Riche prepared to make his way back. Back through the small channel again, with the same high skill and care, the life-boat took its crew and rescued seamen, until she emerged unscathed into the open sea. It was a remarkable piece of seamanship.

Once clear of the wreck, the life-boat made course for St. Helier, and at 2.30 landed the three men from the *Hanna* safely on shore.

It had been a dangerous and tiring rescue, on a pitch-black night; and the success which crowned it came as a balm to the crew of the life-boat. When the district inspector investigated this service, he laid especial emphasis on the great seamanship which had been displayed by all the life-boatmen, and on the exceptional judgement and courage of Acting-Coxswain le Riche in taking the life-boat through such a dangerous passage of sea in such unfavourable weather. "To have taken his boat in daylight would have been an accomplishment to be proud of, but on a very dark night with the swell that he had to contend with was a most gallant thing to do."

The Institution has made the following awards:

TO ACTING-COXSWAIN SILVER LE RICHE, the bronze medal for gallantry, and a copy of the vote inscribed on vellum and framed.

To the coxswain and each member of the crew, a special reward of £1 10s., as well as the reward on the ordinary scale of £1 10s. each.

Scale rewards, £12; additional rewards, £24; total rewards, £36.

## The Portrait on the Cover

THE portrait on the cover is of Coxswain Hugh Nelson, of Donaghadee, Co. Down. He was appointed cox-

swain in July, 1949, after serving for twenty years as second coxswain.

## The Life-boat Service in 1949

IN 1949 the Life-boat Service set up a new record. Its life-boats went out to the rescue 639 times. That is the largest number there has ever been in time of peace. In time of war it has been exceeded only thrice, in 1939, 1940 and 1941.

Though the calls were more, the lives rescued were fewer. Life-boats rescued 318, as compared with an average of 543 during the previous four years. On the other hand the year was notable for several very dangerous and gallant rescues. Fifteen medals were won for gallantry, among them the first gold medal—given only for conspicuous gallantry—to be awarded for five years.

Life-boats went to the help of fifty-two vessels and three aeroplanes belong-

ing to sixteen different foreign countries, and rescued twenty-seven lives from them.

The total of lives—including seventy-eight rescued by shore boats, for which the rescuers were rewarded by the Institution—was 396. Life-boats also saved, or helped to save from destruction, seventy boats and vessels and helped in various ways 225 more. The grand totals of lives rescued by life-boats and shore boats, since the Institution was founded in 1824, was 76,724 at the end of the year.

No lives of life-boatmen were lost as a result of accidents at sea, but one man died in a life-boat when she was out on exercise, and two others collapsed and died when answering calls for service.

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## Progress of the New Fleet

IN 1949 eleven life-boats were completed and sent to the coast. Another twenty more were under construction when the year ended.

Before the war a life-boat took, on an average, a year to build. After the war the time at first was two years. In spite of this the Institution has completed thirty new boats in the five years since the war ended in May, 1945. The time has now been reduced to about eighteen months, and the eleven boats completed last year were only a little short of the yearly average before the war.

It has now been decided to lay down

another fifty-seven during the next five years, and three of the boats of this programme are among the twenty under construction at the end of 1949.

Up to the present life-boats have been ordered singly. These fifty-seven have been ordered by multiple contract, and each of the contracting firms knows how many it will have to lay down in the next five years. In this way it is hoped further to reduce not only the building time, but also the cost, which has been steadily rising and is now nearly three times what it was before the war.

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## The Bravest Deed of the Year

THE "Miss Maud Smith's reward for courage, in memory of John, 7th Earl of Hardwicke" for the bravest deed of 1949 has been awarded to Percy Shackson, bowman, and William Braund, assistant motor mechanic, of Clovelly, for putting off in a dinghy from the life-boat to rescue two young

Americans who had been trapped under Baggy Point, in North Devon. The rescue was in August, 1948, but the award of bronze medals by the Institution to the two men was made in 1949. The award has been doubled, so that each will receive the full amount of £5.

## Services of the Life-boats in December, 1949 and January and February, 1950

### 112 Lives Rescued

DURING December life-boats went out on service 44 times and rescued 19 lives.

#### THE MEN FROM THE PRU

**Ramsgate, Kent.**—At 8.5 in the morning of the 3rd of December, 1949, the pier shore attendant reported that a boat in which a man was waving appeared to be in difficulties in Pegwell Bay. The life-boat *Prudential* left her moorings at 8.15 in a rough sea, with a strong west-south-west breeze blowing. She found the local motor boat *Nyria* anchored in Sandwich Bay with the wherry *Silver Cloud* in tow, laden with shrimping gear. The *Nyria*'s engine was out of action through flooding, and her crew of two were baling. The life-boat towed both boats to Ramsgate harbour and reached her station again at nine o'clock.—Rewards, £8 12s. 6d.

#### SAILORS THREE

**Dover, Kent.**—At 1.14 in the afternoon of the 3rd of December, 1949, the Sandgate coastguard telephoned that a yacht had been reported in difficulties five miles south-south-east of the South Goodwin Light-vessel. The life-boat *Southern Africa* left her moorings at 1.40 in charge of the second coxswain. There was a fresh west-south-west gale with a very rough sea. She found the sailing yacht *Victoria*, of Portsmouth, with three naval officers on board, in Pegwell Bay, and towed her to Dover harbour. The rescued men she landed at her station, which she reached at 11.40 that night.—Rewards, £21 5s.

#### AN ENGINE BROKEN DOWN

**Broughty Ferry, Angus.**—At 4.10 in the afternoon of the 3rd of December, 1949, the life-boat coxswain saw a motor boat drifting down the river Tay. There was a man on board, waving his jacket. At 4.18 the life-boat *Mona* was launched in a rough sea, with a strong westerly breeze

blowing. She found the motor boat *Kestral*, of Dundee, off Horse Shoe Buoy, with a crew of two. Her engine had broken down. The life-boat therefore towed her to Dundee harbour and arrived back at her station at 6.15 that night.—Rewards, £9 7s. 6d.

#### PROMISE FULFILLED

**Fraserburgh, Aberdeenshire.**—At half past six on the night of the 7th of December, 1949, it was learned that the local fishing boat *Promise*, was overdue. The relatives of the crew of three were anxious for their safety. Accordingly, the life-boat *John and Charles Kennedy* was launched at 7.12 in a strong westerly breeze with a moderate swell. She found the boat off Cairnbulg Point, and ascertained that she had had engine trouble but was now all right. The life-boat escorted her home, arriving at 8.5.—Rewards, £8 2s. 6d.

#### TAKEN TO HOSPITAL

**Arranmore, Co. Donegal.**—On the night of the 9th of December, 1949, a woman was taken very ill. A north-westerly gale was blowing with a very rough sea. As she needed hospital treatment without delay and there was no other suitable boat available, the life-boat *K.T.J.S.* was launched at 10.20 on the morning of the 10th. She took the woman to the mainland and reached her station again at 1.20 in the afternoon.—Rewards, £9 12s.

#### ESCORTING A FISHING BOAT

**Rosslare Harbour, Co. Wexford.**—A fishing boat was noticed at anchor three miles north of the pier on the 8th and 9th of December, 1949, and by the afternoon of the 10th she had not moved. As the weather had worsened, and the father of the skipper was anxious, the life-boat *Mabel Marion Thompson* left her moorings at 4.45. There was a moderate north-north-east gale, with a very rough sea and sleet. She found the motor fishing boat *St.*

*Gerard*, of Arklow, whose crew of four were running short of food. Owing to the state of the sea the skipper had not weighed anchor but with the life-boat standing by, he did so. The life-boat then escorted his boat to the harbour and reached her station again at seven in the night.—Rewards, £4 2s.

#### NETS FOULING A PROPELLER

**Dover, Kent.**—At 5.50 in the afternoon on the 10th of December, 1949, the life-boat bowman picked up a wireless message. It said that the trawler *Holba*, of London, with a crew of two, had been disabled when four miles south-west of Folkestone by nets fouling her propeller. The life-boat *Southern Africa* was launched at 6.10 in a rough sea with a strong north-north-easterly breeze blowing and hail and snow squalls. A few minutes later the Pilot Cutter *Pioneer* radioed that she had the trawler in tow, six miles from Folkestone. The life-boat came up with both vessels off Folkestone and accompanied them to Dover, where, in the Outer Harbour, she took over the tow. Then, putting a man aboard, she berthed the *Holba* at Camber. She reached her station again at 9.20.—Rewards, £10 15s.

#### EMPTY LIGHTER

**Southend-on-Sea, Essex.**—At 7.15 in the morning on the 11th of December, 1949, the coastguard reported that a lighter was drifting in the fairway near the east Ouze buoy. At 7.45 the life-boat *Greater London, Civil Service No. 3*, was launched. In a rough sea, with a strong northerly breeze blowing, she found the lighter *Mediator*, of London, two miles west-south-west of Shivering forts, with no-one on board. The life-boat towed her to Southend, anchored her and arrived back at her station at 12.20 that afternoon.—Property Salvage Case.

#### A LASS FROM LANCASHIRE

**Selsey, Sussex.**—At half past eight on the night of the 14th of December, 1949, the coastguard gave information that the Owers light-vessel had reported a yacht sinking nearby. At 8.40 the life-boat *Canadian Pacific* was launched in a south-westerly gale, with a heavy

swell and rain, and about 10 o'clock found the yacht *Lancashire Girl*. Her occupants—a man, his wife, their three year old son, and another man—had just been taken off by the British motor vessel *Eildon*. The party could not be transferred to the life-boat until midnight, however, when the vessels reached quieter seas off St. Helens. The life-boat then made for Portsmouth where she landed the four people at H.M.S. *Vernon Pier*. The naval authorities gave hospitality to the life-boat crew, who left at eight o'clock in the morning and at twelve noon re-housed the life-boat at Selsey.—Rewards, £25 3s. 6d.

#### A SICK MAN FROM THE LIGHTHOUSE

**St. David's, Pembrokeshire.**—At 8.40 on the night of the 16th of December, 1949, the Trinity House Superintendent, Holyhead, asked the life-boat to land a sick man from the South Bishop lighthouse. At 8.45 the life-boat crew assembled and wirelessly the lighthouse for weather conditions. They learned that no landing was possible in the very rough seas, and the life-boatmen were dismissed. Next day the weather was still bad, but at 9.10 on Sunday morning the 18th, the lighthouse wirelessly that the seas were now less rough. At 9.45, therefore, the life-boat *Civil Service No. 6*, accompanied by the honorary secretary, Dr. Joseph Soar, M.B.E., Mus.Doc., was launched. Although the sea was moderate, there was a fresh south-westerly breeze, and she got alongside the lighthouse with great difficulty. The sick man climbed down a rope ladder and jumped board. He was exhausted. The life-boat took him to her station (arriving at 11.30) where he was transferred to a waiting ambulance.—No expense to Institution.

#### A SHARP LOOK-OUT

**Whitby, Yorkshire.**—After a sudden heavy squall about eight o'clock in the morning on the 17th of December, 1949, the coastguard and coxswain observed that a number of small fishing cobs were in danger of being swamped by the seas. Accordingly, the life-boat *Mary Ann Hepworth* was launched at 8.15 in a north-westerly wind of gale

force. She made two runs out and escorted in two cobsles each time. She then returned to her station and was re-housed at 11.35.—Rewards, £14 7s.

### RULE, BRITANNIA!

**Flamborough, Yorkshire.**—On the morning of the 17th of December, 1949, the local fishing coble *Brittania*, manned by a crew of three, was at sea. It was very rough and there was a north-westerly gale; conditions were so bad in fact, that it was decided to send out the life-boat. The *Howard D* was launched at 9.40, and found the coble about six miles to the north-east, when the fishermen had just finished hauling in their gear. The coble set out for home, but as her engine broke down, the life-boat took her in tow and brought her to Flamborough, arriving at half past twelve in the afternoon.—Rewards, £17 3s.

### CORK SAND PRESENTS DIFFICULTIES

**Walton and Frinton, Essex.**—At half past one in the afternoon on the 17th of December, 1949, the Walton-on-Naze coastguard telephoned that a sailing barge appeared to be in difficulties near the Cork Sand and that the Cork Lightvessel was firing signals. At 1.55 the life-boat *E.M.E.D.* was launched in a moderate sea with a west-north-west breeze blowing. She found the barge *Thelma*, of Rochester, with a crew of two, rapidly being blown seawards. Missing the Cork Sands, she was held up by her anchor in shallow water. The Trinity House vessel *Patricia*, on passage to Harwich, had come up with the barge and taken her crew aboard, but put them back when the life-boat arrived. Then, taking the *Thelma* in tow, *Patricia* made for Harwich, escorted by the life-boat. At the harbour entrance the *E.M.E.D.* left the other vessels and returned home, arriving at 5.10 in the afternoon.—Rewards, £17 15s.

### ANOTHER PRU POLICY

**Ramsgate, Kent.**—About 3.30 in the afternoon, on the 17th of December, 1949, the coastguard reported a fishing vessel aground on the Quern Shoal Brake Sands, and at 3.36 the life-boat *Prudential* was launched. A gale was

blowing from the north-west and the sea was rough. The life-boat found the Belgian motor trawler *Victoria*, of Ostend, with a crew of five aboard. She had had difficulty with her steering gear in the bad conditions of weather. The life-boat passed her a tow rope, and held her firm until she refloated with the rising tide. She was then towed clear, taken to Ramsgate Harbour, and safely moored. The life-boat reached her station again at 5.10.—Property Salvage Case.

### TWO MEN TREATED

**Great Yarmouth and Gorleston, Norfolk.**—At 2.27 in the afternoon, on the 18th of December, 1949, the Gorleston coastguard reported that a vessel at anchor off Britannia Pier, Great Yarmouth, was flying a signal for medical aid. At 2.45 the life-boat *Louise Stephens* was launched with a doctor on board. In a slight sea and westerly breeze, she reached the ship—the Dutch motor vessel *Hondsrug*, from Rotterdam—within ten minutes. The doctor went aboard and found two men in need of medical attention, but after treatment they were able to remain with their ship. The life-boat reached her station again at four o'clock.—Rewards, £11.

### GEM IN TWO SETTINGS

**Whitby, Yorkshire.**—On the 18th of December, 1949, the motor fishing boat *Gem* left Whitby to recover lines left at sea the previous day. During the afternoon the wind freshened and, blowing strongly from the north-west, raised a rough sea at the harbour bar. The life-boat *Mary Ann Hepworth* was therefore launched at 5.15, and escorted the *Gem* into harbour. She returned to her station at 6.10.—Rewards, £10 2s. 6d.

### STEAMER REFLOATS

**Donaghadee, Co. Down.**—At about four o'clock in the morning of the 19th of December, 1949, the Bangor coastguard telephoned that a vessel was in distress at Ballymacormack Point. At 4.25 the life-boat *Civil Service No. 5* was launched in a very rough sea with a westerly gale blowing, and found the S.S. *Florence Cook*, of Sunderland, loaded with explosives, aground. The



master said that as the tide was rising he would try and get off, and asked the life-boat to stand by. The steamer then succeeded in refloating, and went on her way to Belfast Lough. The life-boat returned to her station, arriving at 7.15. The master and crew expressed their thanks.—Rewards, £9 7s.

#### AN INJURED MAN LANDED

**North Sunderland, Northumberland.**—At 1.10 in the afternoon of the 19th of December, 1949, a wireless message picked up by the Fifeness coastguard and sent to the Seahouses coastguard said that a workman engaged on the reconstruction of the Longstone Lighthouse had been injured. At 1.35 the life-boat *W.R.A.* was launched in a full gale from the west, but found it impossible to land in the very rough sea. It was an hour and a half before she could take the man on board. Then she returned to her station at 4.25, where the injured man (who had a badly crushed hand and wrist) was taken to hospital.—Rewards, £26 17s., which were refunded by the Contractors.

#### SHOVEL FOR AN OAR

**Torbay, Devon.**—About seven o'clock on the night of the 19th of December, 1949, the *S.S. Fred*, of Piraeus, about a mile off Brixham breakwater, was heard sounding her whistle. Flashing lights were seen. A motor boat put out and the flashing stopped. Later, the coastguard reported that a man, being returned to Greece as an undesirable alien, had left the *Fred* on a raft, with only a fireman's shovel for an oar. Police were searching for him in motor boats. At 10.10 the life-boat *Hearts of Oak*, on temporary duty at the station, put out, with two police officers on board. A light south-westerly breeze was blowing, with a choppy sea. The life-boat found the man about half a mile off Thatcher Rock, exhausted, with his raft partly submerged. She rescued him and landed him at New Pier at 12.40 next morning, where he was taken by the police to Brixham hospital.—Rewards, £7 19s. 6d.

#### CASUALTIES IN TOW

**Scarborough, Yorkshire.**—At 1.40 in the afternoon on the 22nd of December

1949, the wife of the owner of the motor fishing boat *Shirley Williamson* picked up a radio distress call from her husband's boat. It was about eight miles north-east of Scarborough, disabled by an engine breakdown and leaking; and did not expect to keep afloat for long. The life-boat *Herbert Joy II* was therefore launched at 1.55 in a moderate sea with a light south-westerly breeze blowing. She found the *Shirley Williamson* in tow of the *Floreat II*, which had taken the crew aboard. Together with another fishing boat—the *Pilot Me*—the life-boat helped to tow the casualty to Scarborough, arriving there at 4.20 in the afternoon.—Rewards, £13 17s.

#### ANOTHER SICK MAN LANDED

**Berwick-on-Tweed, Northumberland.**—At 9.35 in the night of the 23rd of December, 1949, a wireless message was picked up at St. Abbs from the steam trawler *Arlette*, of Grimsby. She was making for Berwick to land a man with a poisoned arm. The St. Abbs life-boat honorary secretary telephoned the Berwick coastguard, who told the Berwick life-boat authorities at 10.40. The tide was too low for a local boat to put out, so at 11.1 the life-boat *J. and W.* was launched, with a doctor on board. There was a moderate south-westerly breeze, with a slight sea. The life-boat found the *Arlette* half a mile north-east of Berwick lighthouse and took the sick man on board, landing him at 11.35. The doctor then took him to Berwick Infirmary.—Rewards, £9 4s.

#### STEAMER IN SHOAL WATER

**Troon, Ayrshire.**—At 6.15 on the night of the 28th of December, 1949, the Troon pilots telephoned that the Irvine pilots had reported a steamer ashore on the north side of Irvine Bay. At 6.40 the life-boat *Sir David Richmond*, of Glasgow left her moorings and, in a rough sea, with a fresh south-westerly breeze and showers of sleet, found the *S.S. Ardachy*, of Glasgow. She was in shoal water a hundred yards north of Irvine harbour. The life-boat twice bumped the bottom getting to her, but rescued her crew of eight

by breeches buoy and took them to Irvine. She reached her station again at 9.5.—Rewards, £9 7s.

### LIFE-BELTS FOR THREE

**Filey, Yorkshire.**—At 2.30 in the afternoon of the 30th of December, 1949, fishermen reported that the local motor fishing coble *Margaret and James* was overdue. She could not be seen from the shore and the weather was worsening. The life-boat *The Cuttle* was therefore launched at 2.50. A moderate east-south-east breeze was blowing with a moderate sea. The life-boat found the coble off Filey Brigg, passed life-belts to her crew of three and escorted her in. She reached her station again at 3.45.—Rewards, £13 9s.

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

**North Sunderland, Northumberland.**—December 4th.—Rewards, £28 14s.

**Southend-on-Sea, Essex.**—December 4th.—Rewards, £10 17s.

**Dover, Kent.**—December 5th.—Rewards, £9.

**Barrow, Lancashire.**—December 7th.—Rewards, £25.

**Broughty Ferry, Angus.**—December 10th.—Rewards, £10 12s. 6d.

**St. Peter Port, Guernsey.**—December 10th.—Rewards, £6.

**St. Peter Port, Guernsey.**—December 11th.—Rewards, £5.

**Walmer, Kent.**—December 11th.—Rewards, £39 9s.

**Dover, Kent.**—December 11th.—Rewards, £16 10s.

**Berwick-on-Tweed, Northumberland.**—December 12th.—Rewards, £15 8s. 6d.

**Holyhead, Anglesey.**—December 15th.—Rewards, £8 15s.

**Great Yarmouth and Gorleston, Norfolk.**—December 15th.—Rewards, £17 13s. 6d.

**Dover, Kent.**—December 15th.—Rewards, £9.

**St. Peter Port, Guernsey.**—December 17th.—Rewards, £6.

**Hoylake, Cheshire.**—December 17th.—Rewards, £19 10s.

**Stromness, Orkneys.**—December 19th.—Rewards, £28 3s. 6d.

**St. Peter Port, Guernsey.**—December 19th.—Rewards, £22 17s.

**Dover, Kent.**—December 20th.—Rewards, £7 5s.

**Donaghadee, Co. Down.**—December 23rd.—Rewards, £7.

**Hastings, Sussex.**—December 26th.—Rewards, £26 11s.

**Southend-on-Sea, Essex.**—December 30th.—Rewards, £14 4s.

### JANUARY

DURING January life-boats went out on service 37 times and rescued 24 lives.

### TURQUOISE BLUE

**Workington, Cumberland.**—At 8.10 on the night of the 5th of January, 1950, the coastguard reported the s.s. *Turquoise*, of Glasgow aground one mile north of Maryport. At 8.50 the life-boat *The Brothers* was launched. She stood by the steamer in a rough sea, with a westerly gale blowing, until the coastguard got a life-line on board, when the steamer's crew signalled all was well. The life-boat then returned to her station, arriving at 1.30 the next morning. Because of the bad weather, however, it was decided to stand by the *Turquoise* at high water. At 11.15 the life-boat again put out, and remained with her for one and a half hours. She reached her station again at 2.15 that afternoon.—Rewards: 1st service, £13 8s. 6d.; 2nd service, £12 9s.

### HOSPITAL BOAT

**Longhope, Orkneys.**—At 7.45 on the night of the 6th of January, 1950, a local doctor telephoned for the life-boat to take a woman who had met with a serious accident to Kirkwall, for hospital treatment. As no other boat was available the life-boat *Thomas McCunn* was launched at 8.15 in a moderate sea with a moderate south-westerly breeze blowing. She took the patient on board and left for Kirkwall, putting her ashore there. Then she returned

to her station, arriving at 12.45 the next morning.—Rewards, £16 6s. Repaid to the Institution.

### BERLIN RE-VISITED

**Helvick Head, Co. Waterford.**—At 5 o'clock in the evening on the 7th of January, 1950, information was received that the sixteen-feet sailing boat *Berlin*, with a German and his daughter on board, had left Kilmore Quay for Cork at eleven that morning, bound for South America. At two o'clock in the afternoon she had been seen off the Hook Tower. As the weather, already bad, was worsening, the life-boat crew assembled and watch was kept from Helvick Head. By now there was anxiety for the safety of these two persons. Nothing was heard of them until about four o'clock the next afternoon, when a resident of Dungarvan saw the *Berlin* sailing close in shore near Ballyvoyle Head in a dangerous position. He telephoned the life-boat authorities, and the life-boat *Agnes Cross*, on temporary duty at the station, was launched. A whole southerly gale was blowing with heavy seas. The life-boat found the *Berlin* in Clonea Bay off the Ballinacourty lighthouse, just clear of breaking seas on the shore, and escorted her to deeper water. Here the second coxswain and a life-boatman boarded her. The exhausted man and girl said they had anchored the previous afternoon, but the cable had parted. The life-boat towed the *Berlin* to Helvick pier and arrived back at her station at 4.30. The life-boat honorary secretary, Mr. P. J. Morrissey, lodged the rescued people for the night.

The Falmouth life-boat had rescued them and saved their boat on the 20th November, 1949, when they were in difficulties off Portscatho.—Rewards, £17 2s.

### TOWING A TORPEDO-BOAT

**Ballycotton, Co. Cork, and Helvick Head, Co. Waterford.**—During the afternoon of the 10th of January, 1950, the Helvick Head life-boat, *H. F. Bailey*, was on passage from Baltimore, expecting to call at Ballycotton. About 4.50, a searchlight was seen flashing under the cliffs five miles to the west. Red rockets were also noticed. Accord-

ingly at five o'clock the Ballycotton life-boat *Mary Stanford* was launched in a rough sea, with a moderate southerly breeze blowing. Meanwhile the Helvick Head life-boat had also seen the rockets. Searching, she found the Irish motor torpedo-boat *M. 4*, with a crew of sixteen, near the shore four miles west of Ballycotton. Her engines had broken down. With great difficulty the life-boat got a line on board and started towing, until at 5.45 the Ballycotton life-boat arrived on the scene, when both life-boats towed her for a while. Then the tow rope of the Helvick Head life-boat parted. Although unable to make contact again, she stayed with the Ballycotton life-boat, while she took the motor torpedo-boat to Ballycotton. They arrived at 8.30 that night, and the Helvick Head life-boat left for her station the next day. The Commander of the motor torpedo-boat commended the Ballycotton life-boatmen.—Rewards: Ballycotton, £11 3s.; Helvick Head, £6.

### DISASTER TO H.M.S. TRUCULENT

**Margate, Kent, and Southend-on-Sea, Essex.**—On the 12th of January, 1950, the life-boats from these two stations were out on service, assisting with the transhipment of survivors from H.M. Submarine *Truculent*.—Rewards: Margate, £62 1s.; Southend-on-Sea, £63 2s. (For a fuller account of the service, see page 3).

### PRIM AND TENDER

**Fowey, Cornwall.**—During the morning of the 15th of January, 1950, the Polruan coastguard had under observation a fishing boat with a motor boat in tow. At 12.10 in the afternoon he reported that the boats were in distress about two miles south-by-west from Polperro. At half past twelve the life-boat *C.D.E.C.* was launched in a choppy sea, with a fresh south-westerly wind blowing. She found the fishing boat *Prim* and a R.A.F. tender bound from Plymouth to Falmouth, where the tender was to be converted. The tow rope had parted and fouled the propeller of the *Prim*, whose crew of two were unable to cut the tow away, or make headway under sail. The life-boat took the two boats in tow and

brought them into Fowey Harbour at 3.40.—Rewards, £10 10s.

#### MAN KILLED IN PILOT BOAT

**Moelfre, Anglesey.**—About ten o'clock on the night of the 16th of January, 1950, the Holyhead coastguard telephoned that the Mersey Dock Board No. 4 Pilot Boat had struck a submerged object in Moelfre Bay and was in need of help. At 10.10, therefore, the life-boat *G.W.* was launched. A north-north-westerly gale was blowing with a rough sea, and the night was dark and cold. After a short time the distress call was cancelled, but before the life-boat got back to her station she picked up a wireless signal. She also noticed a searchlight turned on from the pilot boat. Going to her, the *G.W.* found that she had struck a rock near Moelfre Island. One of her crew had been crushed and killed between the pilot boat and one of her ship's boats, and another man who had been injured needed a doctor. The life-boat brought out a doctor and after returning him ashore, stood by at the Master's request until daylight. The body was landed at nine o'clock. The Master expressed his appreciation.—Rewards, £34 6s.

#### RIDE OF THE VALKYRIAN

**Newhaven, Sussex.**—At 9.9 on the night of the 16th of January, 1950, the coastguard telephoned that flashing lights had been seen between three and four miles south-by-west of Newhaven. There was a fishing vessel in this position, but although watch was kept, she seemed to be all right. However, at 11.16 the coastguard reported a red flare three miles to the south-south-east, and at 11.30 the life-boat *Cecil* and *Lilian Philpott* was launched. In a moderate north-westerly breeze with a heavy swell she found the local motor fishing vessel *Valkyrian*, with a crew of two, off Seaford Head. She had had an engine breakdown, had anchored, but was dragging. The life-boat towed her to the harbour and arrived back at her station at 12.37.—Rewards, £9 11s.

#### UP WITH THE SKYLARK

**Eastbourne, Sussex.**—At 11.20 in the morning of the 17th of January, 1950,

the coastguard telephoned that the fishing boat *Skylark*, of Shoreham, working from Eastbourne, had not returned from early morning fishing. As the weather was becoming worse, the life-boat *Beryl Tollemache* was launched at 11.40. There was a strong northerly wind with a rough sea. She found the fishing boat one mile south of the Royal Sovereign Lightvessel and escorted her home, returning to her station at 12.55 in the afternoon.—Rewards, £22 5s.

#### IN TOW TO YARMOUTH

**Great Yarmouth and Gorleston, Norfolk.**—At 5.42 in the evening of the 22nd of January, 1950, the Gorleston coastguard telephoned that a small boat was burning flares one and a half miles north-north-east of Gorleston North pier head. At 5.58 the life-boat *Louise Stephens* was launched in a moderate sea, with a light north-north-east breeze blowing. She found the fishing boat *Golden Gift*, with a crew of three. As her engine had broken down, the life-boat towed her in, escorted her to Yarmouth, and reached her station again at 7.30 that night.—Rewards, £14 12s. 6d.

#### SEARCHING IN A THICK HAZE

**Whitby, Yorkshire.**—On the 27th of January, 1950, it was reported that the local motor coble *Resolution*, with a crew of three, was overdue. The life-boat *Mary Ann Hepworth* was launched at 2.40 in the afternoon in a calm sea with a light southerly wind and started to search in a thick haze. She found the coble two and a half miles to the northward and escorted her home, arriving at 5.15.—Rewards, £9 2s. 6d.

#### FIFTY MEN AND A DOG

**St. Peter Port, Guernsey.**—At 2.31 in the morning on the 29th of January, 1950, Niton radio station wirelessly that the S.S. *Edirne*, of Istanbul (a vessel of 3,653 tons, with a crew of fifty, bound for Denmark with oil cake) had radioed that she had gone aground. At 3.22 the life-boat *Queen Victoria* left her moorings in a strong south-south-east breeze with a heavy swell. In spite of poor visibility she found the steamer at 7.51 on a reef on the north-east side of Burhou Island west of Alderney. She was hard and fast and

badly holed, and her crew had abandoned her. The life-boat came up with twenty of them in a ship's boat and rescued them. Among them was the master, who said that the other thirty men had got ashore. The life-boat therefore anchored and used the ship's boat to ferry them out. She then took two ship's boats and a dinghy in tow and made for Guernsey. Owing to the weather, however, the two boats had to be cut adrift, and so the life-boat reached her station at 1.20 in the afternoon with just the dinghy, the fifty men and their dog.—Rewards, £27 10s.

### MUCH ADO ABOUT CLOUGHEY

#### Cloughey, and Donaghadee, Co. Down.—

At three o'clock in the morning of the 31st of January, 1950, the Tara coastguard telephoned the Cloughey life-boat authorities that the South Rock lightvessel had fired a white rocket. At 3.15 he stated that she appeared to be drifting, and at 3.57 reported that she had made a red flare. At 4.45, therefore, the life-boat *Herbert John* was launched. The sea was moderate and a gale was blowing from the south-east. She found that the lightvessel had broken from her moorings and had temporarily anchored one and a half miles north of her station, two miles from South Rock. At the master's request the life-boat stood by him in case the weather worsened. About six o'clock the Tara coastguard reported seeing two more red flares. It looked as though the Cloughey life-boat needed help, and so at 6.15 the Donaghadee life-boat *Civil Service No. 5* was launched. But about 6.30 the *Herbert John* arrived back at her station to report to the Irish Lights Commissioners, and said she had made no flares. The *Civil Service No. 5* was then recalled by wireless to her station, which she reached at 7.30. At 6.40 the *Herbert John* put out again, and stood by the lightvessel all night in case she dragged further. In the morning two Irish Lights Commissioners' vessels arrived and the Cloughey life-boat was able to leave for Portavogie for fuel and food, and a change of clothes for her crew. She reached harbour at 8.30 in the morning of the

1st of February. However, as the Commissioners' vessels asked her to return to the lightvessel as soon as possible, she left Portavogie at eleven o'clock and again stood by the lightvessel; although heavy seas prevented her closing. The Commissioners' vessels had by now left for Belfast Lough; the life-boat therefore stayed with the lightvessel all day, reaching her station only at 7.15 that night. At 1.5 on the morning of the 3rd, the Bangor coastguard telephoned the Cloughey life-boat authorities that the lightvessel was reported to be making red flares. At 1.40, the *Herbert John* was launched again in a rough sea with a strong southerly gale blowing. The lightvessel was dragging again. Her crew of seven had had no food for four days and asked to be taken off, but their vessel was rolling heavily and the life-boat could not get alongside. Eventually she got a line from her and manoeuvred close in. One man jumped into the life-boat and in four more attempts the other six jumped, although one of them missed the life-boat and fell into the sea. He was hauled into the life-boat only slightly injured. During these operations the life-boat was in danger of being capsized by the lightvessel, and so, when the seven men had been rescued, the life-boatmen chopped the rope and left the lightvessel at full speed. The *Herbert John* landed the men at Cloughey and reached her station again at 3.55. The Commissioners of the Irish Lights expressed their thanks.—Rewards: Cloughey, 1st Service, £109 11s. 6d.; Donaghadee, £7 11s.; Cloughey, 2nd Service, £17 4s.

### LIFE-BOAT LEADING LIFE-BOAT

#### Berwick-on-Tweed, Northumberland; and Dunbar, East Lothian.—

At 7.35 in the morning on the 31st of January, 1950, the Berwick coastguard telephoned the Berwick life-boat authorities that a railway signalman had reported a vessel sounding her siren ashore at Salt Pan How, Scremerston. Accordingly the life-boat *J. and W.* was launched at 8.4 in a very heavy sea with a fresh south-south-east gale. She found the motor vessel *Rask*, of Haugesund, with fifteen persons on board, two and a half miles south of

Berwick pier, but could not close her owing to the weather. She therefore stood by for three-quarters of an hour. The coastguard manned their life-saving appliances and rigged a breeches buoy from the shore. Then the life-boat left the scene. Because of heavy seas she made for Dunbar, wirelessly this fact to Stonehaven radio station, who passed it through the Dunbar coastguard to the Dunbar life-boat authorities. As she was due off Dunbar between two and three o'clock in the afternoon, the Dunbar life-boat *George and Sarah Strachan* left her moorings at 1.45. She came up with the *J. and W.* three-quarters of a mile north by east of the harbour, piloted her in and reached her station again at 2.35. The Berwick life-boat was taken back to her station two days later. The crew of the *Rask* were rescued by the coastguard. — Rewards: Berwick-on-Tweed, £21 2s. 6d.; Dunbar, £7.

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

**Barra Island, Outer Hebrides.**—January 3rd.—Rewards, £15.

**Padstow, Cornwall.**—January 5th.—Rewards, £5 16s.

**Islay, Inner Hebrides.**—January 5th.—Rewards, £11 9s.

**Ramsgate, Kent.**—January 7th.—Rewards, £9 13s.

**Ramsgate, Kent.**—January 8th.—Rewards, £11 4s.

**Boulmer, Northumberland.**—January 9th.—Rewards, £13 3s. 6d.

**Tenby, Pembrokeshire.**—January 10th.—Rewards, £19 19s.

**Campbeltown, Argyllshire.**—January 12th.—Rewards, £13 1s. 6d.

**Thurso, Caithness-shire.**—January 13th.—Rewards, £13 17s.

**Walmer, Kent.**—January 14th.—Rewards, £18 9s.

**Tynemouth, Northumberland.**—January 15th.—Rewards, £10 6s.

**Shoreham Harbour, Sussex.**—January 16th.—Rewards, £10 3s.

**Workington, Cumberland.**—January 17th.—Rewards, £31 19s. 6d.

**Valentia, Co. Kerry.**—Two launches; January 21st–22nd.—Rewards, £45 19s. 6d.

**Fenit, Co. Kerry.**—January 22nd.—Rewards, £27 4s.

**Dungeness, Kent.**—January 26th.—Rewards, £31 6s.

**Ballycotton, Co. Cork.**—January 31st.—Rewards, £9 7s.

## FEBRUARY

DURING February, life-boats went out on service 44 times and rescued 69 lives.

### MORE FIRST AID FOR STROMA

**Thurso, Caithness-shire.**—At half past ten on the morning of the 1st of February, 1950 the honorary secretary of the Wick life-boat station telephoned that a doctor wanted to be conveyed to Stroma, where medical aid was urgently needed. He asked whether the Thurso life-boat could go as in this bad weather it would be imprudent for the Wick boat to be absent from her station on such a mission. A full south-easterly gale was blowing with a very rough sea, and the weather was described as filthy. It was decided to launch the Thurso life-boat *H.C.J.* and so, with the doctor on board, she left at 1.15 in the afternoon. The life-boat put the doctor ashore on Stroma and stood by, but after two hours it was considered too dangerous to re-embark him. She therefore returned without him, arriving in Scrabster Harbour at ten o'clock that night. Half an hour later the Wick coastguard sent a message that the life-boat would be needed at Stroma at nine o'clock the following morning. Accordingly she slipped her moorings at 7.45 on the 2nd of February and set out once more for Stroma. She reached the island two hours later, and taking the doctor aboard, returned to her station by 11.45.—Rewards: £19 9s. 6d and £17 9s. 6d.

### RACS AS A SIGNAL

**Hartlepool, Durham.**—At 6.40 on the night of the 1st of February, 1950, the coastguard telephoned that a vessel

was burning rags two miles north-by-east of Heugh Light. A strong southerly breeze was blowing, with a rough sea. At 7.20, the life-boat *The Princess Royal, Civil Service No. 7* was launched, and found the motor fishing vessel *Sunray*, of Grimsby, with a crew of four, six miles north of the Light. Her engine had broken down. The life-boat towed her in and reached her station again at 12.30 the next morning. —Property Salvage Case.

#### LITTLE OLD LADY PASSING BY

**Dungeness, Kent.**—At 10.10 in the morning of the 2nd of February, 1950, the Jury Gap coastguard telephoned that a fishing boat was burning a flare and flying a large ensign two miles south of the Gap. Most of the life-boatmen were out fishing, but the mechanic attracted the attention of the second coxswain, who happened to be close inshore. Coming ashore, he took charge of the life-boat, *Charles Cooper Henderson*, which, manned by a scratch crew, was launched at 10.35 in a moderate sea with a strong southerly breeze blowing. She found the fishing smack *Little Old Lady* of Shoreham, with a crew of four, five miles west of the life-boat station. She was anchored, but dragging. The life-boat towed her to Rye and reached her station again at 2.30 that afternoon. —Rewards, £34 18s.

#### LANDING A PILOT

**Margate, Kent.**—At 11.2 on the morning of the 2nd of February, 1950, the coastguard telephoned that a vessel was signalling with flags that she required a boat. At 11.10 the life-boat *Lord Southborough, Civil Service No. 1*, was launched in a slight sea with a moderate south-westerly breeze blowing. She found the s.s. *Lona*, of Stockholm, three miles to the north-east. Her captain stated that he only wanted a boat to take his pilot ashore; accordingly the pilot boarded the life-boat, which landed him and reached her station again at 12.5. —Rewards, £10 12s. 6d.

#### STANDING BY

**Falmouth, Cornwall.**—About four o'clock in the afternoon of the 2nd of

February, 1950, a message was received that a vessel was dragging and in danger of going on the rocks at Black Rock, in Falmouth Harbour. At 4.15 the life-boat *Crawford and Constance Conybeare* left her moorings in a heavy sea with a southerly gale. She found the s.s. *Caudebec*, of Havre, in ballast about two hundred yards off the rocks; and at the master's request stood by until the wind moderated. She reached her station again at eight o'clock. —Rewards, £9 9s.

#### A FOULED PROPELLER

**Weston-super-Mare, Somerset.**—At 5.25 in the evening on the 2nd of February, 1950, the pier master reported that a landing craft of the Royal Navy had fired Verey lights in the direction of the Langford Grounds. At 5.55 the life-boat *Fifi and Charles* was launched, accompanied by the honorary secretary, Mr. R. J. S. Crowe. In a fresh southerly gale with heavy breaking seas and rain, she found the landing craft, with a crew of sixteen, drifting towards Black Rock. Her propeller had fouled. The life-boat rescued the men, took them to Uphill and then moored in the River Axe at 8.45 for the night. The landing craft was towed to Cardiff the next day by another vessel. The Naval Authorities expressed their thanks. —Rewards, £17 1s.

#### FOOD TO A HUNGRY CREW

**Peterhead, Aberdeenshire.**—On Friday the 3rd of February, 1950, the motor vessel *Actuality* of London, on passage from Drogheda to Sunderland, entered Peterhead Bay to shelter from bad weather. Being short of food, she sent a boat ashore in search of provisions. The boat made land near the Admiralty Works on the south side of the Bay, where the mate got into touch with the life-boat honorary secretary. He advised him to come into town by bus. As the small boat could not get back to her ship and no other suitable boat was available, the life-boat *Julia Park Barry* of Glasgow was launched at noon. Provisions having been procured the life-boat went to the far side of the bay, picked up the ship's boat and towed her out to the *Actuality*. Men and food

having been put aboard the life-boat reached her station again at 12.38 in the afternoon.—Rewards, £9 7s. 6d.

#### IRELAND'S UNSEEN EYE

**Howth, Co. Dublin.**—At seven o'clock on the night of the 3rd of February, 1950, a local fisherman reported that the fishing boat *Paragon*, of Arklow, had gone on the rocks off Ireland's Eye. At 7.13, therefore, the life-boat *R.P.L.* was launched, in a smooth sea with a moderate south-westerly breeze. She found the *Paragon* with a crew of three, drifting two miles north of Ireland's Eye with her steering gear out of action. Having towed her to harbour, she reached her station again at 8.45.—Rewards, £7 16s.

#### FAILURE OF AN ENGINE

**Douglas, Isle of Man.**—At 12.40 in the early morning of the 4th of February, 1950, the coastguard reported that distress flares were being burned off Douglas Bay. At one o'clock the life-boat *Millie Walton* was launched in a heavy sea with a strong south-westerly wind blowing. She found the Castletown motor fishing vessel *Ann of Lonan*, with a crew of three. Bound for Port St. Mary from Preston, she had been disabled by an engine failure and was drifting towards the rocks. The life-boat took the boat in tow and brought her into Douglas Harbour at three o'clock.—Rewards, £9 4s.

#### STANDING BY AND BY

**Cromer, Norfolk.**—On the morning of the 6th of February, 1950, after the local boats had left for the fishing grounds sixteen miles south-east of Cromer, there were indications of a north-easterly gale approaching. It was decided, therefore, to send out the No. 2 life-boat *Harriot Dixon*. She was launched at eleven o'clock in a rough sea with an increasing north-north-easterly wind. Five miles south-east of Cromer, she met one of the boats, but left her to make her way home alone. Off Mundesley she found another boat with a crew of three, including the coxswain of the Cromer No. 1 life-boat. This boat decided to go ashore, and the life-boat stood by until she was beached. As the search

went on it was learned that two other boats had got ashore at Bacton. Three more boats were met eleven miles to the south-east of Cromer and safely escorted to a beaching place at Bacton. The life-boat then made for home, arriving at two o'clock in the afternoon. Of the four boats which the life-boat stood by, three belonged to Cromer and one to Runton.—Rewards, £17 16s.

#### ANOTHER ARDUOUS RESCUE AT JERSEY

**St. Helier, Jersey.**—At 5.20 in the morning of the 7th of February, 1950, the Harbour Office telephoned to say the St. Helier pilot boat had wirelessly that the motor vessel *Killurin*, of London, had run on the rocks, later identified as Les Sillettes reef off Noirmont Point. At 5.50 the life-boat *Elizabeth Rippon* left her moorings in a heavy swell and a light south-westerly breeze. She found the vessel, which had had a crew of nine, nearly submerged. One man, who was clinging to her mast, jumped and the life-boat picked him up. She then picked up three men floating in life-belts, one of whom was dead. Meanwhile a fishing boat had found three more men in a ship's boat and landed them at St. Helier. This left two. The life-boat took the men she had picked up to her station and left again to search for them. She found one body and landed it at nine o'clock. The fishing boat put out again and the ex-life-boat coxswain's boat also searched. But the last member of the crew was not found.—Rewards, £12 18s.

#### A NIGHT OF STORM

**Ballycotton, Co. Cork.**—At 6.45 on the night of the 8th of February, 1950, the S.S. *Joseph Mitchell*, of London, loaded with coal for Cork, was seen to be very close to the shore about one and a half miles south-west-by-west of Ballycotton. At 7.15 a resident reported hearing a wireless message from the collier that she had struck a submerged object five miles south-west-by-west of Ballycotton lighthouse. As her engine-room was flooding, she had asked for help. Accordingly, at 7.25 the life-boat *Mary Stanford* left her moorings in a heavy swell with a fresh





*By courtesy of]*

*[The Daily Graphic*

**COXSWAIN DOUGLAS KIRKALDIE OF RAMSGATE**



*By courtesy of]*

*[The Daily Graphic*

**THE SOUTHEND LIFE-BOAT SEARCHING FOR SURVIVORS FROM  
THE SUBMARINE *TRUCULENT***

*(See page 3)*



*By courtesy of]*

*[Planet News, Ltd.*

**LANDING THE RESCUED FROM THE SPANISH STEAMER  
*MONTE GURUGU***

*(See page 1)*



**THE NEW SEAHAM LIFE-BOAT, *THE GEORGE ELMY***

A 35-feet 6-inches Liverpool boat



*By courtesy of]*

*[Middlesborough Evening Gazette*

**THE FIRST LAUNCH OF THE TEESMOUTH LIFE-BOAT  
*JOHN AND LUCY CORDINGLY***

A 46-feet 9-inches Watson boat, with deck cabin



**ADDRESSING THE AUSTRALIAN GIFT PARCELS AT THE DEPOT,  
BOREHAM WOOD**



**LOADING THE GIFT PARCELS FOR DISTRIBUTION**

*(See page 31)*



**CAROLS ON THE RADIO TELEPHONE**

*(See page 31)*

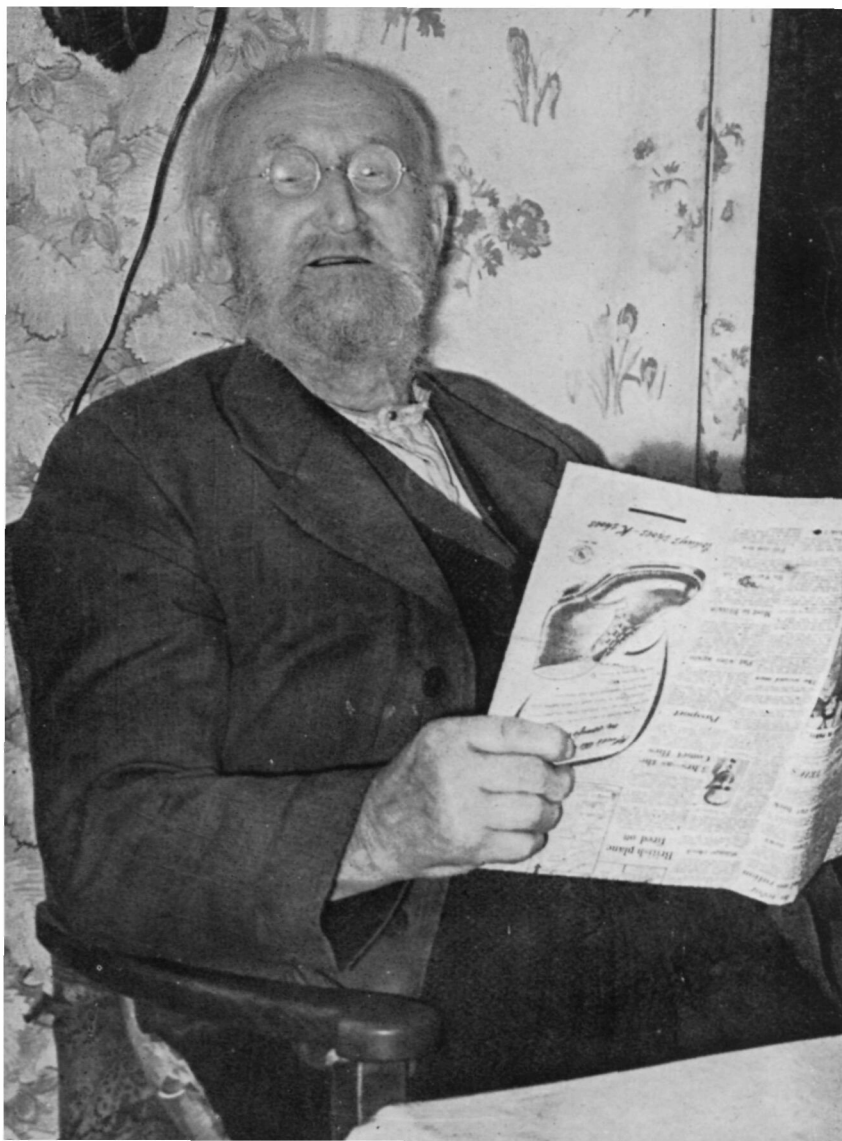


*By courtesy of]*

*[Answers*

**RICHARD DIMBLEBY OF THE B.B.C., IN THE NEWLYN LIFE-BOAT**

*(See page 31)*



*By courtesy of]*

*[London Evening News*

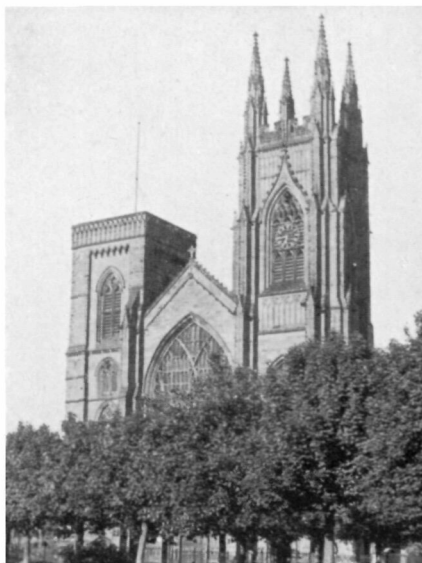
**WILLIAM FURBER, FORMER COXSWAIN OF THE NEW ROMNEY LIFE-  
BOAT; 100 YEARS OLD ON THE 16th JULY, 1949**

*(See The Life-boat for October, 1949)*

## TWO CEREMONIES AT BRIDLINGTON



Walter Newby (New Coxswain) receiving the boathouse keys from T. T. Hutchinson (Retiring Coxswain), January 1st, 1950



**THE PRIORY CHURCH, BRIDLINGTON**

Scene of the Annual Life-boat Service



*By courtesy of]*

*[Guernsey Press Ltd.,*

**THE S.S. EDIRNE ASHORE OFF ALDERNEY**

*(See page 12)*



*By courtesy of]*

*[Daily Graphic*

**ON THE LOOK-OUT**



west-south-west breeze, sleet showers and rain. As she was searching, she saw a torch light a quarter of a mile from the reported position. Altering course she found a small ship's boat with the crew of thirteen of the *Joseph Mitchell*, rescued the men with great difficulty, gave them rum and brandy and reached harbour with them at 8.35. As the collier was thought to be a danger to navigation and a tug had left Cobh, the life-boat took the skipper out at 8.40. But the *Joseph Mitchell* had already sunk. The life-boat reached her station again at 9.30.—Rewards, £11 3s.

#### AMBLING AND COQUETTING

**Amble, and Boulmer, Northumberland.**—About 6.30 in the morning of the 10th of February, 1950, the Amble coastguard reported to the Amble life-boat authorities that a vessel was ashore near Coquet Island; and the life-boat *Frederick and Emma* was launched. The sea was rough with a fresh southerly breeze blowing. Finding nothing, she returned to her station for news, and then searched northward. Here she came up with the S.S. *Ronja Borchard*, of Leith, anchored about half a mile off Dunstanburgh Castle. The steamer had refloated on the rising tide, but was damaged and making water. The Boulmer coastguard had telephoned the Boulmer life-boat authorities at 7.51; and at 8.5 the life-boat *Clarissa Langdon* was also launched. As a tug was expected, the Amble life-boat left the *Clarissa Langdon* standing by the steamer and arrived back at her station at twelve noon. Shortly afterwards the Boulmer life-boat piloted the tug to the steamer. It was taken in tow and brought to the Tyne, where the master announced that all was well. The *Clarissa Langdon* therefore returned to Boulmer, arriving at three o'clock that afternoon. The master expressed his thanks.—Rewards: Amble, £16 5s.; Boulmer, £22 16s.

#### RIBBLEBANK ON THE LIGHTHOUSE BANK

**Fleetwood, Lancashire.**—At 10.30 in the morning on the 10th of February, 1950, the harbour authorities reported

that the s.s. *Ribblebank*, of Liverpool, was on the Lighthouse bank. Later she was reported to be loaded with 400 tons of calcium carbide. At 12.50 in the afternoon, therefore, the life-boat *Ann Letitia Russell* was launched. There was a heavy ground swell with a strong west-south-west breeze. The life-boat stood by the steamer until she refloated under her own power, and then escorted her to harbour, reaching her station again at 2.5. The owners expressed their appreciation and made a gift to the Institution.—Rewards, £10 11s.

#### TWO SAMPLES OF WHITE HEATHER

**Tynemouth, Northumberland.**—At half past ten on the morning of the 11th of February, 1950, the coastguard telephoned that a coble and a motor boat with a lighter laden with coal in tow, were in difficulties off the Tyne Harbour entrance. The Pilot Cutter was in attendance. Ten minutes later it was reported that the cutter had left and was entering the river; and so, at 11.3, the motor life-boat *Tynesider* was launched. There was a rough sea with a moderate westerly gale, and the boats were being rapidly blown seawards. About three miles off she came up with the motor boat *White Heather* which had already abandoned the lighter. The life-boat rescued the crew of three of the motor boat, which she took in tow; and while going to the coble (also called *White Heather*) informed Cullercoats Radio Station that the lighter was adrift. As her engine had broken down and she had shipped water, the coble was then also taken in tow. By half past twelve the boats gained the shelter of the pier, where the coble's engines were re-started. The rescued men were landed at South Shields at 12.50 in the afternoon, and the life-boat then returned to her station.—Rewards, £15 17s.

#### A BARGE ON FIRE

**Southend-on-Sea, Essex.**—At 7.15 on the night of the 12th of February, 1950, Lloyd's signal station reported that the riding light of a barge to the east of the pier was on fire. As this was a signal of distress, the life-boat *Greater London, Civil Service No. 3* was

launched at 7.45. The sea was very rough and a strong gale was blowing from the south-south-west. The life-boat found the sailing barge *Brian Boru*, of London, nearly submerged, a quarter of a mile east of the pier. She rescued her crew of two, who were suffering from exposure, and took them ashore at 8.10. The barge sank twenty minutes later. At 5.5 the next morning the life-boat again put out to try and refloat her; but although the life-boatmen pumped the barge for three hours they made no headway. The life-boat therefore picked up the barge's anchor and chain and reached her station at 8.10.—Rewards, £30 19s., and Property Salvage Case.

### THE VIKING DEEPS IS BEACHED

**Stornoway, Outer Hebrides.**—About half past four on the morning of the 15th of February, 1950, the coastguard telephoned that a ship was showing flares off Bayble, seven miles from Stornoway. At 5.15 the life-boat *William and Harriet* was launched in a moderate swell with a southerly wind blowing. She found the steam trawler *Viking Deeps*, of Aberdeen in danger of sinking, having struck a rock. Her crew of twelve had already been taken off by two drifters, but three of them went back on board and three others boarded the life-boat with the same object. However, they were not needed, as the first three got the engines going; when, under her own power, the *Viking Deeps*, escorted by the life-boat, reached Stornoway and was beached alongside the pier at ten o'clock.—Rewards, £8 15s.

### A SICK WOMAN'S LIFE IS SAVED

**Lerwick, Shetlands.**—At 2.55 in the afternoon of the 15th of February, 1950, the Medical Officer of Health telephoned asking if the life-boat could fetch from Fair Isle a woman suffering from appendicitis. As no other suitable boat was available the life-boat *Lady Jane and Martha Ryland* left her moorings at 3.24. She embarked a doctor, and made for Fair Isle in a rough sea with a strong south-westerly breeze blowing, reaching the Island at 9.45. Here the patient was put on board the life-boat, which left for her

station at 10.30 and transferred the woman to a waiting ambulance on arrival at Lerwick at 4.25 the next morning. The life-boat had travelled ninety miles and saved the patient's life.—Rewards, £30 5s.—Repaid to the Institution.

### ERRANDS OF MERCY

**Ramsey, Isle-of-Man.**—At 9.50 on the morning of the 17th of February, 1950, the coastguard telephoned that the motor tanker *Ben Henshaw*, of London (which was two miles to the north-east) was flying a signal for a doctor. As the weather was bad, the life-boat *Thomas Corbett* embarked one, and was then launched at 10.15. The sea was very rough with a south-westerly gale. She went alongside the tanker and put the doctor aboard. He found that his prospective patient—the ex-master, who was on passage in her—was dead. He therefore returned to Ramsey in the life-boat with the present master, arriving about 11.15. About noon the life-boat took the master back to his vessel and put fresh water and milk on board, reaching her station again at 1.15 in the afternoon. At 1.50 the coastguard reported that the S.S. *Saint Oran*, of Glasgow, about three and a half miles to the north-east, had hoisted a flag signal, also asking for a doctor. The life-boat therefore re-embarked him, and was launched at two o'clock. However, she found that the steamer had flown the wrong signal and needed food; but by now was making for harbour. As it was decided to take the body ashore from the *Ben Henshaw*, the life-boat left her and landed the body and the master at 3.15. Later, she took the master back to his vessel and reached her station again at 6.15 that evening.—Rewards: 1st Service, £17 12s. 6d.; 2nd Service, £22 8s. 6d.

### THE HOOK AND THE IVY

**Dunmore East, Co. Waterford.**—At half past four in the afternoon on the 20th of February, 1950, pilots reported that distress flares had been seen close to The Hook, Co. Wexford. Fifteen minutes later the life-boat *Annie Blanche Smith* was launched. A strong north-westerly breeze was blowing with

a rough sea. The life-boat found the fishing boat *Ivy*, of Waterford, with a crew of four, disabled by a rope round her propeller and dragging her anchor only a hundred and fifty yards from the rocks. She was too close in for the life-boat to go alongside. A line was therefore fired over her, and a tow rope passed across. The life-boat then took her in tow for Dunmore East, reaching it at 6.30 in the evening.—Rewards, £7.

### ON THE ROCKS

**Valentia, Co. Kerry.**—At 5.38 in the evening on the 22nd of February, 1950, the coxswain saw a fishing boat drifting on to the rocks off Cromwell Point, clearly in need of prompt help. Seven minutes later the life-boat *B.S.A.P.* put out in a strong south-easterly breeze. After half an hour, she came up with the boat *Pride of Ballinskelligs*, which carried a crew of two. She was disabled by an engine failure. The life-boat took the boat in tow when she was only one hundred yards from the rocks, and brought her safely to Cahirciveen at 7.22, arriving back at the life-boat station at 7.52.—Rewards, £7 8s.

### A FOULED PROPELLER

**Fraserburgh, Aberdeenshire.**—At four o'clock in the afternoon on the 23rd of February, 1950, information was received from St. Combs and the coast-guard that a small fishing boat was in distress. At 4.13 the life-boat *John and Charles Kennedy* was launched in a moderate swell with a fresh northerly breeze blowing and snow showers. Captain R. T. Duthie, the Joint Honorary Secretary, acted as coxswain. She found the motor fishing yawl, *Jeannie Slessor*, of Fraserburgh, with a crew of two, half a mile north of Rattray Head. She was disabled by a fouled propeller, and drifting south of St. Combs. The life-boat took the boat in tow and brought her to Fraserburgh, arriving at six o'clock.—Rewards, £8 4s.

### A POPULAR ESCORT

**Whitby, Yorkshire.**—At 8.30 in the morning on the 24th of February, 1950, fishermen reported that one of six

fishing vessels which had put out in the early hours, was making for harbour. The sea off the entrance was broken and a gale was blowing from the north. At 9.5 the No. 1 life-boat *Mary Ann Hepworth* was launched, but the *Provider A*, decided to wait. The life-boat, therefore, first escorted in the *Galilee*, and then the *Provider A*. Later she attended the *Venus*, *Pilot Me II*, *Success*, and *Express* into harbour, reaching her station again at 2.30 that afternoon.—Rewards, £16 15s.

### A BUSY ESCORT

**Scarborough, Yorkshire.**—On the morning of the 24th of February, 1950, six local cobsles were fishing off Burniston when the wind increased to a fresh breeze from the east-south-east, accompanied by snow showers. A rough sea rose. As the cobsles were open boats it was decided to launch the life-boat *Herbert Joy II*. She left at half past eleven and, striking off in a north-easterly direction met the first of the fleet. Life-belts were handed to her crew and she was escorted home. Then the life-boat put to sea once more and escorted in the remaining boats. The last arrived at 1.30 in the afternoon.—Rewards, £16 5s.

### STILL ESCORTING

**Whitby, Yorkshire.**—At midday on the 25th of February, 1950, a strong north-easterly wind was bringing up a dangerous sea on the Harbour bar, while the local motor fishing vessels, the *Pilot Me II* and *Success* were still at sea. At 12.15 the No. 1 life-boat *Mary Ann Hepworth* was launched and, meeting the *Pilot Me II*, escorted her into harbour. Putting out again, she met the *Success* and accompanied her through the broken water into safety. The life-boat was returned to her house at 1.28.—Rewards, £9 4s.

### ALIVE ON DEAD MAN'S ISLAND

**Southend-on-Sea, Essex.**—At 12.50 in the early morning on the 26th of February, 1950, the coastguard at Southend Pier Head reported that a man and his two boys, who had left Sheerness during the afternoon in a rowing boat to go to Dead Man's Island, had not been heard of since. At half past one

the life-boat *Greater London, Civil Service No. 3* was launched. Half an hour later she reached the Island, where, in a very choppy sea with a north-north-easterly gale blowing, she carried out a fruitless search until 5.30. Then, after moving alongside a tug until daylight, she continued the search. At last the man and two boys were found. The life-boat was driven head on to the Island and two members of the life-boat's crew jumped ashore to help them aboard. They were quite exhausted and almost frozen, for they had spent the night on the Island without shelter. The life-boat landed them at Sheerness at 7.30 and got back to her station at eight o'clock.—Rewards, £21 1s.

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

**Lytham-St. Anne's, Lancashire.**—February 1st.—Rewards, £8 2s.

**Plymouth, Devon.**—February 2nd.—Rewards, £12 5s.

**Newhaven, Sussex.**—February 2nd.—Rewards, £13 8s.

**Swanage, Dorset.**—February 5th.—Rewards, £24 13s.

**Dover, Kent.**—February 6th.—Rewards, £10 15s.

**Dover, Kent.**—February 10th.—Rewards, £7 5s.

**Kirkcudbright.**—February 10th.—Rewards, £21 16s.

**Ballycotton, Co. Cork.**—February 11th.—Rewards, £9 7s.

**Sunderland, Durham.**—February 11th.—Rewards, £12 17s. 6d.

**Whitby, Yorkshire.**—February 13th.—Rewards, £14 7s.

**Cromer, Norfolk.**—February 14th.—Rewards, £37 2s. 6d.

**Mallaig, Inverness-shire.**—February 16th.—Rewards, £12 14s. 6d.

**Hastings, Sussex.**—February 18th.—Rewards, £28 8s. 6d.

**Penlee, Cornwall.**—February 25th.—Rewards, £19 8s. 6d.

**Helvick Head, Co. Waterford.**—February 26th.—Rewards, £11 3s.

## A Tynemouth Service: Nineteen Landed

THIS account of a service by the Tynemouth life-boat in September, 1949, should have appeared among the services for that month in *The Life-boat* for December of last year.

On the evening of the 23rd of September, 1949, there was a dense fog at the mouth of the Tyne, and at five minutes past eight the coastguard reported that a vessel was aground under Battery Point and tugs were standing by. At 10.40 the coastguard said that an attempt to refloat her would be made at high water at five o'clock the next morning, and that the master of the vessel had asked them for the life-boat's help. *The Tynesider* put out at 2.26 in the morning. A light

south-easterly breeze was blowing, but there was a heavy swell. The life-boat found the S.S. *Surreybrook*, of London, hard on the rocks, and her master said that he wanted to abandon ship. The life-boat went alongside, with some difficulty owing to the shallowness of the water and the rocks, and took off nineteen of the crew. The master, chief officer and another man remained on board. The life-boat landed the nineteen men at North Shields, and arrived back at her station at 3.40 in the morning. There the life-boatmen remained on duty for another four hours in case they were needed to take off the three men still on board the steamer.—Rewards, £24 7s.

## From Golf Clubs

IN 1949 sixty golf clubs held competitions in aid of the Life-boat Service, as compared with sixty-five in 1948, and

the Institution received from them £273 as compared with £278 in 1948.

## Life-boats on the Air

Broadcasts in 1949

IN December, 1948, the secretary of the Institution, Colonel A. D. Burnett Brown, M.C., T.D., M.A., broadcast a talk "Exploits of the old Sailing Life-boats." This talk was on the air the day after the motor life-boat *St. Albans* arrived at New Quay, Cardigan, and there replaced the last of the pulling and sailing life-boats in the Institution's fleet. The *St. Albans* also had the distinction of being the first life-boat to be shown by television.

Shortly afterwards, in a gala new year's television programme, on New Year's Eve, Coxswain Sydney Page, of Southend-on-Sea, appeared as "the typical Englishman" in a scene which included the typical Scot and the typical Welshman.

### The Mumbles and Walmer

At the beginning of February a life-boatman at The Mumbles, Tom Ace, broadcast a talk in the "Danger" section of the series "In Britain Now," on the service to the Canadian frigate *Chebogue*, in January, 1941, when the coxswain won the gold medal, and in March there was a recording of an exercise launch at Hoylake in the Home Service under the title "Roundabout."

On the 7th of May Coxswain Fred Upton, of Walmer, spoke on the work of his station in "In Town To-night," and on the 12th and 13th a talk on the Life-boat Service was given in the Merchant Navy Programme which is broadcast twice a week to the Mercantile Marine.

On the 16th of May, the eve of the life-boat flag day in Greater London, life-boats again appeared on the television screen in a programme called "Into Action," which consisted principally of scenes from the Institution's films. On the 20th, Miss Lilian Sayce broadcast on "The Men who Guard our Shores," and her talk was sent overseas the following week.

On the 25th of June, Major Peter Hansell, the honorary secretary at the Cromer Station, gave a talk on life-

boats when the Midland Regional Children's Hour was broadcast from the Cromer Parish Hall and a week later, on the 2nd of July, Children's Hour, in the Home and other Services, visited the Cromer life-boat *Henry Blogg* and children talked with Coxswain H. T. Davies.

### Talks in Arabic, Swedish, Norwegian and Spanish

On the first of July there was a ten-minute talk in Arabic, and on the 27th of July a fourteen-minute talk in Swedish.

The Walmer coxswain having come to London for "In Town To-night" in May, men from the B.B.C. went to Walmer two months later, and on the 3rd of August Mr. Gilbert Harding described in "The World Goes By" a trip in the life-boat to the Goodwin Sands.

A little later Norwegian and Latin-American broadcasters also visited the Walmer station. There was a thirteen-minute talk to Norway on the 1st of September and a five-minute talk to Latin-America on the 4th of September, and to Spain a week later, in "Britain This Week."

In the same month there were six more life-boat broadcasts—a talk in the Welsh programme on the 9th about the new Rhyl life-boat, another in Radio Newsreel on the 14th about the presentation at Cromer of French medals for the rescue on the 8th of July, 1948 of the crew of the *François Tixier*, of Dunkirk, and another talk on the same ceremony in the European Service. On the 14th, Mr. Guy Édén talked about life-boats in the schools programme in the Home Service. On the 29th Coxswain Swarts, of Barry Dock talked in the Welsh programme about his model of the life-boat at The Mumbles which had won a prize in the Model Engineering Exhibition in London.

In Scotland, on the 11th of October, Mr. John Marshall, chief classics master of the North Berwick High School,

gave a broadcast to schools on Scottish life-boats in the series "Scottish Affairs."

In December Mr. Richard Dimpleby went to Exmouth for the 150th visit in the Sunday series of broadcasts

"Down Your Way." He talked in the life-boat house with Coxswain Reginald Searle: "And here," so the programme concluded, "at the wheel of the Exmouth life-boat we end 'Down Your Way', number 150."

## Retirement of Mr. A. C. Butcher

At the end of 1949, Mr. A. C. Butcher, M.I.Mech.E., M.I.Mar.E., the superintendent engineer, retired from the Institution on reaching the retiring age. He had then been with it for over twenty-eight years. He joined its staff in 1921 as temporary deputy assistant surveyor of machinery. Motor life-boats and their engines were still in their experimental stage; the engines so far used had been designed for other purposes, had been adapted to life-boat work and were not water tight. Mr. Butcher had previously worked with Messrs. Tyler & Sons, and was designing the first engine expressly for life-boat work, which they were to build for the Institution, when the firm came to an end. It was to complete this design that Mr. Butcher temporarily joined the Institution's staff. He remained with it and was appointed surveyor of machinery in 1925

and superintendent engineer in 1946.

During those years, seven different types of petrol engine were designed and built. The first was the six-cylinder 80 h.p. engine on which Mr. Butcher was engaged when he came to the Institution. This was completed in 1922. It was followed by a four-cylinder 40 h.p. in 1927, a six-cylinder 60 h.p. in 1928, a six-cylinder 35 h.p. in 1929, a two-cylinder 12 h.p. in 1936, and a four-cylinder 18 h.p. in 1945. For the design of these seven engines Mr. Butcher was largely responsible. During the war he was in charge of the war-munitions work at the Institutions depot when its machinery shop made and assembled 100,000 light metal parts for aeroplanes.

Although Mr. Butcher has retired the Institution will continue to have the benefit of his great knowledge and experience in a consultative capacity.

## New Superintendent Engineer

MR. A. C. BUTCHER has been succeeded as superintendent engineer by Commander (E.) R. A. Gould, O.B.E., R.N. Commander Gould entered the Navy as a boy artificer in 1915, and saw much service in the last war. He was engineer officer in charge on the *Renown* in the actions with the *Graf Spee* and the *Scharnhorst* and *Hipper*; was in the mine-layer *Manxman* in the English Channel, Indian Ocean and Mediterranean, where he was torpedoed and

won his O.B.E.; was in the North Africa landing, saw service in Burma and at Singapore, and was in charge of a thousand artificers in the Fleet Train in the Far East. After the war he was chief of instruction in a training establishment for internal combustion engines, and then was on the staff of H.M. Dockyard at Portsmouth, as technical adviser on all matters concerning the engineers of the dockyard's tugs and motor boats.

## Awards to Honorary Workers

It has been necessary to hold over the list of awards made to honorary

workers at the beginning of the year. It will be published in the next number.

## Australian Food Parcels

A Gift to the Life-boat Service from the office of the Prime Minister

IN 1947 the Lord Mayor of Sydney started what came to be known as the Australian Express Parcel Scheme for sending food parcels to Great Britain. Two years later, on November 29th, 1949, the two-millionth parcel was received in this country.

To celebrate this splendid achievement of Australian generosity, the organizers of the scheme had already decided to send to Britain a Christmas present of 100,000 parcels—costing £50,000 in Australian money—and 144,000 tins of fruit. Among the donors of these parcels were the Australian government, clubs, newspapers, and public societies.

The parcels were distributed by the Commonwealth Gift Centre in London, and on the 19th of November the Centre wrote to the Institution that 1,500 parcels were coming to the Life-boat Service from the office of the Prime Minister of Australia.

This very generous gift was most gratefully accepted by the Institution, and the parcels were distributed to the

coxswains and regular members of the crews at each life-boat station in England, Scotland, Wales and Northern Ireland, to the honorary secretaries of these stations, to retired coxswains and other members of crews who were receiving annuities or pensions from the Institution, to all men suffering from injuries on service, and to the widows of three members of the Institution's head office staff.

In sending the parcels the Commonwealth Gift Centre wrote:

"The donors in Australia naturally like to know that their gifts have arrived safely and been valued, and they look forward to hearing from families in the Mother Country."

In each of the Institution's parcels was a request that those who received them should thank the Prime Minister of Australia. The Chairman of the Institution has also written to him on behalf of the whole Service to tell him how deeply touched it had been by these gifts.

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## Christmas Festivities

LAST Christmas a number of life-boats again took out Christmas parcels from their towns to men on neighbouring lightships. The Weymouth life-boat took them to the Shambles, Selsey to the Owers, Barry Dock to the Breaksea, Margate to the Tongue, and Walton and Frinton to the Sunk and the Kentish Knock.

At the same time the life-boat crew at the very lonely Humber station at the end of Spurn Point were receiving gifts. The Father Christmas in this case was the *Yorkshire Evening Post*. Members of the staff of its Hull office paid a surprise visit to the station with

toys and books from the paper and its readers for the children of the life-boatmen.

At Penlee the radio telephone of the life-boat was used to entertain men on lighthouses and lightships from South Wales to the Isles of Scilly for half an hour on Christmas morning when the seven-year-old daughter of the motor mechanic, Margaret Drew, and members of the Mousehole male choir sang carols in the life-boat's cockpit. The men on the lighthouses and lightships sent back their thanks by their radio-telephones and then sang carols to one another.

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## From the Blind

THE Institution has received a gift of £4 from the chapel collections at the St. Dunstan's Training Centre at

Ovingdean, Sussex. This is the training centre for both men and women who have been blinded on war service.

### Sir Henry McMahon

COLONEL SIR HENRY MCMAHON, G.C.M.G., G.C.V.O., K.C.I.E., C.S.I., who died on the 29th of December, 1949, at the age of 87, had been a member of the Committee of Management for thirty years, and was appointed a vice-president in 1948. He

served on the boat committee, the finance committee and the general purposes committee, and brought to their work his knowledge as a yachtsman and his wide experience as a soldier and as a most distinguished administrator in India and Egypt.

### Mr. W. W. Harris

By the death on the 16th of February, 1950, at the age of 73, of Mr. W. W. Harris, M.B.E., of New Brighton and Liverpool, the Institution has lost one of its most energetic and devoted honorary secretaries. Mr. Harris, who was a marine underwriter, and chairman of the Liverpool Underwriters' Association in 1935 and 1936, was vice-chairman of the New Brighton station

from 1932, and its honorary secretary from 1934, until his death. He was also honorary secretary of the Port of Liverpool branch from 1937 until 1949, when he had to give up the work on account of ill-health.

In 1943 he was appointed a Member of the Order of the British Empire in recognition of his life-boat services.

### M.B.E. for Fishguard Honorary Secretary

MR. MORRIS LYNDON NICHOLLS, who has been the honorary secretary of the life-boat station at Fishguard since 1916, was made a Member of the Order of the British Empire in the New Year's

Honours, in recognition of his life-boat work. In 1926 Mr. Nicholls was awarded the Institution's binoculars and in 1948 the gold badge, given only for distinguished services.

### Life-boat Days in 1949

IN 1949 the Institution held 905 flag days. The number of people who gave was 6,500,000, and the sum given was £83,549.

That was forty-six more days than in 1948, but the number who gave fell by nearly 654,000 and the sum given by £4,627.

### Ballot Box by Life-boat

AFTER the general election in February, the ballot box from the island of Colonsay, off the west coast of Scotland,

was brought to the mainland by the Islay life-boat. The cost was paid by the returning officer.

### Anti-Fouling Composition

THE Institution uses on a number of its life-boats which lie afloat the Torpedo Plastik Anti-Fouling Composition made by British Paints. The

name of this composition has been changed to Koplastik Anti-fouling. The firm has also changed the name of its Water Resisting Varnish to Brillspar.



## Awards to Coxswains and Life-boatmen

To THOMAS M. SINCLAIR, on his retirement, after serving for 24½ years as coxswain of the Aberdeen life-boat, a coxswain's certificate of service and an annuity.

To ROBERT YOUNG, on his retirement, after serving for 13½ years as coxswain and 4 years as bowman of the Cloughy life-boat, a coxswain's certificate of service and an annuity.

To the late THOMAS S. COWE, who for 10 years was coxswain, 8 years second coxswain, and 2½ years bowman of the Sunderland life-boat, a coxswain's certificate of service and a gratuity to his widow.

To WILLIAM H. PARKER, on his retirement, after serving for 3 years as coxswain, 1 year as bowman, and 26 years as a member of the crew of the Great Yarmouth and Gorsestons life-boat, a life-boatman's certificate of service and a gratuity.

To THOMAS BYRNE, on his retirement, after serving for 10½ years as second coxswain, 5½ years as bowman, 18 years as assistant motor mechanic and 3 years as a member of the crew of the Wicklow life-boat, a life-boatman's certificate of service and an annuity, commuted to a gratuity at his request.

To ROBERT STONEHOUSE, on his retirement, after serving for 3½ years as second coxswain, 12 years as bowman, 5 years as a member of the crew of the Redcar life-boat, a life-boatman's certificate of service.

To EDGAR REES, on his retirement, after serving for 17½ years as motor mechanic, 16½ years as bowman and 2 years as a member of the crew of the Angle life-boat, a gratuity, an annuity, and a life-boatman's certificate of service.

To WILLIAM M. LAING, on his retirement, after serving for 13 years as bowman and 23 years as a member of the crew of the St. Abbs life-boat, a life-boatman's certificate of service and an annuity.

To WILLIAM ORCHARD, on his retirement, after serving for 18½ years as motor mechanic and 7 years as a member of the crew of the Padstow life-boat, a gratuity, retirement allowance and a life-boatman's certificate of service.

To WILLIAM COOPER, on his retirement, after serving for 16½ years as assistant motor mechanic and 4 years as winchman to the Dun Laoghaire life-boat, a gratuity and a life-boatman's certificate of service.

To HUGH G. WILSON, on his retirement, after serving for 36 years as a member of the crew of the St. Abbs life-boat, a life-boatman's certificate of service.

To THOMAS H. HUTCHINSON, on his retirement, after serving for 11½ years as coxswain, 12½ years as second coxswain, and 5½ years as bowman of the Bridlington life-boat, a coxswain's certificate of service and an annuity.

To JOHN DANIEL, on his retirement, after serving for 7 years as coxswain, 6½ years as second coxswain and 2½ years as bowman of the Aberystwyth life-boat, a coxswain's certificate of service and an annuity.

To THOMAS J. KING, on his retirement, after serving for 4½ years as coxswain, 6½ years as second coxswain and 9½ years as bowman of the St. Helier life-boat, a coxswain's certificate of service and an annuity.

To WILLIAM MURPHY, on his retirement, after serving for 2½ years as coxswain, 10 years as second coxswain and 2½ years as bowman of the Newcastle, Co. Down, life-boat, a coxswain's certificate of service and an annuity.

To FREDERICK L. BALL, on his retirement, after serving for 12 years as second coxswain and 25 years as a member of the crew of the Ramsey life-boat, a life-boatman's certificate of service and an annuity.

To WALTER F. LILLICRAP, on his retirement, after serving for 1 year as second coxswain, 8½ years as bowman and 1½ years as a member of the crew of the Plymouth life-boat, a life-boatman's certificate of service and a gratuity.

To BENNETT G. MIDDLETON, on his retirement, after serving for 25 years as bowman of the Sheringham life-boat, a life-boatman's certificate of service and an annuity.

To THOMAS F. WALSH, on his retirement, after serving for 13 years as bowman and 25 years as a member of the crew of the Ballycotton life-boat, a life-boatman's certificate of service and an annuity.

To FRANK COTTIER, on his retirement, after serving for 5 years as bowman and 26 years as a member of the crew of the Ramsey life-boat, a life-boatman's certificate of service and a gratuity.

To JOHN H. ROKAHR, on his retirement, after serving for 15½ years as motor mechanic of the St. Mary's life-boat and 15 years as motor mechanic of the Padstow life-boat, a life-boatman's certificate of service, gratuity and a retirement allowance.

To KENNETH SINCLAIR, on his retirement, after serving for 21 years as motor mechanic of the Thurso life-boat, a life-boatman's certificate of service, gratuity and a pension.

To THOMAS H. READ, on his retirement, after serving for 24½ years as assistant motor mechanic and 18 years as a member of the crew of the Ramsgate life-boat, a life-boatman's certificate of service and an annuity.

To ALFRED PEGG, on his retirement, after serving for nearly 60 years as a member of the crews of the Sheringham, Grimsby and Wells life-boats, and 10 years as a helper to the Wells life-boat, between 1879 and 1949, a life-boatman's certificate of service.

The following awards were made on the closing of the Maryport station:

To JAMES MUSGRAVE, coxswain, a coxswain's certificate of service and an annuity.

To ROBERT FISHER, second coxswain, a life-boatman's certificate of service.

To GEORGE H. BRODLEY, motor mechanic, a life-boatman's certificate of service and a gratuity.

To PATRICK BAXTER, life-boatman, a life-boatman's certificate of service.

## Services of the Life-boats of the Institution during 1949

1949.		Time of Launching.		Persons rescued from shipwreck.
Jan.	1.	9.15 p.m.	Motor trawler <i>J.A.P.</i> , of Lowestoft. Lowestoft life-boat stood by vessel.	
"	2.	10.30 a.m.	S.S. <i>Baron</i> . Walmer life-boat gave help.	
"	2.	4.0 p.m.	Motor fishing vessel <i>Providence</i> , of Whitby. Whitby No. 1 life-boat saved vessel and rescued - - - - -	5
"	4.	12.25 p.m.	Seven fishing cobs, of Filey. Filey life-boat escorted cobs.	
"	5.	12.50 a.m.	Motor vessel <i>Beta</i> , of Holland. Sunderland life-boat stood by vessel.	
"	7.	12.40 a.m.	Motor fishing vessel <i>Random Harvest</i> , of Peterhead. Troon life-boat escorted vessel.	
"	8.	8.25 a.m.	S.S. <i>Frej</i> , of Stockholm. Buckie life-boat landed 19.	
"	8.	9.15 a.m.	Motor fishing vessel <i>Pilot Me II</i> , of Whitby. Whitby No. 1 life-boat escorted vessel.	
"	8.	12.30 p.m.	S.S. <i>Frej</i> , of Stockholm. Whitehills life-boat stood by vessel.	
"	8.	3.55 p.m.	Steam drifter <i>Hero</i> , of Inverness. Stornoway life-boat saved vessel and rescued - - - - -	9
"	8.	5.40 p.m.	Motor fishing vessel <i>Johnny Eager</i> , of Swansea. The Mumbles life-boat saved vessel and rescued - - - - -	4
"	8.	9.14 p.m.	Steam trawler <i>Cramond Island</i> , of Hull. Stromness life-boat escorted vessel.	
"	10.	5.5 p.m.	Fishing boat, of Wicklow. Wicklow life-boat escorted boat.	
"	13.	7.32 a.m.	Steam trawler <i>Welbeck</i> , of Grimsby. Aberdeen No. 1 life-boat gave help.	
"	16.	1.15 a.m.	Motor yacht <i>Silver Wake</i> , of London. Dover life-boat gave help.	
"	17.	11.35 a.m.	Fishing cobs <i>Sarah Ann</i> , <i>Sarah Brigham</i> and <i>Eventide</i> , of Holy Island. Holy Island life-boat escorted cobs.	
"	17.	6.45 p.m.	Motor coble <i>Hilda</i> , of Scarborough. Scarborough life-boat saved coble and rescued - - - - -	3
"	19.	5.50 p.m.	Motor coble <i>Hilda</i> , of Scarborough. Scarborough life-boat gave help.	
"	26.	11.0 a.m.	S.S. <i>Giacomo Matteotti</i> , of Genoa. Walmer life-boat gave help.	
"	26.	6.25 p.m.	Motor vessel <i>Farndale</i> , of Middlesbrough. Cromer No. 2 life-boat gave help.	
"	27.	4.0 p.m.	Lerwick life-boat fetched an injured man from Unst.	
"	28.	4.20 a.m.	Motor vessel <i>Hervor Bratt</i> , of Gothenburg. Stornoway life-boat landed 20	
"	28.	7.0 a.m.	Motor fishing vessel <i>Ivy Lea</i> , of Lerwick. Aith life-boat gave help.	
"	28.	3.20 p.m.	Motor vessel <i>Northgate</i> , of Hull. The Humber life-boat gave help.	
"	28.	4.55 p.m.	Motor fishing boat <i>Sally</i> , of Wells. Wells life-boat saved boat and rescued - - - - -	2
"	29.	2.4 p.m.	Shoreham Harbour life-boat landed two bodies from crashed aeroplane.	
Feb.	4.	5.15 p.m.	Motor trawler <i>Radiant Morn</i> , of Port Oriel. Clogher Head life-boat saved vessel and rescued - - - - -	4
"	9.	8.40 a.m.	Fishing cobs <i>Rosemary</i> and <i>Hilda II</i> , of Scarborough. Scarborough life-boat escorted cobs.	
"	9.	9.15 a.m.	Ten fishing boats, of Bridlington. Bridlington life-boat escorted boats.	
"	9.	9.54 a.m.	Motor vessel <i>Frem</i> , of Holland. Filey life-boat stood by vessel.	
"	18.	2.45 a.m.	Motor fishing vessel <i>Alliance</i> , of Inverness. Mallaig life-boat saved vessel.	
"	23.	9.25 a.m.	S.S. <i>Kajtum</i> , of Stockholm. Donaghadee life-boat took out a doctor.	
"	24.	10.20 p.m.	S.S. <i>Belltoy</i> , of Larne. Wick life-boat took out a doctor.	
"	25.	12 noon.	Galway Bay life-boat took a hospital case to the mainland.	
"	26.	7.5 a.m.	Steam trawler <i>Pintail</i> , of Fleetwood. Portrush life-boat landed 12.	
"	26.	7.30 a.m.	Transport ferry H.M.S. <i>Puncher</i> . Troon life-boat gave help.	
"	27.	9.53 a.m.	Sailing yacht <i>Theta</i> , of Shoreham. Margate life-boat escorted yacht.	
"	27.	12.57 p.m.	Lerwick life-boat fetched an injured man from Unst.	
"	27.	7.50 p.m.	Motor boat <i>Alnora</i> . Walton and Frinton life-boat gave help.	
March	1.	9.30 a.m.	Sailing barge <i>Asphodel</i> , of London. Southend-on-Sea life-boat -	2
"	1.	1.0 p.m.	Sailing barge <i>Kitty</i> , of Harwich. Southend-on-Sea life-boat -	2
"	1.	2.30 p.m.	Sailing barge <i>Kitty</i> , of Harwich. Southend-on-Sea life-boat saved barge.	
"	2.	3.29 p.m.	Tug H.M.S. <i>Diver</i> . Berwick-on-Tweed life-boat saved vessel and rescued - - - - -	10

	1949.	Time of Launching.		Persons rescued from shipwreck.
	March 3.	10.40 p.m.	Motor fishing boat <i>Mazurka</i> , of Peterhead. Longhope life-boat saved boat and rescued - - - - -	7
	" 4.	11.15 p.m.	Fishing vessel <i>Capella</i> , of Ramsey. Ramsey life-boat - - - - -	2
	" 11.	11.20 a.m.	Steam trawler <i>Ben Bheula</i> , of Fleetwood. Barra Island life-boat stood by vessel.	
	" 13.	9.0 a.m.	Steam trawler <i>Cyelse</i> , of Fleetwood. Barra Island life-boat - - -	14
	" 13.	6.55 p.m.	Pulling boat. Poolbeg life-boat saved boat and rescued - - -	2
	" 14.	10.15 a.m.	Fishing yawl <i>John Wesley</i> , of Seahouses. North Sunderland life-boat saved boat and rescued - - - - -	3
	" 15.	1.0 p.m.	Fishing vessel <i>Ocean Vanguard</i> , of Amble. Amble life-boat escorted boat.	
	" 16.	1.0 a.m.	Steam trawler <i>Ben Bheula</i> , of Fleetwood. Islay life-boat gave help and landed 10.	
	" 17.	5.40 a.m.	Mallaig life-boat brought a hospital case from Eigg.	
	" 17.	3.17 p.m.	Trawler <i>Avon</i> , of Great Yarmouth. Great Yarmouth and Gorleston life-boat landed an injured man.	
	" 17.	8.22 p.m.	Motor vessel <i>Hervor Bratt</i> , of Gothenburg. Campbeltown life-boat stood by vessel.	
	" 19.	11.40 a.m.	Landing craft. Ramsgate life-boat saved vessel.	
	" 20.	5.7 p.m.	Auxiliary ketch <i>Alpha</i> , of Stranraer. Girvan life-boat gave help.	
	" 22.	11.15 a.m.	Fishing boat <i>Morning Star</i> , of Cahirciveen. Valentia life-boat saved boat and rescued - - - - -	4
	" 24.	8.58 p.m.	Motor boat <i>Our Boys</i> , of Newhaven. Newhaven life-boat gave help.	
	" 26.	5.25 p.m.	Motor yacht <i>Shirley Bourne</i> . Ramsgate life-boat gave help.	
	" 27.	12.25 p.m.	Motor yacht <i>Puffin III</i> . Weymouth life-boat saved yacht and rescued - - - - -	2
	" 29.	11.45 p.m.	Drifter from H.M.S. <i>King George V</i> . Weymouth life-boat gave help.	
Apl.	1.	3.0 a.m.	S.S. <i>Selskar</i> , of Newcastle. Walmer life-boat gave help.	
	" 1.	8.40 p.m.	Motor vessel <i>Arestal</i> , of Portugal. Clogher Head life-boat gave help.	
	" 2.	4.45 a.m.	S.S. <i>Clew Bay</i> , of Belfast. Donaghadee life-boat stood by vessel.	
	" 2.	8.10 a.m.	Motor vessel <i>David M</i> , of London. Caister life-boat gave help.	
	" 2.	8.30 a.m.	Motor vessel <i>David M</i> , of London. Great Yarmouth and Gorleston life-boat gave help.	
	" 2.	10.25 a.m.	Steam trawler <i>Newhaven, N.B.</i> , of Aberdeen. Islay life-boat gave help.	
	" 2.	5.6 p.m.	A rubber dinghy. Margate life-boat - - - - -	2
	" 2.	6.30 p.m.	Tug <i>H.L.S. 161</i> . Weymouth life-boat saved vessel and rescued -	4
	" 3.	8.50 a.m.	Motor fishing boat <i>Beaty</i> , of Yarmouth. Caister life-boat gave help.	
	" 3.	3.10 p.m.	S.S. <i>Christina Dawn</i> , of Gloucester. Troon life-boat - - - -	9
	" 3.	3.40 p.m.	Auxiliary ketch <i>Alpha</i> , of Stranraer. Fleetwood life-boat - -	8
	" 4.	7.20 a.m.	Auxiliary ketch <i>Alpha</i> , of Stranraer. Fleetwood life-boat - -	6
	" 6.	7.55 a.m.	Motor vessel <i>Conceicao Maria</i> , of Lisbon. Walmer life-boat gave help.	
	" 7.	10.24 a.m.	Motor barge <i>Success</i> , of Blyth. Walton and Frinton life-boat -	4
	" 7.	10.47 a.m.	Motor fishing vessel <i>Aurora</i> , of Ballantrae. Campbeltown life-boat landed 3.	
	" 7.	1.10 p.m.	Fishing boat of Duncannon. Dunmore East life-boat gave help.	
	" 8.	7.0 a.m.	Motor fishing vessel <i>Pilot Me II</i> , of Whitby. Whitby No. 1 life-boat escorted boat.	
	" 10.	4.12 p.m.	A small motor boat. Broughty Ferry life-boat gave help.	
	" 11.	5.0 p.m.	Yacht <i>Tory</i> . Arklow life-boat gave help.	
	" 11.	7.5 p.m.	Fishing boat <i>Nellie</i> , of Portpatrick. Portpatrick life-boat gave help.	
	" 14.	1.5 p.m.	Motor tanker <i>Brali</i> , of Oslo. Walmer life-boat gave help.	
	" 15.	8.20 p.m.	Yacht <i>Sunfire</i> . Ramsgate life-boat gave help.	
	" 17.	12.35 a.m.	Motor yacht <i>Schollevaer</i> , of Dun Laoghaire. Cloughie life-boat saved yacht and rescued - - - - -	5
	" 17.	1.55 p.m.	Motor vessel <i>Confid</i> , of Rotterdam. Rosslare Harbour life-boat stood by vessel.	
	" 17.	2.4 p.m.	Tug <i>Plumgarth</i> , of Bristol. The Mumbles life-boat stood by vessel.	
	" 19.	9.50 a.m.	Motor yacht <i>Schollevaer</i> , of Dun Laoghaire. Newcastle, Co. Down, life-boat gave help.	
	" 21.	8.15 p.m.	S.S. <i>Colyto</i> , of Rotterdam. Barrow life-boat landed a sick man.	
	" 22.	9.50 a.m.	Six fishing boats of Sheringham. Sheringham life-boat gave help.	
	" 23.	3.50 p.m.	Fishing boat of Sizewell. Aldeburgh No. 1 life-boat saved boat.	
	" 24.	3.20 p.m.	Fishing vessel <i>Osprey</i> , of Rhyl. Rhyl life-boat gave help.	
	" 25.	2.45 p.m.	Rowing boat. of St. Helen's Fort. Bembridge life-boat saved boat and rescued - - - - -	1
	" 26.	10.50 a.m.	Five motor fishing vessels of Whitby. Whitby No. 1 life-boat escorted vessels.	
May	3.	3.25 p.m.	S.S. <i>Barren Hill</i> , of Panama. Sheringham life-boat stood by vessel.	

	1949.	Time of Launching.		Persons rescued from shipwreck.
May	5.	1.50 p.m.	Steam drifter <i>Handsome</i> , of Stornoway. Thurso life-boat escorted vessel.	
"	5.	3.0 p.m.	S.S. <i>Cornwood</i> , of Hartlepool. Great Yarmouth and Gorleston life-boat took out a doctor.	
"	7.	6.45 a.m.	Motor yacht <i>Red Rover</i> , of Southwold. Whitby No. 1 life-boat gave help.	
"	7.	8.15 a.m.	Four motor fishing vessels, of Whitby. Whitby No. 1 life-boat escorted vessels.	
"	7.	11.27 p.m.	S.S. <i>Cordale</i> , of London. Great Yarmouth and Gorleston life-boat landed an injured man.	
"	12.	4.15 p.m.	S.S. <i>Aina Maria Nurminen</i> , of Finland, and motor vessel <i>Arbroath</i> , of Dundee. Whitby No. 1 life-boat gave help.	
"	14.	2.13 a.m.	S.S. <i>P.L.M.</i> 17, of Rouen. Lowestoft life-boat stood by vessel.	
"	18.	4.50 p.m.	Sailing yacht <i>Drifter</i> , of Leigh-on-Sea. Southend-on-Sea life-boat saved yacht.	
"	18.	6.45 p.m.	Motor boat <i>Snow White</i> , of Salcombe. Salcombe life-boat gave help.	
"	19.	8.15 p.m.	Fishing boat <i>Ruby</i> . Peterhead life-boat gave help.	
"	20.	1.45 a.m.	Fishing boat <i>Ruby</i> . Peterhead life-boat saved boat.	
"	23.	5.55 p.m.	Ketch <i>Outward Bound</i> , of Aberdovey. Aberystwyth life-boat gave help.	
"	29.	4.38 p.m.	Yacht <i>Never Despair</i> , of Christchurch. Yarmouth, Isle of Wight, life-boat saved yacht and rescued - - - - -	3
"	31.	8.56 p.m.	Fishing boat, of Wexford. Rosslare Harbour life-boat gave help.	
June	4.	2.0 p.m.	Yacht <i>Kittiwake</i> , of Hartlepool. Redcar life-boat saved yacht and rescued - - - - -	2
"	5.	1.10 p.m.	Motor yacht <i>Dolphin</i> , of London. Margate life-boat stood by vessel.	
"	6.	8.40 p.m.	Auxiliary yawl <i>Lady Audrey</i> . Ramsgate life-boat gave help.	
"	7.	9.35 p.m.	Sailing yacht <i>Cormorant</i> , of Westcliff. Southend-on-Sea life-boat saved yacht.	
"	12.	3.45 p.m.	Tanker <i>Thalampus</i> , of London. Barrow life-boat landed a body.	
"	18.	11.0 a.m.	Tug <i>Dunelm</i> , of Newcastle. North Sunderland life-boat landed 4 and stood by vessel.	
"	22.	12.40 a.m.	S.S. <i>Corcrest</i> , of Sunderland. Walton and Frinton life-boat -	36
"	22.	9.10 a.m.	Steam drifter <i>Tansy</i> , of Peterhead. Peterhead life-boat gave help.	
"	26.	4.30 p.m.	Auxiliary ketch <i>Pamela</i> . Campbeltown life-boat gave help.	
"	26.	7.25 p.m.	Motor fishing boat <i>Maureen</i> . Holyhead life-boat landed 12.	
"	26.	7.40 p.m.	Howth life-boat landed a man who had fallen over the cliffs.	
"	26.	8.35 p.m.	Yacht <i>Trapper</i> , of Wexford. Rosslare Harbour life-boat saved yacht.	
"	26.	10.20 p.m.	A small rowing boat. Valentia life-boat gave help.	
"	29.	2.35 p.m.	S.S. <i>Ingerois</i> , of Lovisa, Finland. Aldeburgh No. 1 life-boat landed an injured man.	
July	1.	3.25 a.m.	Fishing boat, of Saltness. Longhope life-boat saved boat and rescued - - - - -	1
"	1.	4.0 p.m.	Rowing boats <i>Doris</i> and <i>Colley</i> , of Ramsgate. Ramsgate life-boat saved two boats and rescued - - - - -	8
"	2.	1.1 p.m.	Motor fishing boat <i>My Lassie</i> , of Rye. Hastings life-boat gave help.	
"	3.	1.19 p.m.	Motor boat <i>Fram</i> , of Ramsgate. Ramsgate life-boat gave help.	
"	4.	7.0 p.m.	Sailing yacht <i>Vagrant</i> , of Belfast. Helvick Head life-boat gave help.	
"	5.	5.18 a.m.	Sailing yacht <i>Damia B.</i> Blyth life-boat gave help.	
"	5.	4.30 p.m.	Canvas canoe. Clacton-on-Sea life-boat gave help.	
"	7.	2.0 a.m.	Motor vessel <i>Oceanic</i> , of Newport, Isle of Wight. Hartlepool life-boat stood by vessel.	
"	12.	11.0 a.m.	Galway Bay life-boat took a hospital case to the mainland, thereby saving a life - - - - -	1
"	13.	8.5 p.m.	Pleasure boat <i>Widgeon</i> , of Rosslare Strand. Rosslare Harbour life-boat saved boat and rescued - - - - -	2
"	13.	10.11 p.m.	Motor vessel <i>Crescence</i> , of Rochester. Seaham life-boat gave help.	
"	14.	5.8 p.m.	Motor yacht <i>Mavis</i> . Campbeltown life-boat - - - - -	3
"	16.	10.30 p.m.	Motor vessel <i>Fagin</i> , of the R.A.S.C. Wells life-boat gave help.	
"	17.	6.40 p.m.	Sailing barge <i>Will Everard</i> , of London. Great Yarmouth and Gorleston life-boat stood by vessel.	
"	17.	8.20 p.m.	Torbay life-boat landed an injured boy who had fallen from a cliff.	
"	19.	11.6 a.m.	Yacht <i>Ain Mara</i> , of Dublin. Campbeltown life-boat escorted vessel.	
"	21.	3.58 p.m.	Fishing yawl <i>St. Brendon</i> , of Waterford. Kilmore life-boat saved boat and rescued - - - - -	2
"	23.	11.10 p.m.	Motor yacht <i>Hyskier</i> , of Greenock. Islay life-boat gave help.	

	1949.	Time of Launching.		Persons rescued from shipwreck.
July	24.	5.55 p.m.	Motor yacht <i>Wairakei II</i> , of London. Margate life-boat saved yacht and rescued - - - - -	2
"	26.	8.45 a.m.	A dinghy. Moelfre life-boat saved boat and rescued - - - - -	1
"	26.	5.4 p.m.	Motor pleasure boat <i>Reaper</i> , of St. Ives. St. Ives life-boat gave help.	
"	27.	1.0 a.m.	Motor vessel <i>Dawlish</i> , of London. St. David's life-boat gave help.	
"	27.	12 noon.	Rowing dinghy. Dungeness life-boat gave help.	
"	28.	7.30 p.m.	Motor fishing boat <i>Baile Na N Gall</i> . Helvick Head life-boat gave help.	
"	29.	10.40 a.m.	R.A.F. Aeroplane. Barmouth life-boat - - - - -	1
"	30.	1.50 p.m.	S.S. <i>Ardfern</i> , of Irvine. Barra Island life-boat gave help.	
"	30.	2.0 p.m.	Sailing boat. Hastings life-boat gave help.	
"	30.	5.45 p.m.	Motor yacht <i>Restless</i> , of Belfast. Peel life-boat gave help.	
"	31.	7.10 a.m.	Motor yacht <i>Bess</i> , of Colchester. Barrow life-boat gave help.	
"	31.	12.35 p.m.	Motor boat, of Skinningrove. Runswick life-boat saved boat and rescued - - - - -	4
"	31.	2.30 p.m.	Yacht <i>Foynes</i> and rowing boats <i>Young Jack</i> and <i>Victor</i> . Dover life-boat gave help.	
"	31.	3.40 p.m.	Rubber dinghy. The Humber life-boat - - - - -	3
"	31.	6.55 p.m.	Dinghy <i>Peggy</i> . Hastings life-boat saved dinghy.	
Aug.	1.	10.40 a.m.	Two cutters and one whaler from H.M.S. <i>Caledonia</i> . Anstruther life-boat gave help.	
"	1.	2.45 p.m.	Yacht <i>Dorte</i> , of London. Southend-on-Sea life-boat saved yacht and rescued - - - - -	3
"	1.	8.0 p.m.	Motor yacht <i>Peganda</i> and another yacht. Dover life-boat escorted yachts.	
"	1.	11.20 p.m.	Motor yacht <i>Ulva</i> , of Falmouth. St. Helier life-boat saved yacht and rescued - - - - -	1
"	2.	9.55 p.m.	Fishing boat, of Port Ballintrae. Portrush life-boat escorted boat.	
"	3.	8.50 a.m.	Yacht <i>Falcon</i> . Barrow life-boat saved yacht.	
"	3.	9.55 a.m.	Fishing coble <i>Isabella</i> , of Filey. Filey life-boat escorted coble.	
"	3.	5.29 p.m.	Motor vessel <i>Ternan</i> , of Thorshavn. Lerwick life-boat stood by vessel.	
"	5.	12.30 p.m.	A rubber dinghy. Minehead life-boat - - - - -	2
"	6.	3.5 p.m.	Yacht <i>Makrojak</i> , of Liverpool. Hastings life-boat saved yacht and rescued - - - - -	4
"	6.	4.37 p.m.	Sailing yacht <i>Seahawk</i> , of Tynemouth. Tynemouth life-boat - -	3
"	7.	3.30 p.m.	Converted schooner <i>Hispaniola</i> . Falmouth life-boat stood by vessel.	
"	7.	6.41 p.m.	Converted ship's boat <i>Margie</i> , of Wallasey. New Brighton No. 1 life-boat saved boat and rescued - - - - -	6
"	7.	7.25 p.m.	Yacht <i>Helen</i> , of Fleetwood. Fleetwood life-boat escorted yacht.	
"	7.	7.45 p.m.	Motor yacht <i>Flylyte</i> , of London. Margate life-boat escorted yacht.	
"	8.	7.5 a.m.	Motor yacht <i>Moneague</i> . Tynemouth life-boat escorted yacht.	
"	8.	2.45 p.m.	Two men marooned on Great Saltee Island. Kilmore life-boat landed 2.	
"	9.	12.5 p.m.	Motor fishing boat <i>Emily</i> , of Greenock. Troon life-boat gave help.	
"	10.	12.34 p.m.	Motor boat <i>White Wave</i> , of Newhaven. Newhaven life-boat gave help.	
"	11.	12.20 a.m.	Racing dinghy. Exmouth life-boat saved yacht and rescued - -	2
"	11.	9.11 a.m.	Yacht <i>Maria Lecina</i> , of Leyden, Holland. Ramsgate life-boat gave help.	
"	11.	6.18 p.m.	Rubber dinghy. Shoreham Harbour life-boat - - - - -	1
"	11.	6.30 p.m.	Rubber dinghy. Newhaven life-boat - - - - -	2
"	12.	9.50 p.m.	St. Peter Port life-boat fetched a sick woman from Herm.	
"	13.	6.50 p.m.	Dinghy, of Dover. Dover life-boat saved dinghy and landed 2.	
"	15.	6.0 a.m.	Motor launch No. 3, of Shannon Airport. Fenit life-boat gave help.	
"	15.	8.10 p.m.	Motor yacht and dinghy. Clogher Head life-boat saved yacht and dinghy and rescued - - - - -	2
"	18.	3.30 a.m.	Galway Bay life-boat took a hospital case to the mainland.	
"	21.	1.0 p.m.	Motor yacht <i>Skerryvore</i> , of London. Margate life-boat stood by yacht.	
"	24.	10.15 a.m.	Steam trawler <i>St. Clair</i> , of Grimsby. Longhope life-boat landed 13.	
"	24.	4.30 p.m.	Steam trawler <i>Wardour</i> , of Fleetwood. Islay life-boat stood by vessel.	
"	28.	6.0 p.m.	Motor vessel <i>Thelado</i> , of London. Fowey life-boat gave help.	
"	30.	12.20 a.m.	Sailing yacht <i>Arawatta</i> , of Maldon. Walton and Frinton life-boat saved yacht and rescued - - - - -	3
"	31.	6.45 a.m.	Yacht <i>Jutta</i> . Walmer life-boat gave help.	
Sept.	2.	3.32 p.m.	Schooner <i>Susan Vittery</i> , of Cork. New Brighton No. 1 life-boat stood by vessel.	

		Time of Launching.		Persons rescued from shipwreck.
1949.				
Sept.	4.	4.10 p.m.	Sailing dinghy, of Waterford. Dunmore East life-boat saved dinghy and rescued — — — — —	2
„	4.	7.20 p.m.	Weymouth life-boat landed an injured man, who had fallen over the cliff.	
„	4.	8.5 p.m.	Motor yacht <i>Audrey</i> , of Poole. Poole and Bournemouth life-boat landed 1.	
„	5.	12.15 a.m.	Motor yacht <i>Lilida</i> , of Southampton. Weymouth life-boat saved yacht and rescued — — — — —	3
„	5.	9.5 p.m.	Fishing boat <i>Greyhound</i> . New Brighton No. 1 life-boat gave help.	
„	6.	5.51 p.m.	Auxiliary ketch <i>Le Cygne</i> , of London. Ramsgate life-boat stood by yacht.	
„	8.	8.30 a.m.	Motor fishing boat <i>Mayflower</i> . Stornoway life-boat gave help.	
„	8.	5.0 p.m.	Motor yacht <i>Juliette</i> . Weymouth life-boat saved yacht and rescued — — — — —	3
„	11.	11.30 a.m.	A canoe. Eastbourne life-boat landed 2 bodies.	
„	12.	1.0 p.m.	Yacht <i>Betty</i> , of Cork. Ballycotton life-boat escorted yacht.	
„	12.	8.27 p.m.	Motor fishing vessels <i>Felicity</i> and <i>Winifred</i> . Bridlington life-boat escorted vessels.	
„	12.	11.17 p.m.	Six motor fishing vessels, of Boulogne. Ramsgate life-boat escorted vessels.	
„	13.	3.25 p.m.	Yacht <i>Maurice Georges</i> , of Jersey. St. Helier life-boat saved yacht and rescued — — — — —	4
„	13.	5.0 p.m.	Motor trawler <i>Silver Cloud</i> , of Abersoch. Pwllheli life-boat gave help.	
„	15.	6.10 p.m.	Sailing boat <i>Brigand</i> . Weymouth life-boat saved boat and rescued	2
„	15.	10.10 p.m.	Motor fishing boat <i>Margaret</i> , of Annalong. Newcastle, Co. Down, life-boat saved boat and rescued — — — — —	2
„	16.	12.5 a.m.	Fishing boat <i>Virgin</i> , of Castlebay. Barra Island life-boat gave help.	
„	16.	4.28 p.m.	Yacht <i>Blue Waters</i> . New Brighton No. 1 life-boat saved yacht and rescued — — — — —	2
„	19.	3.40 p.m.	A Sea Otter seaplane. Penlee life-boat stood by seaplane.	
„	20.	7.35 p.m.	Sailing yacht <i>Eve</i> , of Tynemouth. Tynemouth life-boat saved yacht and rescued — — — — —	2
„	21.	8.0 p.m.	Motor pleasure boat <i>Adventure</i> , of Kirkcaldy. Anstruther life-boat saved boat and rescued — — — — —	2
„	21.	11.12 p.m.	Schooner <i>Susan Villery</i> , of Cork. Rosslare Harbour life-boat landed 4.	
„	22.	3.7 p.m.	Fishing boat <i>Ena</i> , of Hastings. Hastings life-boat gave help.	
„	24.	2.26 a.m.	S.S. <i>Surreybrook</i> , of London. Tynemouth life-boat landed 19.	
„	24.	4.45 a.m.	Cross Sand lightvessel. Great Yarmouth and Gorleston life-boat gave help.	
„	24.	10.35 p.m.	Motor vessel <i>Fryken</i> , of Kristinehamn. Hartlepool life-boat gave help.	
„	25.	9.17 p.m.	Two small boats. St. Ives life-boat saved two boats and rescued	6
„	26.	5.45 a.m.	Motor fishing vessel <i>Silver Cloud</i> , of Montrose. Arbroath life-boat gave help.	
„	26.	7.25 p.m.	Fishing cable <i>Mary</i> . Filey life-boat escorted cable.	
„	30.	7.55 a.m.	Fishing cable <i>Ocean Gift</i> , of Flamborough. Flamborough life-boat escorted cable.	
„	30.	1.32 p.m.	Fishing boats <i>Blanche</i> and <i>Spero</i> , of Wells. Wells life-boat escorted boats.	
Oct.	2.	8.0 p.m.	Motor launch <i>Ocean Hound</i> , of London. Dungeness life-boat gave help.	
„	4.	6.25 p.m.	Yacht <i>Marjellen</i> . Cromer No. 1 life-boat gave help.	
„	5.	1.15 p.m.	Party of Aberdeen University students cut off by the tide. Whitby No. 2 life-boat landed 16.	
„	10.	5.45 p.m.	Motor fishing vessel <i>Korab II</i> , of Gdynia, Poland. Great Yarmouth and Gorleston life-boat gave help.	
„	11.	1.0 a.m.	Daunt Rock lightvessel. Ballycotton life-boat landed an injured man.	
„	12.	9.35 a.m.	Converted landing craft <i>Mountain Ash</i> , of Courtown. Youghal life-boat gave help.	
„	15.	2.30 p.m.	Fishing boat <i>Myrtle</i> , of Rush. Howth life-boat saved boat and rescued — — — — —	4
„	16.	6.5 a.m.	Motor launch <i>Muriel I</i> , of London. Hastings life-boat gave help.	
„	18.	9.55 a.m.	Motor fishing vessel <i>Saltburn</i> , of Middlesbrough. Hartlepool life-boat gave help.	
„	19.	9.5 a.m.	Motor fishing vessels <i>Covesea</i> , of Inverness; and <i>Ocean Swell</i> , of Wick. Peterhead life-boat saved two vessels and rescued — —	5
„	19.	1.50 p.m.	Motor fishing boat <i>Endeavour</i> , of Dunbar. Dunbar life-boat gave help.	

		Time of Launching.		Persons rescued from shipwreck.
1949.				
Oct.	20.	7.10 p.m.	S.S. <i>Africa Occidental</i> , of Lisbon. Ramsgate life-boat gave help.	
"	21.	6.27 p.m.	Yacht <i>Ling</i> and the motor cabin cruiser <i>Dorella</i> . St. Peter Port life-boat gave help.	
"	23.	2.45 p.m.	S.S. <i>Dunja</i> , of Copenhagen. Arranmore life-boat gave help.	
"	23.	8.35 p.m.	Fishing boat <i>Sirdar</i> , of New Quay. Pwllheli life-boat - - -	1
"	25.	11.0 a.m.	Fishing cable <i>Provider</i> , of Flamborough. Flamborough life-boat escorted cable.	
"	25.	11.10 a.m.	Fishing cables <i>Windsor Lad II</i> and <i>Isabella</i> , of Filey. Filey life-boat escorted cables.	
"	26.	2.5 a.m.	S.S. <i>Mayflower</i> , of Liverpool. Holyhead life-boat - - -	7
"	26.	7.0 a.m.	Motor vessels <i>Archglen</i> , of Fraserburgh and <i>Empire Fabric</i> , of Hull. Dover life-boat gave help.	
Nov.	1.	3.50 a.m.	Steam trawler <i>Red Crusader</i> , of Fleetwood. Islay life-boat landed 20.	
"	1.	11.30 a.m.	A dinghy. Newhaven life-boat saved boat and rescued - - -	2
"	4.	10.0 a.m.	Mallaig life-boat took food to the islands of Soay and Eigg.	
"	4.	3.42 p.m.	Motor fishing boat <i>St. Joseph</i> , of Dunmore East. Rosslare Harbour life-boat saved boat and rescued - - -	2
"	4.	5.30 p.m.	Motor fishing boat <i>Godetia</i> , of Wick. Wick life-boat saved boat and rescued - - -	4
"	6.	1.20 a.m.	Sailing yacht <i>Bluebird</i> , of London. Margate life-boat stood by yacht.	
"	9.	10.50 a.m.	Six fishing cables, of Newbiggin. Newbiggin life-boat escorted cables.	
"	9.	12.5 p.m.	Fishing boats, of Gourdon. Gourdon life-boat stood by boats.	
"	9.	2.7 p.m.	Motor fishing vessel <i>Mizpah</i> , of Bridlington. Bridlington life-boat escorted vessel.	
"	11.	8.25 p.m.	Motor fishing boat <i>Anzac</i> , of Shoreham. Shoreham Harbour life-boat saved boat and rescued - - -	2
"	13.	6.45 a.m.	S.S. <i>Monte Gurugu</i> , of Bilbao. Appledore life-boat landed five bodies and rescued - - -	1
"	13.	7.18 a.m.	S.S. <i>Monte Gurugu</i> , of Bilbao. Ilfracombe life-boat - - -	23
"	14.	3.46 p.m.	Motor fishing cable <i>Mary</i> , of Filey. Filey life-boat gave help.	
"	15.	11.45 p.m.	Motor vessel <i>Mercurius</i> , of Amsterdam. Southend-on-Sea life-boat gave help.	
"	17.	1.12 p.m.	Fishing vessels <i>Margaret</i> and <i>Our Confidence</i> , of Bridlington. Bridlington life-boat escorted vessels.	
"	19.	3.0 p.m.	S.S. <i>Suntrap</i> , of London. Cromer No. 1 life-boat landed an injured man.	
"	19.	11.25 p.m.	Ketch <i>Hanna</i> , of Poole. St. Helier life-boat - - -	3
"	20.	1.30 p.m.	Sailing boat <i>Berlin</i> , of Germany. Falmouth life-boat saved boat and rescued - - -	2
"	21.	7.30 a.m.	S.S. <i>Intendant J. Patrizi</i> , of Rouen. Dover life-boat gave help.	
"	22.	6.55 p.m.	Steam trawler <i>Evelyn Rose</i> , of Grimsby. Islay life-boat landed 8 and stood by vessel.	
"	23.	3.30 a.m.	Steam drifter <i>Thrifty</i> , of Lowestoft. Dover life-boat stood by vessel.	
"	27.	10.50 a.m.	Steam drifter, <i>Ocean Sunbeam</i> , of Yarmouth. Lowestoft life-boat stood by vessel.	
"	28.	11.30 a.m.	Motor fishing cable <i>Isabella</i> , of Filey. Filey life-boat escorted cable.	
"	29.	6.20 p.m.	Fishing cable <i>Rosemary</i> , of Scarborough. Scarborough life-boat gave help.	
"	29.	9.0 p.m.	Wick life-boat took a doctor to Stroma, to attend an injured man.	
"	30.	2.0 p.m.	Fishing cable <i>Mildred</i> . Teesmouth life-boat saved cable and rescued - - -	3
Dec.	3.	8.15 a.m.	Motor boat <i>Nyria</i> , of Ramsgate and wherry <i>Silver Cloud</i> . Ramsgate life-boat saved two boats and rescued - - -	2
"	3.	1.40 p.m.	Sailing yacht <i>Victoria</i> , of Portsmouth. Dover life-boat saved yacht and rescued - - -	3
"	3.	4.18 p.m.	Motor boat <i>Kestral</i> , of Dundee. Broughty Ferry life-boat saved boat and rescued - - -	2
"	7.	7.12 p.m.	Motor yawl <i>Promise</i> , of Fraserburgh. Fraserburgh life-boat escorted boat.	
"	10.	10.20 a.m.	Arranmore life-boat took a hospital case to the mainland.	
"	10.	4.45 p.m.	Motor fishing boat <i>St. Gerard</i> , of Arklow. Rosslare Harbour life-boat escorted boat.	
"	10.	6.10 p.m.	Fishing trawler <i>Holba</i> , of London. Dover life-boat gave help.	
"	11.	7.45 a.m.	Lighter <i>Mediator</i> , of London. Southend-on-Sea life-boat saved vessel.	
"	14.	8.40 p.m.	Yacht <i>Lancashire Girl</i> . Selsey life-boat landed 4.	
"	17.	8.15 a.m.	Four fishing cables, of Whitby. Whitby No. 1 life-boat escorted cables.	

1949.	Time of Launching.		Persons rescued from shipwreck.
Dec. 17.	9.40 a.m.	Fishing coble <i>Brittania</i> , of Flamborough. Flamborough life-boat saved coble and rescued - - - - -	3
„ 17.	1.55 p.m.	Sailing barge <i>Thelma</i> , of Rochester. Walton and Frinton life-boat escorted vessel.	
„ 17.	3.36 p.m.	Motor trawler <i>Victoria</i> , of Ostend. Ramsgate life-boat gave help.	
„ 18.	9.45 a.m.	St. David's life-boat landed a sick man from the South Bishop lighthouse.	
„ 18.	2.45 p.m.	Motor vessel <i>Hondsrug</i> , of Rotterdam. Great Yarmouth and Gorleston life-boat took out a doctor.	
„ 18.	5.15 p.m.	Motor fishing vessel <i>Gem</i> , of Whitby. Whitby No. 1 life-boat escorted vessel.	
„ 19.	4.25 a.m.	S.S. <i>Florence Cooke</i> , of Sunderland. Donaghadee life-boat stood by vessel.	
„ 19.	1.35 p.m.	North Sunderland life-boat landed an injured man from the Longstone lighthouse.	
„ 19.	10.10 p.m.	Raft from S.S. <i>Fred</i> , of Piraeus. Torbay life-boat - - - - -	1
„ 22.	1.55 p.m.	Fishing boat <i>Shirley Williamson</i> , of Scarborough. Scarborough life-boat gave help.	
„ 23.	11.1 p.m.	Steam trawler <i>Arlotte</i> , of Grimsby. Berwick-on-Tweed life-boat landed a sick man.	
„ 28.	6.40 p.m.	S.S. <i>Ardachy</i> , of Glasgow. Troon life-boat - - - - -	8
„ 30.	2.50 p.m.	Motor fishing coble <i>Margaret and James</i> , of Filey. Filey life-boat escorted coble.	

#### SUMMARY OF THE YEAR'S WORK

Lives rescued by Life-boats - - - - -	318
Lives rescued in other ways for whose rescue the Institution gave rewards - - - - -	78
Total of lives rescued - -	396
Persons landed from vessels on which they might have been in danger - - - - -	181
Boats and vessels which life-boats saved or helped to save	70
Boats and vessels which life-boats stood by, escorted to safety, or helped - - - - -	225
Total number of launches, including those in which for various reasons no services were rendered - - - - -	639

### 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 the summer number, 1950.*