

# THE LIFE-BOAT

The Journal of the Royal National Life-boat Institution

VOL. XXXIII

SUMMER, 1950

No. 354

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 July 31st, 1950 - - - - 76,938

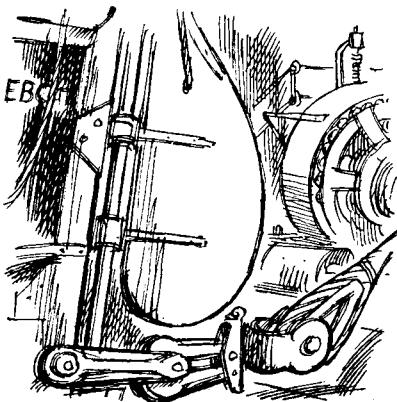
## Mr. Punch on the Life-boat Service

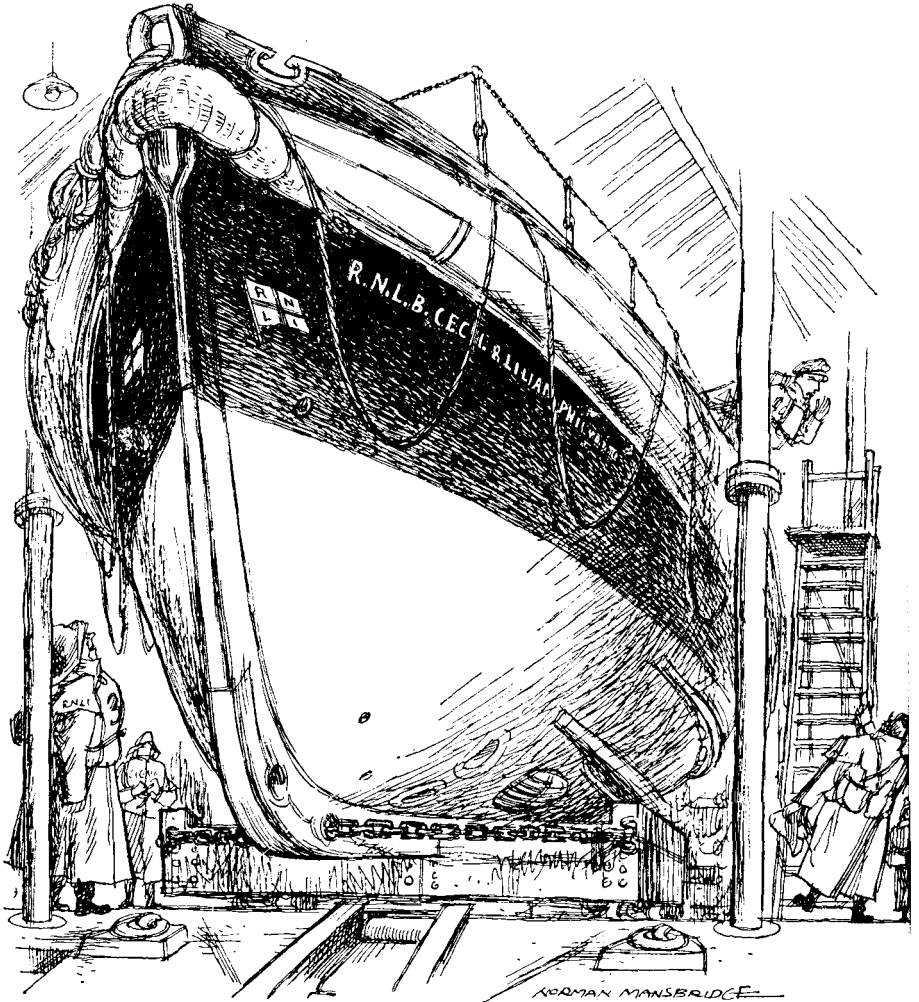
*This article by Mr. P. R. Boyle, with illustrations by Mr. Norman Mansbridge, appeared in "Punch" on January 25th, 1949, under the title "Eleven Lives a Week," and is reproduced by very kind permission of the proprietors of "Punch." The article was written after visits to the station at Newhaven and to the Institution's depôt at Elstree, and the pictures were drawn at Newhaven.*

THE Cecil and Lilian Philpott sits very solidly in her cradle, the way you see her in the picture. With the tall ladder beside her you might think she had been set up there permanently for exhibition purposes or as some sort of memorial. But it is the work of a moment to cast off those chains; and then the touch of

a hand on a lever will tilt her forward hydraulically, cradle and all, and at one blow of a hammer twenty tons of boat will go silently down the slipway. A fine smother of foam, followed by a surging climb of the stemhead towards the sky, and before you can say "Do it again" Coxswain Harvey will have spun his wheel, and the Newhaven life-boat will be heading for the open sea. Mr. Punch's artist will be wiping the spray off his sketchbook.

True, on this occasion there are "no wrecks and nobody drowned," but there is no difficulty at all in understanding that for a short time we are moving in a new and but dimly imagined world. For one thing we are surrounded by obvious signs of this fact. Life-boats when one is aboard them have a way of ceasing to look like money-boxes, and after a century and a quarter of steady





evolution this is not surprising. The familiar red-white-and-blue boat, that looks so small on a stormy ocean, is the product of all that ingenuity has been able to devise for one purpose and one purpose only—the saving of life at sea. This is the sole object for which the Royal National Lifeboat Institution exists; it treats all sea-borne persons alike, in war and peace impartially, and in this connection its attitude towards salvage is noteworthy.

It is sometimes possible for a crew to bring in the vessel whose people they went out to save, and then they are

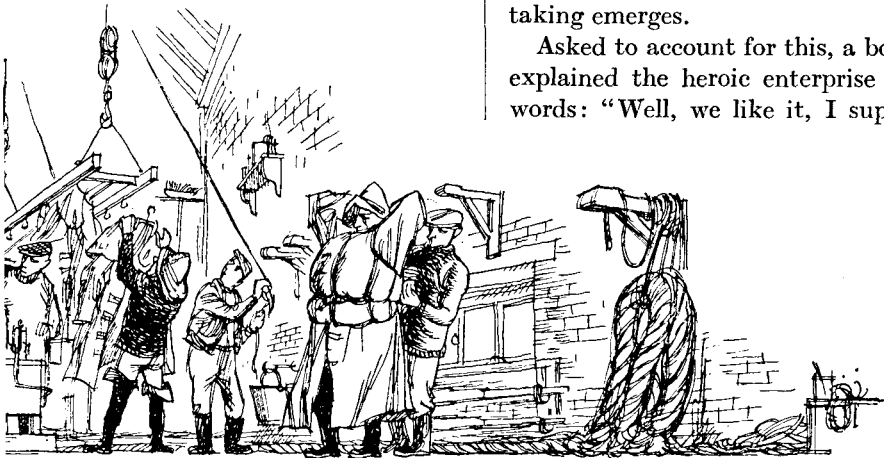
entitled, if they choose (and often they do not), to claim salvage, which can be a very rewarding thing. Such a claim is notified to the Institution, which immediately washes its hands of the whole thing and becomes strictly neutral. The crew is allowed the use of the life-boat, paying only for the fuel it uses and for any damage done to the boat. Single-minded people, the R.N.L.I., and their attitude to wrecking something removed from that of the Scilly Islanders of olden times, who used the prayer "We pray Thee, O Lord, not that wrecks should happen

but that if they do happen Thou wilt guide them into the Scilly Isles for the benefit of the poor inhabitants."

And yet if the life-boats are designed for one purpose only the men who man them are not. With the exception of the motor mechanic, an occasional coxswain and three or four crews at isolated stations, all are amateurs. Even the station secretaries are Hon. They have other fish to catch—though they are by no means all fishermen and many work ashore at jobs that have no connection with the sea. Fishmonger or pawn-

broker, the life-boatman must work reasonably near to his boat and be ready to drop everything and run at the first shattering whisper of the maroon. He may be in bed and asleep or sitting down to his Christmas dinner, but he will pull on his boots, gum, thigh, mutter some disgraceful words and go. This in spite of the fact that he has no signed agreement and is under no obligation of any sort beyond the one that he imposes on himself. Add to this the fact that the life-boat expects to put to sea when everything else is struggling to safety, and something rather breath-taking emerges.

Asked to account for this, a bowman explained the heroic enterprise in the words: "Well, we like it, I suppose."



Pinned into a corner (between the starboard engine control wheel and the Schermuly pistol) and pressed to describe just how much he liked being up to his waist in water for eight hours in a winter gale in the Channel, he was understood to say that he loathed it like poison. But he will be there next time, and so will his seven comrades and the helpers on the beaten shore.

So it goes with eight score motor life-boats, of varying types and sizes, ready at a moment's call all round the coast-lines of the British Isles, including Ireland. True, there are rewards, according to the circumstances of a call, but they represent little if any gain. To see the mainspring that keeps the

whole thing ticking you must go not to the coast or the head offices in Grosvenor Gardens but to the depôt at Boreham Wood. This is where everything comes from, except things that must go direct to the boats, such as petrol and oil. Walk round with Commander Upton, the superintendent. (He keeps a careful eye on one, alas!) Here is everything that a life-boat uses, a matter of some forty-five thousand different items, some made on the premises and some by contract to R.N.L.I. specifications, all tested, indexed and ready for immediate issue.

*Immediate* issue. Suppose a boat comes in from service at three of a Sunday morning and telephones to the

depôt to ask for a new mast, a microphone for the radio telephone and some more rum. All these desirable requirements will leave the dépôt within the hour, for that is the maximum time allowed for any dispatch. Here is rope by the mile, from light heaving-line to superlative ten-inch manila hawser. Here ultra-reliable lifebelts are being made. This crowded scene of lathes and pensive men—life-boatmen also in a very real sense—is the machine shop. Elsewhere are spare rudders for every type of boat, over there some of the fifty thousand collecting-boxes are being painted, and that canvas-shrouded mound on which you barked your shin so carelessly is £2,500 worth of Diesel engine. (They design their own engines, you know. They will run under water but stop when upside down, because it would be so tiresome for the crew of a self-righter to find themselves bobbing in the water while their boat turned right side up again and chugged away without them.)

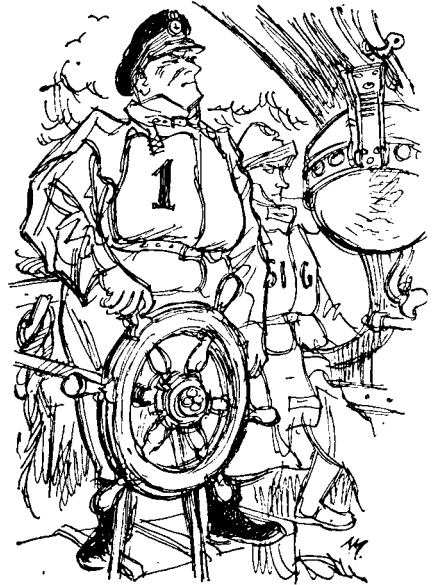
These people buy their own trees too, and eventually cut them down and send them off to be made into boats, for even builders are not allowed to choose timber for the boats. When gear is sent to a builder at, say, Cowes it is packed tenderly into a van that takes it over in the ferry and delivers it right in the yard. No bumping about in trains. One has the impression that if a propeller-shaft or a consignment of sparking-plugs is not wrapped in cotton wool it is only because none sufficiently serviceable can be obtained.

And how feel the men who know they have only to ask for what they want in order to receive, by return, something that is the best of its kind in the world and made regardless of expense? If you cannot imagine, ask anyone who has ever tried to get something important but unavailable in a hurry from a purser's or quartermaster's store.

Biscuits and chocolates are free; the manufacturers provide them perpetually for nothing. Everything else is paid for by those who feel so inclined. It costs nearly £800,000 a year, and is in no way dependent on the Government.

"In the past twenty years life-boats have been out on service over nine thousand times. They have rescued over twelve thousand lives." (Average for the whole hundred and twenty-five years: eleven lives a week.) "In these services over ninety thousand life-boatmen have taken part, and of those ninety thousand life-boatmen fifty-six have lost their lives. That is to say that one man in every sixteen hundred has lost his life and one life has been lost for every two hundred and thirteen lives saved. Those figures show the quality of the men and their boats."

They certainly do. We can surely spare a thought—at the very least—for these men who of their own courage and goodwill go lightheartedly, down slipways and across open beaches, out into the cold and terrible violence of the sea.



## Mr. Punch in 1883



My Lads, lend ear! There's a yarn to spin  
 on an old but honest text.  
 When round our cliffs and our headlands  
 hoar our winter seas are vex't,  
 When the waves are lashed by the wind-  
 flouts wild that come with the condor sweep  
 Of their hurrying wings like harpy-flights  
 that prey on the troubled deep:

And perchance some souls of a softer strain  
 may feel some tenderer thrill.  
 Well, Gentlemen, neither cheers nor sneers  
 will the Life-boat coffers fill.  
 The time of tempest is on us now, 'tis the  
 hour for succour steady;  
 The Life-boat Man at *his* post is found—  
 British Public are you 'Ready'?

## READY! A BUSINESS-LIKE BALLAD

From *Punch*, February 10th, 1883

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Mr. Punch in 1892

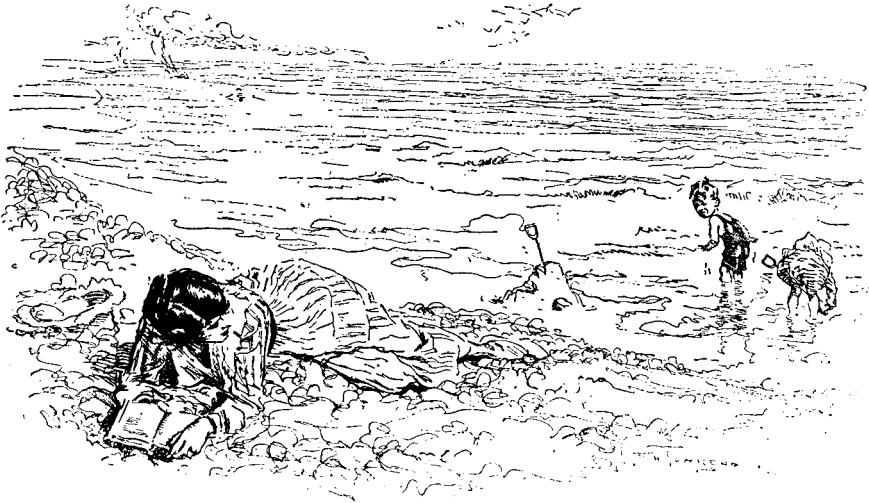


MR. PUNCH TO THE LIFE-BOATMAN

From *Punch*, February 13th, 1892, on the occasion of the wreck of the *Eider*

*Reproduced by kind permission of the proprietors of PUNCH*

**Mr. Punch in 1919**



**THE THREAT**

“Nah then, Augustus, just you keep in yer depth there, else you’ll ‘ave the life-boat after yer.”

*Reproduced by kind permission of the Proprietors of PUNCH*



Owing to Internal reasons the above gentlemen are for the moment taking an unfavourable view of the sea and all its works

*Reproduced by kind permission of the Proprietors of PUNCH*

## Ten Years After

The Pilgrimage to Dunkirk, 4th June, 1950. By Commander J. M. Upton, R.D., R.N.R.

THE Margate life-boat *Lord Southborough* glided down the slipway at eleven in the morning on Saturday, the 3rd of June, to repeat, after ten years, the passage to Dunkirk.

There was a great similarity in the weather, light airs, a calm sea, visibility about three miles. The Margate and Ramsgate men who formed the crew all remarked on the almost identical condition of the sea. The only difference was the welcome waiting on the shores of France.

We were a party of eleven on board—Mr. Linton Thorp, K.C.\* a member of the Committee of Management, myself in command with Mr. J. W. B. Hepper, the Institution's inspector of machinery, in charge of the engines, the Margate coxswain, second coxswain, bowman and mechanic, three other members of the Margate crew and one member of the Ramsgate crew.

### The Men of Ten Years Ago

Of our party, four had gone to Dunkirk ten years before, in the Margate and Ramsgate life-boats, and had helped to bring off the beaches over 3,000 men. They were D. Price, now coxswain at Margate, H. Morris, now bowman at Margate, W. Hopper, a member of the Margate crew, and J. Hawks, a member of the Ramsgate crew. Of the other Margate men who went in the *Lord Southborough* ten years ago, five were dead, and Coxswain Edward Drake Parker, who won the Distinguished Service Medal, was not well enough to make the journey. Of the Ramsgate men who had gone to Dunkirk in the *Prudential*, ten years ago, one was dead, one seriously ill, and for Coxswain Howard Primrose Knight, who won the Distinguished Service Medal, ill health, the after-effects of an air-raid (in which six of the crew were wounded), unhappily made the journey impossible too.

Mr. Hepper and I had gone to Dover ten years ago and had volunteered for Dunkirk, but we were told that there was more urgent work for us at Dover. Six other mechanics of the

Institution joined us and we acted as a repair and maintenance party for all boats as they returned from Dunkirk.

Such was the party that set out from Margate to take part in the pilgrimage of the little ships ten years later.

The Dunkirk life-boat and H.M.S. *Bleasdale* had arranged to meet us off Gravelines at 4.30, and the life-boat was to escort us into harbour. Good time was made on the passage, during which we called at the North Goodwin Lightship and took off their mail, and as we slowed down at Gravelines, about four o'clock, the form of the *Bleasdale* loomed up astern. We went alongside for a few minutes, and then the Dunkirk life-boat was sighted coming down the Channel. The two boats came together, Mr. Linton Thorp joined the French boat and one of the French coxswains came aboard us to act as pilot.

H.M.S. *Bleasdale* having gone ahead, we followed astern of the Dunkirk boat, and found incidentally that we were the faster. On entering the harbour we were met by a Press boat from Ramsgate, belonging to the Ramsgate coxswain, and photographs and a film were taken. The devastation of the harbour is still very apparent, and the block ships sunk in the channel have so far defied all efforts to remove them.

### Welcome at the Customs

When we came alongside the quay at 5.40 Commandant Raoul and other members of the Dunkirk crew were there to meet us, and we received a great welcome from everybody. We were provided with a clearance, a *Laissez passer* passport, but the officers of the Douane merely shook our hands, smiled and waved us away. We had arrived.

I attended a meeting on H.M.S. *Bleasdale* for final arrangements for the Sunday ceremonies directly on my arrival. Here I met the representatives of the Navy, Army, Air Force, Merchant Navy, Sea Cadets, Tugs, the British Legion and the Little Ships. Commandant Raoul and Lieutenant Artry of the French Navy, acted as liaison officers for the French.

The programme arranged was as

\* Mr. Linton Thorp died suddenly five weeks later.



follows: The British religious service was to be at 8.30 in the morning at the Place de Minck. At the conclusion of the service, the British contingent would march to the Place de la Gare and join the French procession at 9.30. The French insisted that the British should take the place of honour and lead the march to the beaches, halting at the Hôtel de Ville for an address by the Mayor of Dunkirk, and for the French Navy and Army to lay wreaths on the War Memorial. The main French ceremony was to be held at the beach head.

At 9.30 that night Mr. Linton Thorp, Mr. Hepper and I were guests of the Mayor and Councillors of Dunkirk at a dinner. About 250 sat down to this dinner and various speeches were made.

At 8.15 on Sunday morning, June 4th, we assembled at the Place de Minck for the Divine Service. The parade was in the form of a square, with the standard bearers in line behind the altar and clergy on the west side. The Institution's House Flag was borne by W. Hopper, of Margate. On the north side were assembled the crews of the Little Ships, Merchant Navy, Tugs, and Sea Cadets; on the south side the Navy, Air Force, Army and British Legion; on the east side the official representatives, and life-boat crew.

The service opened with the advent of the clergy, preceded by Lieut.-Commander Ashforth, D.S.C., R.N., commanding officer of H.M.S. *Bleasdale*, Captain W. H. Coombs, C.B.E., president of the Dunkirk Pilgrimage Committee, and a cross fashioned from the oars of a ship's life-boat, one oar vertical with two looms horizontal. The service was conducted by the Very Rev. A. T. A. Naylor, D.S.O., O.B.E., Dean of Battle, who was Deputy Chaplain General to the B.E.F. in 1939 and 1940, and the Rev. Canon F. N. Robathan, O.B.E., R.D., Vicar of Brighton.

#### The King's Message

A message from His Majesty the King was read:

"In all the long story of our searing race there has never been an adventure of chivalry more stirring than that which the little ships answered so willingly and so gallantly on that summer morning ten years ago.

"So long as the English tongue is spoken it should be commemorated with thankfulness and pride, and those who brought it to so triumphant a conclusion should be held in honour by all whose freedom they helped to preserve."

After this message came the Bidding. Then the service was held. The music was played by the Kingston Sea Cadet Band; the lessons were read by Lieut.-Commander J. Ashforth, D.S.C., R.N., and Commander C. H. Lightoller, D.S.C., R.D., R.N.R., of the Merchant Navy; and the address was given by the Very Rev. A. T. A. Naylor. The stillness of the air, the blazing sun, were so reminiscent of ten years ago that it added to the impressiveness of the solemn service. To those of us who had helped in our small way in 1940 this pilgrimage was well worth while.

#### Wreaths on the Sea

After the service, the British contingent joined the French at the Place de la Gare and marched to the beaches, stopping at the war memorial and the Hôtel de Ville for an address by the Mayor of Dunkirk. At the beach the life-boat crew followed the standard bearers of the Merchant Navy, and took part in the ceremony of throwing wreaths into the sea. While this was taking place, the Little Ships came out of harbour and along the beach while the R.A.F. flew over in formation, very low in salute.

This concluded the official ceremonies, but in the afternoon Mr. Thorp, Mr. Hepper and I were guests at a lunch given by the French Returned Soldiers Association, which about 750 persons attended.

The passage back to Margate on Monday, 5th, was made in the same weather. Shortly before reaching Gravelines we passed close to one of the wreaths, the flowers still blooming. We reached Margate at six in the evening.

So ended a visit that not only kept alive the memory of a great operation, but cemented a firm friendship between the life-boat crews of Dunkirk and Margate. During our stay Commandant Raoul and his crews were kindness itself. Their hospitality and friendship we shall long remember.

### Life-boatman Goes Overboard

SHORTLY before noon on the 17th of April, a fishing boat, with two men on board, half a mile off Selsey Bill, was seen from the shore to capsize. A moderate wind was blowing from the south-west, and there was a steep, choppy sea. Within ten minutes the Selsey life-boat *Canadian Pacific* had been launched, and ten minutes later she was alongside the overturned boat. One of the men was clinging to her. The life-boat rescued him. The other man, holding to one of the bottom boards of the boat, was struggling towards the shore. He was already in water too shallow for the life-boat. One of the life-boat's crew, W. Arnell, at once asked for, and was given, the coxswain's permission to jump overboard to his help. He went over, wearing his life-belt, and had nearly forty yards to swim. He reached the man to find him helpless and drowning. The seas were breaking over them, and

it was only with great difficulty, and at danger to his own life, that Arnell succeeded in dragging the man ashore. He himself was exhausted and the rescued man was unconscious, but he was revived by artificial respiration.

The Institution has awarded to T. ARNELL its thanks inscribed on vellum, £2, in addition to the reward on the ordinary scale of 15s. and £1 for damage to his clothes.

To the coxswain and each of the other members of the crew it has awarded 15s. Total rewards to crew and helpers, £14 12s.

While Arnell was swimming from the life-boat a young sailor, Michael James Clayton, of H.M.S. *Boxer*, was swimming out from the shore. The Institution brought his action to the notice of the Royal Humane Society and the officer commanding the *Boxer*; he has been commended by the Commander-in-Chief, Portsmouth.

### Brothers to the Rescue

ON the morning of Easter Sunday a medical student and a nursing sister went out in a canoe from Bognor Regis. When they were half a mile off shore they capsized. The wind, from the west, was strong, the sea rough, and the tide was carrying the canoe away.

Four men saw the accident and went at once to the rescue. Two of them, Mr. R. G. Pennicott, aged twenty-one, and his brother, Mr. S. H. Pennicott, aged sixteen, of Craigwell, near Bognor, launched a ten-foot dinghy and rowed out. Two other brothers, Lieut.-Col. A. C. Stocker and Major P. Stocker, launched a still smaller boat, an eight-foot dinghy, but she was swamped in the breakers, and they had to wade ashore. The first dinghy got safely

through them, but the two young men in her were in evident danger. It looked as if, at any moment, they would capsize, and the police asked three men to go out in a fishing boat. This they did, but the Pennicotts handled their boat with great skill, and before the fishing boat reached them they had reached the man and woman and taken them on board their dinghy. They brought them ashore without mishap.

The Institution awarded its thanks inscribed on vellum to each of the two rescuers, MR. R. G. PENNICOTT, and MR. L. H. PENNICOTT. To Lieut.-Col. Stocker and to Major Stocker, it sent letters of thanks, and a letter of thanks to the three men in the fishing boat.

### Portrait on the Cover

The portrait on the cover is of Second-coxswain William J. Bailey, of Walmer, Kent. He joined the crew in

1917 at the age of twenty-four. He was appointed bowman in 1942, and second-coxswain in 1945.

### The Institution's Expenditure at a Glance.

How each £100 of the Institution's Expenditure was paid out in 1949.

£	s.	d.	
32	9	0	_____ New Construction.
39	9	10	_____ Maintenance of Life-boats and Stations (including Depot).
14	13	8	_____ Payments to Life-boat Crews.
3	11	6	— Administration.
9	16	0	_____ Propaganda and Publicity at Headquarters and 1046 Branches.
<hr/>			
£100	0	0	
<hr/>			

(For full Statement of Expenditure see pages 72 and 74.)

### The Institution's Income at a Glance.

How each £100 of the Institution's Income was obtained in 1949.

£	s.	d.	
26	6	6	_____ Subscriptions, Donations, Collecting Boxes, and Special Efforts,
15	1	9	_____ Life-boat Days and House-to-House Collections.
11	11	5	_____ Income from Investments.
45	0	11	_____ Legacies.
1	3	0	— Special Gifts.
16	5		— Other Sources.
<hr/>			
£100	0	0	
<hr/>			

(For full Statement of Income see pages 73 and 75.)

## The Annual Meeting

THE Annual Meeting was held at the Central Hall, Westminster, on the 26th of April, 1950, with Sir Godfrey Baring, Bt., chairman of the Committee of Management, in the chair.

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

His Excellency The Lieutenant Governor of Jersey (Lieutenant General Sir Edward Grasset, K.B.E., C.B., D.S.O., M.C.) proposed the resolution of gratitude to the coxswains and crews of life-boats, the honorary officers of the stations, and the honorary officers of the financial branches and Ladies' Life-boat Guilds. The Duke of San Lucar La Mayor, Spanish Chargé d'Affaires, seconded the resolution.

The Right Hon. Lord Winster, P.C., a member of the Committee of Management of the Institution, proposed the vote of thanks to the Duchess of Kent, and it was seconded by Lord Saltoun, M.C., a member of the Committee of Management.

Supporting the Duchess of Kent on the platform were the Mayor and Mayoress of Westminster, the Mayors and Mayoresses of over forty other London boroughs, the chairman of the Urban District Council of Holyhead, representatives of the Ministry of Transport, the Coastguard, the Civil Service Life-boat Fund, and the Shipwrecked Mariners' Society, vice-presidents and honorary life-governors of the Institution, donors of life-boats or their representatives, members of the Committee of Management, and members of the Central London Women's Committee. After the meeting the Committee of Management entertained to tea the speakers and other principal guests.

### The Chairman's Address

Once again I have the very great pleasure, on this warm, genial spring day, of welcoming Her Royal Highness, The Duchess of Kent. (Applause.) On behalf of the whole Life-boat Service I can assure her how deeply we value her personal interest in our work. Since our meeting last year Her Royal Highness has visited the dépôt at Elstree and has seen every part of the great system of repair and supply which lies behind our life-boat stations.

We also give a very hearty welcome to two

very distinguished speakers, General Sir Edward Grasset, the Lieutenant Governor and Commander-in-Chief of Jersey (Applause) and The Duke of San Lucar La Mayor, Spanish Chargé d'Affaires.

We welcome them all the more because both of them take a special and personal interest in this meeting. Of the fifteen medals won last year for gallantry no fewer than nine were won by life-boatmen of Jersey, including the first Gold Medal to be awarded since the war. Two of the other medals which Her Royal Highness will present were won for the rescue of the lives of twenty-four Spanish sailors. (Applause.) The presence of the Duke of San Lucar La Mayor is a tribute which we greatly value to the help which we are able to give to the ships of other nations and a testimony to the friendship which has always existed between all Life-boat Services.

I want also most heartily to welcome the Mayor and Mayoresses of over forty London and other boroughs who are sitting on the platform. (Applause.) Their presence, I think, shows more clearly than anything else how great is the interest which the British people take in the work of the Life-boat Service.

The report and accounts are before you. There are two facts in them to which I would call your special attention. The first is that last year the Institution set up a new record. Its life-boats went out to the rescue more often than ever before in time of peace. The second fact is that last year our income fell. I will say that again. The second fact is that last year our income fell. Each year for nine years it has been a record. We cannot expect a record every year, but the cost of the Service is mounting and we must feel some concern that last year our income was down by over £100,000. I am sure that, with this figure before them, our branches, with their thousands of voluntary workers, will help us by making a very special effort this year.

I now formally move the adoption of the report and accounts for 1949.

### The Report and Accounts and Elections

The report and accounts for 1949 were adopted, and the President, vice-presidents and treasurer and other members of the Committee of Management, and the auditors were elected.

### Presentation of Medals

The Secretary read accounts of services by the life-boats at St. Helier, Jersey; Ilfracombe, Devon; Appledore, Devon; and Holyhead, Anglesey; and the Duchess of Kent presented the medals for gallantry.

TO COXSWAIN THOMAS J. KING, OF ST. HELIER, JERSEY, the Gold Medal for conspicuous gallantry in rescuing the crew of four of the yacht *Maurice Georges* of St. Helier, which he found at midnight, deep among the rocks, where a heavy sea was breaking, on 14th September, 1949.

To PHILLIP BOUTELL, ACTING SECOND COXSWAIN, the bronze medal for the same service.

To KENNETH S. GUBBEY, ACTING MOTOR MECHANIC, the bronze medal for the same service.

To DAVID R. TALBOT, ACTING ASSISTANT MOTOR MECHANIC, the bronze medal for the same service.

To GEORGE STAPLEY, the bronze medal for the same service.

To REGINALD J. NICOLLE, the bronze medal for the same service.

To CHARLES G. KING, the bronze medal for the same service.

To MR. LIONEL P. STEVENS, HONORARY SECRETARY OF THE ST. HELIER STATION, the bronze medal for the same service in which he took part as a member of the crew.

To ACTING COXSWAIN SILVER H. LE RICHE, OF ST. HELIER, JERSEY, the bronze medal for rescuing the crew of three of the ketch *Hanna* of Poole, in heavy breaking seas on the night of the 19th of November, 1949.

To COXSWAIN CECIL G. IRWIN, OF ILFRACOMBE, DEVON, the silver medal for rescuing twenty-three lives from the Spanish steamer *Monte Gurugu*, which had sunk in the mouth of the Bristol Channel in a heavy gale on the 13th of November, 1949.

To COXSWAIN SYDNEY CANN, OF APPLEDORE, DEVON, a clasp to the bronze medal which he had won in 1944, for rescuing one of the *Monte Gurugu's* crew after an arduous search.

To COXSWAIN RICHARD JONES, OF HOLYHEAD, ANGLESEY, a clasp to the bronze medal which he had won in 1943, for the rescue of seven men from the Liverpool steamer *Mayflower* in a whole gale in the early hours of the morning of the 26th of October, 1949.

### The Duchess of Kent

Last year was a year of the greatest bravery since the war, and I am very pleased that I have been able personally to present twelve medals this afternoon, and that I have had this opportunity of meeting the gallant men, of whose courage in the face of great hazards, the Royal National Life-boat Institution, and all who have its interests at heart, may well feel proud.

It is now five years since, for the first time, I presented awards at this meeting, and during these years men have come to this hall from the coasts of Cornwall, Devon, Dorset, Sussex, Lancashire, Yorkshire, Anglesey, Argyllshire, and Jersey. As I see new men on this platform each year, and hear the stories of their deeds—unchanged in tradition, however different in their details—I am full of admiration for the bravery which brings them here.

I spoke last year of the clause in the foundation of the Institution which enjoined that the subjects of all nations should look to the Institution for help in times of difficulty and distress at sea. I am glad to say that that tradition has been nobly upheld, and that in 1949 no fewer than fifty-six ships and aeroplanes, of sixteen different countries, have received our help. (Applause.)

You have heard this afternoon how two medals were won in rescuing twenty-four

lives from a Spanish ship, and of the long and arduous search, in heavy seas, before these men were found. Soon after this rescue, some very beautiful flowers were sent to me at my home, and with them a message which I would like to read to you:

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

I was very deeply touched by this kind message, and I thought it was fitting that the gratitude of the survivors, expressed in this charming way, should be made known to all those who serve the Institution on land or at sea. (Applause.)

In our gratitude to the crews who man the life-boats, we should not forget those whose untiring and unselfish help on land, in the Institution's branches throughout the country, enables the Service to continue its work. That the Service is equal to the increasing calls which are made each year upon it is due to the inexhaustible courage of our crews, the devotion of our honorary workers, and the generous support of the British people. (Applause.)

### The Lieutenant-Governor of Jersey

I regard it as a very great honour to be asked to propose the following resolution which stands in my name: That this Meeting, fully recognising the important services of the Royal National Life-boat Institution in its national work of life-saving, desires to record its hearty appreciation of the gallantry of the coxswains and crews of the Institution's life-boats, and its deep obligation to the local committees, honorary secretaries, and honorary treasurers of all station branches, and to the honorary officers and hundreds of voluntary members of the financial branches and of the Ladies' Life-boat Guild in the work of raising funds to maintain the service.

As an old soldier who has served in many parts of the world and seen something of the sea services all over the world, I am delighted to have this opportunity of paying my great tribute to this great service whose reputation is world-wide. In addition I have been a resident of Jersey for some years past, and feel very proud to have been invited to take part in the meeting at which the Life-boat Service, its workers and its guests have given such a warm-hearted welcome to the Jersey life-boatmen. The people of Jersey are naturally very proud of their crew, and that they have been able to maintain the standard of duty which is invariably shown by all the life-boats of the Service. I can assure Your Royal Highness that not only the men who had the honour of being presented to you this afternoon, and who were also presented to you on the occasion of your very memorable visit to Jersey two years ago, but all the people of Jersey will be pleased at the honour which you have done them to-day, and they will share my pleasure that I have been able personally

to thank Your Royal Highness and the Life-boat Institution for this honour.

All of you here to-day are associated with the Service and it is difficult for me to say anything that you do not already know, but perhaps I may be permitted to make a brief observation on one or two points. The first is that last year there was a record number of launches. Your boats were called out on an average of not less than twelve times a week throughout the whole year, and twelve times a week is an awful lot. You rescue between 400 and 500 lives every year, again a very high figure. An outsider like myself would have expected that science, which has done so much for navigation and the safety of travel at sea, would have reduced the need for the Life-boat Service and made the calls for help much fewer, but this is not the case. The Service in all the 126 years of its history is busier to-day than ever before, and I think it is important that the people of Great Britain and, indeed, the outside world, should realise this.

Another point which I think is of particular interest is the position regarding your income. No one will be surprised that the Service is costing twice as much as before the war. All of us are very painfully conscious that our money does not go very far these days, but your boats, the finest in the world, have to be replaced and modernised in every way and provide year by year greater safety for the crews and greater efficiency in rescue work. It is remarkable that your revenue has, until last year, kept pace with mounting expenditure, and this is clearly due to the splendid work of your branches and your honorary workers. They do, indeed, deserve the thanks which will be given to them when we pass this resolution.

The demands which the State has made upon us for the last ten years and which it may well continue to impose, do make it remarkable that the Institution is able, simply by asking the public voluntarily to give, to obtain the increasing income that the Life-boat Service needs. I am told that, during the war, in those towns and areas which were the worst damaged and the worst afflicted, the subscriptions to the Institution were not only maintained but were increased. I can give you another little example from Jersey: When the Germans occupied the island they took over the life-boat and they used it partly for rescue work and partly for not such creditable work. They misused it. But during the war the people in Jersey who were locked up continued to subscribe to the Institution although with no possibility of the money being utilised at that time. (Applause.) I think that those are indications of the generosity of the British people of all classes in adversity.

I have not yet mentioned the courage and the efficiency of the men and their high sense of duty. Like all other brave men, they probably feel that the less said about that from their point of view the better, but you have seen some of the men to-day and heard accounts of what they did. We are all very impressed by the extent of the work of the Life-boat Service, by its efficiency, by its organisation, by the devotion of thousands

of over-burdened people who support it, but the foundation of the success of the whole Service is the courage and skill of the crews which, of course, we take for granted. (Applause.)

The Life-boat Service is part of the permanent structure of Great Britain. It has gained by its long record of duty at sea the admiration of the world and the gratitude and confidence of all the mariners that sail in our waters. This is due to the devoted, unassuming and efficient work by those on land and the courage and skill of the crews at sea. In peace and war, in good times and in bad, the work of the life-boats carries on with the same object, in increasing efficiency, as it did when founded 126 years ago. It has a unique position of confidence, respect and affection in the hearts of the people, and I believe that, come what may, there will be no change in the high record of everyone in this very magnificent Service. (Applause.)

### The Spanish Chargé d'Affaires

The reason why I am here to-day, and have the honour of addressing you is, indeed, a good one, the best one could ever have for saying a few words in public. On the 13th of November last a dramatic event occurred which called for the services of the gallant men who belong to the Royal National Life-boat Institution. You know what happened and how some of my compatriots were saved by you, the rescuers, who are with us here to-day. I will, therefore, not repeat the story, but what I will repeat, and the more often the better, is the gratitude, the emotion and the deep feeling of those in my country who, to begin with, went through the ordeal, others who heard about it later and, finally, the people of Spain who got to know, as they know to-day, how these Englishmen made every effort, took every risk and strained every nerve to save those men. (Applause.)

If there are virtues in this world which are understood by every man or woman with decent instincts, admired by every people and nation, consecrated by every religion and moral code, they are called courage and generosity. In the present case what occurred off the western shores of England during that wild and wintry night was the most straightforward brave and generous act of human companionship that one could hope for, even more than could be expected from the exceptionally brave. In a world riddled by mediocrity, limited by regulations and partial agreements, it is the sort of thing which soars above all contention considerations. It is pure gallantry, the instinctive generosity of strong men, the spirit of companionship and mutual help among fellow beings, in two words, comradeship and courage, in the daily battle of life so necessary to us all, but which require almost super-human strength when danger is upon us. (Applause.)

There are many ways of saying "Thank you" in this world, and when the survivors of the *Monte Gurugu* recovered from the first shock of their ordeal, though they had only a few hours in this country, before returning to Spain, they found the time to

send me a message suggesting, in the first instance, giving some proof, they knew not what, of their respect and admiration towards you all. At that moment they could merely do something symbolic, and on their own initiative they decided to send a bouquet of flowers to Her Royal Highness the Duchess of Kent, the President of the Institution. (Applause.) This was done in the few hours during which they found themselves in London. It was a small but sincere token of gratitude. When they got back to Spain, however, the whole episode was studied carefully and the Sociedad Española da Salvamenta de Naufragos decided that this case of heroic efficiency should receive special recognition, and as a result, the following awards have been given by the Spanish Life-saving Society. I have the honour of announcing the names of those who will later on receive the medals and diplomas which I hope to give them personally on another occasion:

**SILVER PRIZE MEDAL** to Mr. C. G. Irwin, coxswain of the life-boat of the Ilfracombe station; Mr. S. Cann, coxswain of the life-boat of the Appledore station; Mr. G. Lamey, coxswain of the life-boat of the Clovelly station; Mr. P. J. Crummey, Station Officer of the Croyde Coastguard Station.

**SILVER MEDAL** for co-operation to Captain G. P. J. Burfitt, harbourmaster, Ilfracombe, and Mrs. G. P. J. Burfitt.

**DIPLOMA OF MERIT** to the crews of the three life-boats of Ilfracombe, Appledore and Clovelly respectively.

**OFFICIAL LETTERS OF THANKS** to Mr. and Mrs. Smith, who put their hotel at the disposal of the survivors; the municipal authorities of Ilfracombe; Dr. A. Mathison, of the Tyrrell Hospital, Ilfracombe; Sister Fitton, of the Tyrrell Hospital, Ilfracombe; Dr. Harper, of the North Devon Infirmary, Barnstaple; Sister Serba, of the North Devon Infirmary, Barnstaple; Mrs. Stevenson, of Westcombe Torrs Park, Ilfracombe.

These awards are the tangible proof of the gratitude so well earned by the persons mentioned, and I am indeed happy to be able to announce them to-day.

I would like now to say one word about the very special admiration and respect that we all feel for the Life-boat Institution. As a foreigner but also, may I say, as a friend, I am ready to affirm that there are three remarkable characteristics in your organisation: First, efficiency, which is outstanding and recognised by everybody everywhere; secondly, the voluntary contribution which is equally an admirable trait, thoroughly British and in the best tradition of this country; and, thirdly, that very distinctive characteristic which is visible in all your activities, a characteristic at once human, simple and effective, which is to my mind the result of your belonging to a country of sailors. There is much which is peculiar to the inhabitants of an island, and in this case the behaviour and conduct of all those who belong to the Life-boat Institution correspond quite definitely to a people who know the sea, love and fear the sea, having to face it in both calm and stormy days, sometimes as an attractive friend, sometimes as a cruel enemy.

It is to these brave men who are now quietly standing amongst you, it is to your Royal Highness, who has honoured us with her presence here to-day and who has also been so brave in recent years, it is also to the whole Life-boat Institution, it is to the populations of Ilfracombe and Barnstaple, whose kindness and generosity gave physical and human warmth and moral support to the survivors of the *Monte Gurugu*, it is to all those I say "Thank you" from the bottom of my heart. Finally, may I say, Madam, what an honour it is for me and the country I represent to be able to second this resolution of hearty thanks so eloquently proposed by the Lieutenant-Governor of Jersey. (Applause.)

**THE CHAIRMAN:** You have heard the resolution been moved and seconded in speeches which, I am sure, have won your real admiration. In a long experience of annual meetings of the Institution I have never heard speeches more perfectly adapted to the resolution which was being proposed. I will not read the resolution because it was read by the mover, and I absolutely decline to ask if anybody votes against it.

*The Resolution was carried by acclamation.*

#### Presentations to Honorary Workers

Since the last annual meeting three honorary workers have been appointed honorary life governors of the Institution. This is the highest honour which it can confer on an honorary worker, and the Duchess of Kent presented a vellum, signed by herself as President, to the only one of the three who was able to come to the meeting:

**MR. WILLIAM MARSHALL FRISKNEY, OF TEESMOUTH.**

The gold badge, which is given only for distinguished service, has been awarded to thirteen honorary workers, and the Duchess of Kent presented the badges to eight who were at the meeting.

**MRS. NOYCE, OF ANDOVER.**

**MRS. J. CARR, OF HORWICH.**

**MRS. POPPE, OF ISLE OF SHEPPEY.**

**MRS. HULTON, OF JERSEY.**

**MRS. J. F. L. FORMBY, OF FORMBY, LIVERPOOL.**

**MR. C. E. D. ARCHER, OF NORTHAMPTON.**

**MRS. EDGAR JENKINS, OF PONTYPRIDD.**

**MRS. W. J. KINSEY, OF ROMLEY.**

#### Vote of Thanks

A vote of thanks to the Duchess of Kent was proposed by Lord Winstanley and seconded by Lord Saltoun. Three cheers were then given for Her Royal Highness.

#### After the Meeting

After the meeting the coxswains of Ilfracombe and Appledore were entertained to tea at the House of Commons by Brigadier C. H. M. Peto, D.S.O., member of Parliament for the Barnstaple division of Devon. In the evening the St. Helier crew appeared in the picture page of the television programme, introduced by Commodore the Right Hon. Earl Howe, C.B.E., V.R.D., P.C., R.N.V.R., the deputy chairman of the Institution. The other medallists were taken to the Victoria Palace to see "Knights of Madness."

## Services of the Life-boats in March, April and May, 1950

### 58 Lives Rescued

DURING March life-boats went out on service 26 times and rescued 4 lives.

#### REFLOATING A STEAMER

**Cloughy, Co. Down.**—About three o'clock in the morning of the 7th of March, 1950, information was received from the Tara coastguard and a farmer that a vessel was on the rocks near the South Rock Lightvessel. The life-boat *Herbert John* was then launched at 3.38 in a slight sea with a moderate southerly breeze and fog. She found the S.S. *Elmfield*, of Liverpool, hard and fast inshore from the lightvessel. Her master asked the life-boat to go ashore and get into touch with the owners, which request she carried out. Then she stood by the steamer. Shortly before high water, she ran out a kedge anchor for the *Elmfield*, and when she refloated, piloted her clear of the rocks. She returned to her station at 2.30 in the afternoon. The owners made a donation to the Institution and a gift to the crew.—Rewards £42 1s. 6d.

#### A DAMAGED RUDDER

**Portrush, Co. Antrim.**—About 12.20 in the afternoon, on the 11th March, 1950, the coastguard reported that a motor fishing boat appeared to be in difficulties in Skerry Roads. At 12.26 he reported that the boat was flashing a light; at 12.30 the life-boat *Lady Scott*, Civil Service No. 4 was launched. The sea was rough and a moderate breeze was blowing from the west. The life-boat found a local motor fishing boat at the east end of the Skerries with a crew of four. Her rudder was damaged. The life-boat therefore towed her to Portrush harbour and reached her station again at 1.35.—Rewards, £8 4s.

#### SUFFERING FROM EXPOSURE

**Peterhead, Aberdeenshire.**—At 2.15 in the afternoon on the 11th of March, 1950, the coastguard telephoned that a small vessel was showing a distress

signal two miles east of Collieston. At 2.30 the life-boat *Julia Park Barry*, of Glasgow, was launched in a rough sea with a westerly gale and snow. She found the motor fishing boat *Ruby*, of Collieston, two and a half miles east-south-east of Collieston with one man on board. Her engine had broken down; and the man was suffering from exposure and drenched through baling. The life-boatmen gave him rum, and the life-boat towed the *Ruby* to Collieston, reaching her station again at 6.30.—Rewards, £14 7s. 0d.

#### ON ESCORT DUTY

**Whitby, Yorkshire.**—About ten o'clock in the morning, on the 13th of March, 1950, the No. 1 life-boat crew assembled as three fishing vessels were approaching the harbour in bad weather. At 10.50 the life-boat *Mary Ann Hepworth* was launched in a rough sea with a strong northerly breeze. She first came up with the *Success*, which was making heavy weather, and escorted her in. Then she saw the *Provider A* and accompanied her to the harbour. Finally she met the *Pilot Me II* and escorted her in across the bar. She arrived back at her station at 1.16 in the afternoon.—Rewards, £11 0s. 6d.

#### A TOW GIVEN

**Dunmore East, Co. Waterford.**—At eleven o'clock on the night of the 13th of March, 1950, the Hook Tower lighthouse keeper reported that a boat was making flares two miles south-west of Hook. The flares and S.O.S. signals on the boat's lights were also seen from Dunmore. At 11.10 therefore, the life-boat, *Duke of Connaught*, on temporary duty at the station, was launched. The sea was moderate, with a south-westerly breeze. She found the local fishing boat *St. Joseph*, carrying a crew of three, with her engine broken down; and having towed her to Dunmore East harbour, reached her station again at 11.50.—Rewards, £6.



**LIFE-BOATMEN IN LONDON**



*By courtesy of]*

*[Fox Photos*

**THE TWELVE MEDALLISTS**

From St. Helier, Ilfracombe, Appledore and Holyhead



*By courtesy of]*

*[Fox Photos*

**TWO WEST-COUNTRY COXSWAINS**

Cecil Irwin of Ilfracombe, and Sydney Cann of Appledore



*By courtesy of]*

*[Planet News, Ltd.*

**THE DUCHESS OF KENT AND COXSWAIN SYDNEY CANN**



*By courtesy of]*

*[Fox Photos*

**THE FIRST GOLD MEDALLIST FOR FIVE YEARS**

Coxswain Thomas J. King of St. Helier, Jersey

### THE PILGRIMAGE TO DUNKIRK



*By courtesy of]*

*[Sunbeam Photos, Ltd. Margate*

#### READY TO SET OUT

On the right is Mr. Linton Thorp, K.C., on the left Mr. J. W. B. Hepper and Commander J. M. Upton, R.D., R.N.R.; in the centre, Coxswain Dennis Price of Margate (with binoculars), and Mr. A. C. Robinson, the Margate honorary secretary



*By courtesy of]*

*[The B.B.C. Television News Reel*

#### THE STANDARD BEARER OF THE LIFE-BOAT SERVICE

Mr. W. Hopper, one of the Margate crew which went to Dunkirk in 1940

**A LIGHTHOUSE-KEEPER DROWNED**

**Donaghadee, Co. Down.**—About three in the morning on the 15th of March, 1950, the Orlock Head coastguard telephoned that red flares had been seen to the eastward. A quarter of an hour later the life-boat *Civil Service No. 5* left her moorings in a choppy sea with a southerly wind blowing. On her way she saw a flare in the direction of Mew Island, and on getting into touch with Copeland Island Lighthouse learned that one of the keepers had met with an accident. The life-boat could not go close in to the lighthouse, so she went back to Donaghadee for a small boat and a relief keeper. On her return it was discovered that the keeper had fallen into an old gas holder and been drowned. The life-boat therefore put the relief keeper on the lighthouse and landed the body at Donaghadee by eight o'clock. The Commissioners of the Irish Lights expressed their thanks.—Rewards, £16 15s. 0d.

**DRIFTING IN A NASTY SWELL**

**Dover, Kent.**—At 10.35 in the morning of the 15th of March, 1950, the signal station at the eastern arm of Dover Harbour reported a small motor boat drifting about a mile and a half off Dover, with her crew of two waving for help. At 10.50 the life-boat *Southern Africa* was launched, in a moderate sea with a light southerly wind blowing. She found a small Folkestone fishing vessel rolling badly in a nasty swell, and took her crew aboard. Then, with the broken down boat in tow, she arrived back at her station at 12.5.—Rewards, £7 5s.

**SICK MAN LANDED**

**Kilmore, Co. Wexford.**—At 2.5 in the afternoon on the 19th of March, 1950, a message was relayed by the Valentia radio station from the Coningbeg Light-vessel. She asked for the life-boat as a man on board the lightvessel was sick, suffering from a perforated duodenal ulcer. Accordingly the life-boat *Ann Isabella Pyemont* was launched at 2.15, in a ground swell with a light south-westerly breeze. She took the sick man ashore to a waiting ambulance, and reached her station again at 5.5.—Rewards, £18 11s.

**IN DIFFICULTIES OFF CULLERCOATS**

**Cullercoats, Northumberland.**—At 4.45 in the afternoon of the 19th of March, 1950, the Tynemouth coastguard telephoned that two men appeared to be in difficulties in a rowing boat two and a half miles to the eastward. At 4.50 the life-boat *Westmorland* was launched. The sea was choppy with a strong breeze blowing from the south-west. She rescued the men and towed the boat back to her station, arriving at 5.38.—Rewards, £16 5s.

**ON RELIEF WORK**

**Valentia, Co. Kerry.**—On the 24th of March, 1950, the Commissioners of the Irish Lights asked the life-boat to relieve the Skelligs Rocks and Inishtearaght Rocks Lighthouses as, by arrangement with the Commissioners, she had been made available for emergency calls while their S.S. *Ierne* was being repaired. Accordingly, at ten o'clock in the morning the life-boat *B.A.S.P.* left her moorings and took her boarding boat to get close to the lighthouses. There was a very rough sea with a moderate south-easterly gale blowing. She relieved Skelligs, but the weather was too bad to relieve Inishtearaght. She therefore returned to her station, arriving at 6.30 that night. At 9.45 in the morning of the 26th, the Inishtearaght Lighthouse wireless that weather conditions were now favourable; so three minutes later the life-boat put out. There was a heavy swell. She had embarked a relief keeper and food, and took the boarding boat once again. The keeper she transferred to the lighthouse, then put the food ashore and brought the other keeper to Valentia, finally reaching her station again at 4.15 in the afternoon. The Commissioners of Irish Lights made a donation to the Institution.—Rewards: 1st service, £26 6s. 6d.; 2nd service, £21 5s. 6d.

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

**Swanage, Dorset.**—March 5th.—Rewards, £22 11s.

**Weymouth, Dorset.**—March 5th.—Rewards, £22 17s.

**Donaghadee, Co. Down.**—March 6th.—Rewards, £10 12s.

**St. Peter Port, Guernsey.**—March 8th.—Rewards, £21 3s.

**St. Helier, Jersey.**—March 8th.—Rewards, £10 19s. 6d.

**Dover, Kent.**—March 8th.—Rewards, £14 10s.

**Dover, Kent.**—March 16th.—Rewards, £7 5s.

**Fraserburgh, Aberdeenshire.**—March 16th.—Rewards, £19 18s.

**Skegness, Lincolnshire.**—March 16th.—Rewards, £27 16s.

**Clacton-on-Sea, Essex.**—March 19th.—Rewards, £16 12s.

**The Lizard, Cornwall.**—March 19th.—Rewards, £37 19s. 6d.

**Cloughy, Co. Down.**—March 20th.—Rewards, £22 1s. 6d.

**Pwllheli, Caernarvonshire.**—March 24th.—Rewards, £7 10s.

**Selsey, Sussex.**—March 29th.—Rewards, £12 6s. 6d.

**St. Peter Port, Guernsey.**—March 30th.—Rewards, £8 11s.

#### APRIL

During April life-boats went out on service 54 times and rescued 23 lives.

#### ESME'S ENGINE

**Newhaven, Sussex.**—At 8.15 in the morning on the 1st of April, 1950, the coastguard telephoned that a small boat was in difficulties and making distress signals in Seaford Bay. Accordingly at 8.38 the life-boat *Cecil and Lillian Philpott* was launched. There was a heavy swell with a strong westerly breeze blowing. She found the fishing vessel *Esme*, of Shoreham, with a crew of two, two miles south of Seaford Head. Her engine had broken down. The life-boat towed her to Newhaven Harbour and reached her station again at 9.50.—Rewards, £7 16s.

#### A HELPLESS YACHT

**Yarmouth, Isle-of-Wight.**—At 8.20 in the evening of the 1st of April, 1950, a fisherman at Lymington telephoned that a yacht needed help. He said he had already towed her from a position

off Christchurch to Lymington Spit buoy, but that she was dragging her anchor. At 8.50 the life-boat *S.G.E.* was launched in a rough sea with a moderate west-south-west gale blowing. She found the auxiliary ketch *Fortis*, of Portsmouth, off Beaulieu, with her engine broken down, dragging towards Stone Point. Her crew of five could not weigh the anchor. A life-boatman therefore boarded her, and between them they got the anchor up. The life-boat then towed her to Yarmouth, arriving at 12.10 the next morning.—Property Salvage Case.

#### A LIGHTHOUSE-KEEPER IS INJURED

**Newcastle, Co. Down.**—At 12.30 in the afternoon of the 2nd of April, 1950, the Cranfield coastguard telephoned that the Haulbowline lighthouse was flying a flag asking for help; and shortly after a message came that it was signalling for a doctor. The weather was too bad for a shore-boat to put out, so it was decided to launch the life-boat *William and Laura*. The life-boat was launched at 12.45 and at one o'clock embarked a doctor in the harbour. Then she made for the lighthouse. There was a rough sea, with a strong north-westerly gale blowing; and the doctor had to scramble over dangerous rocks to get ashore. There he found that a man in the lighthouse had injured his spine. The tide was too low to get him into the life-boat, so the doctor made him comfortable and re-embarked. The life-boat took him to Greencastle, where he arranged for an ambulance; and at eight o'clock that evening the life-boat left for the lighthouse again with a relief keeper. The injured man was taken aboard, brought to Greencastle and transferred to the waiting ambulance. The life-boat then returned to her station, arriving at 1.40 the next morning. — Rewards, £29 14s. 6d.

#### PASSING LIFE-BELTS

**Whitby, Yorkshire.**—At 3.45 in the afternoon on the 2nd of April, 1950, fishermen reported that the fishing coble *Jean and Valerie* was making very heavy weather about four miles to the south. Accordingly at 4.10 the No. 1 life-boat *Mary Ann Hepworth* was

launched in a rough sea with a strong northerly breeze blowing. On coming up with the coble, she passed life-belts to her crew of two, and escorted her to harbour. She reached her station again at 5.20.—Rewards, £7 4s.

#### ANOTHER ENGINE FAILS

**Sunderland, Durham.**—At 9.30 in the morning, on the 3rd of April, 1950, the coastguard telephoned that a motor fishing vessel was flying distress signals one mile to the north-east. Accordingly at 9.50 the life-boat *Edward and Isabella Irwin* was launched, in a moderate sea with a moderate westerly breeze blowing. She found the motor fishing coble *Cornucopia*, carrying a crew of three, with her engine broken down. Thereupon she towed her to harbour and reached her station again at eleven.—Rewards, £8 9s.

#### BROKEN DOWN NEAR THE GOODWINS

**Dover, Kent.**—At 12.43 in the morning, on the 6th of April, 1950, the Sandgate coastguard reported that the S.S. *Shepperton Ferry* had wirelessed that a fishing vessel had broken down two and a quarter miles south-east of the South Goodwin Lightvessel. At one o'clock the life-boat *Mary Scott*, on temporary duty at the station, left her moorings in a moderate sea with a light south-westerly breeze blowing. She found the fishing vessel *Breadwinner*, of Rye, three miles south of the East Goodwin Lightvessel, with a crew of two. She was rolling heavily with her engines broken down, and was making water. The life-boat towed her to Dover Harbour, gave the rescued men hot soup and reached her station again at 6.15.—Rewards, £11 2s.

#### JENNY AND OUR JIM

**Dover, Kent.**—At 1.30 in the afternoon of the 8th of April, 1950, the life-boat mechanic saw a rowing boat in the outer harbour in need of help. At 1.40 the life-boat *Mary Scott*, on temporary duty at the station, left her moorings. The sea was very rough, and there was a moderate south-westerly gale blowing. She found the rowing boat *Jenny* and rescued the three men on board; then took the boat

in tow and landed the men at the dock head. Then the life-boatmen noticed another yacht, *Our Jim*, also with a crew of three, pounding against the Prince of Wales Pier, so, at the skipper's request, she towed her to Wellington dock. This done, she returned to her station, arriving at four o'clock.—Rewards, £6 18s.

#### YACHT'S DINGHY FULL OF WATER

**Walton and Frinton, Essex.**—About 6.15 in the evening, on the 8th of April, 1950, the Walton coastguard telephoned a message from the Felixstowe coastguard, that a yacht near the Black Stakes, north-west of the Naze, seemed to be in difficulties. At 6.45 the life-boat *E.M.E.D.* was launched in a rough sea with a strong south-westerly breeze blowing. She found the motor yacht *Diana III*, of Richmond, on the edge of the Pye Sands with ten people on board. Her sailing dinghy, which she had in tow, was full of water and had made the yacht almost unsteerable. The life-boatmen emptied the dinghy, stowed it on the yacht, and, because the wind was increasing, towed the *Diana III* to the River Twissel and moored her there. The life-boat remained in the river for the night, and left at ten next morning. On her way back to her station she saw a pontoon-type landing craft, with a crew of two, being blown seawards, her outboard engine having broken down. The life-boat towed her to Kirby Creek and then made for her station, arriving at noon.—Rewards: First service, £11 12s.; Second service, £9 15s.

#### RUM FOR AN EXHAUSTED YOUTH

**St. Abbs, Berwickshire.**—At 1.38 in the afternoon, on the 9th of April, 1950, a message was received that a youth was being blown seawards in a rubber dinghy three-quarters of a mile off Coldingham Sands. Accordingly, at 1.45 the life-boat *J. B. Couper*, of Glasgow, was launched for the first time on service. The sea was choppy, with a moderate west-south-west gale blowing. She rescued the exhausted youth, and the life-boatmen gave him rum. The *J. B. Couper*, of Glasgow, reached its station again at 2.25.—Rewards, £6 4s.

**DINGHY CAPSIZED**

**Dungeness, Kent.**—At 4.24 in the afternoon, on the 9th of April, 1950, the Lade coastguard telephoned that a sailing dinghy had capsized half a mile off Littlestone, tipping two people into the sea. At 4.38 the life-boat *Charles Cooper Henderson* was launched in a choppy sea, with a westerly gale blowing. She found the dinghy five miles north-by-east of the life-boat station. A motor boat had picked up the two people and was standing by. The life-boat righted the dinghy and towed it to her station, arriving at 5.45. The motor boat landed the two persons at Littlestone.—Rewards, £21 17s.

**ON HER BEAM ENDS**

**Clacton-on-Sea, Essex.**—At 3.52 in the afternoon, on the 12th of April, 1950, the coastguard telephoned that the Customs at Brightlingsea had reported a yacht on her beam ends, and high and dry in Ray Sand Channel. At 4.15 the life-boat *Edward Z. Dresden* was launched in a choppy sea, with a slight north-westerly breeze. She found the sailing yacht *Dirk II*, one mile south-west of Buxey Beacon, and stood by her until she refloated. Then she accompanied her clear of the sands, and returned to her station, arriving at 8.30.—Rewards, £12.

**SECURING A DRIFTING MINE**

**Islay, Inner Hebrides.**—At 4.45 p.m. on the 12th of April, 1950, the chairman of the local life-boat station reported a mine drifting south through the Sound of Islay directly in the line of shipping using the sound. With night approaching the danger to the shipping was heightened, and there was also the danger of the mine being washed ashore at any of the villages of Bonahaven, Caol Ila, or Port Askaig. The coxswain, Duncan McNeill, who had previously taken part in securing a mine, was willing to try and secure this one. At 5.10 p.m. the life-boat *Manchester and Salford*, on temporary duty at the station, was launched in a moderate sea, with a moderate north-westerly wind blowing. She had the coxswain's own small boat in tow. When the mine was found, the coxswain manned his own boat and approached

the mine alone. The life-boat stood a quarter of a mile off. He secured to the mine's mooring cable, a rope of 600 fathoms, and the life-boat then towed it to a position south of Port Askaig. Here a party landed, while the life-boat remained half a mile off shore. Putting a hill between themselves and the mine, the party pulled it ashore and secured it, out of danger to shipping and inhabitants.

The Institution was of opinion that the service reflected great credit on all concerned, especially Coxswain Duncan McNeill, to whom a letter of appreciation was sent.—Rewards, £6 11s.

**MOTOR YACHT DRIFTING**

**Clogher Head, Co. Louth.**—At 2.30 in the afternoon, on the 16th of April, 1950, the harbourmaster reported that the motor yacht *St. Joseph*, of Drogheda, with a crew of two, had broken down about two miles north of Port Oriel and was drifting seawards. At 2.45, the life-boat *Mary Ann Blunt* was launched in a rough sea with a moderate south-westerly gale blowing. She found the yacht two miles north-east of Port Oriel. Two life-boatmen boarded her and the life-boat then towed her to Port Oriel, reaching her station again at 4.20.—Rewards, £10 3s.

**A PILOT IN THE SEA**

**Swanage, Dorset.**—At 3.28 in the afternoon, on the 16th of April, 1950, the coastguard telephoned a message from the Portland radar station that an aeroplane had crashed into the sea. The pilot had dropped by parachute seven and a half miles south of Durlston Head. At 3.44 the life-boat *R.L.P.* was launched in a light south-south-east breeze with a calm sea. She was guided to the pilot, eight miles south-by-west of Durlston Head, by circling aeroplanes; here she rescued him, transferred him to a motor torpedo boat and returned to her station, arriving at 7.30 that evening.—Rewards, £11 7s.

**ANCHORED ON EAST BARNARDS BANK**

**Fleetwood, Lancashire.**—At 11.45 on the night of the 16th of April, 1950, the county police reported a message received from a returning fishing boat, that flares had been seen in Lune Deep



about four miles west of Wyre Light. At 12.30 in the morning the life-boat *Ann Letitia Russell* was launched in a rough sea, with a strong south-westerly breeze blowing. However, she saw nothing and at 5.30 returned to her station to await daylight. At 6.30 the local fishing boat *Jane* was seen anchored on East Barnards Bank. The life-boat then put out again and towed her to harbour. It was learned later that the flares had been made by the fishing boat *Maid of Erin*, which had broken down but managed to reach harbour.—Rewards, £18 18s.

#### ANCHORED TO A CRAB POT

**Salcombe, Devon.**—At 9.20 in the morning, on the 17th of April, 1950, the Greystones coastguard reported that a motor fishing boat seemed to be in difficulties three and a half miles west of Bolt Head. At 10.9 the life-boat *Samuel and Marie Parkhouse* was launched in a rough sea with a fresh south-westerly breeze blowing. She found the local motor fishing boat *Atlantic*, with one man on board, anchored to a crab pot. Her engine had broken down. The life-boat towed her to harbour and reached her station again at 12.30 that afternoon. The father of the rescued man made a donation to the Institution.—Rewards, £7 10s.

#### A VELLUM SERVICE

**Selsey, Sussex.**—The Institution's thanks on vellum and a special award of £2 were awarded to Life-boatman W. Arnell for going overboard from the life-boat on the 17th of April to the rescue of one of two men of a capsized fishing boat. Rewards, £14 12s.

(A full account of this service is given on page 50.)

#### TWELVE AGROUND IN A TRAWLER

**Barra Island, Outer Hebrides.**—At 3.30 in the afternoon, on the 18th of April, 1950, the police reported that a trawler which had just put out had run ashore and was blowing her siren. At 3.50, the life-boat *Lloyd's* left her moorings in a choppy sea with a strong north-westerly breeze blowing. She found the steam trawler *George Hastings*, of Milford Haven, with a crew of twelve,

near the east-south-east fairway buoy in Castlebay Harbour. The life-boat passed a rope to her, refloated her with the rising tide, and the *George Hastings* then made for Oban under her own power. The *Lloyd's* returned to her station, arriving at seven o'clock that evening.—Rewards, £8 1s.

#### A PASSIVE ROLE

**Whitby, Yorkshire.**—At 5.56 in the morning, on the 19th of April, 1950, the coastguard telephoned that a vessel was aground at North Cheek, Robin Hoods Bay. At 6.10 the No. 1 life-boat *Mary Ann Hepworth* was launched. The sea was moderate with a moderate breeze blowing from the north. She found the S.S. *Durhambrook*, of London, with a crew of twenty, but as she could not give any help until the evening tide, she returned to her station. At three in the afternoon she put out again, stood by the steamer until she refloated at 6.25. Then, as the *Durhambrook* still needed no help, she returned to her station, arriving at 8.35 that evening.—Rewards, £24 14s.

#### TWO FISHERMEN ADRIFT

**Great Yarmouth and Gorleston, Norfolk.**—At 9.12 in the morning, on the 19th of April, 1950, the coastguard telephoned that a fishing boat was flying a distress signal. Accordingly at 9.15 the life-boat *Louise Stephens* was launched. The sea was smooth, with a fresh northerly breeze blowing. She came up with the fishing boat *Cadj*, of Great Yarmouth, with a crew of two, one and a half miles to the southward. Her engine had broken down; and, at the skipper's request, the life-boat towed her to harbour. She arrived back at her station at 10.8.—Rewards, £8 15s.

#### A ROCKET TO THE RESCUE

**St. David's, Pembrokeshire.**—At 3.30 in the afternoon, on the 23rd of April, 1950, the coastguard telephoned that the police had passed on a message from Strumble Head that a boat was drifting in St. Bride's Bay. At 10.50 that night it was reported that she was the yacht *Eligug*, of Solva, which had last been seen off Point Castle about eight o'clock. Because of the weather, anxiety was felt for the safety of the

owner and his two children, who were in the yacht. So, at 1.5 next morning the life-boat *M.O.Y.E.*, on temporary duty at the station, was launched. There was a rough sea with a moderate west-north-west gale blowing. With the help of a rocket fired by the coast-guard, she found the *Eligug*, anchored off the castle, and taking off the children, towed it to Solva harbour. She reached her station again at 5.15.—Rewards, £10 18s.

#### TWO MEN IN TROUBLE

**Falmouth, Cornwall.**—About 6.45 in the evening, on the 23rd of April, 1950, the police reported that a man had been found unconscious at St. Just. When he recovered he had told them a companion was adrift in the sailing boat *Shira*. At seven o'clock the life-boat *Crawford and Constance Conybeare* was launched, in a rough sea with a strong north-north-west breeze blowing. She found the *Shira*, with the other man, ashore at St. Just; and going close in, got a line aboard and towed her clear, when a life-boatman boarded her. Picking up the first man, the life-boat then returned to her station with the *Shira* in tow, arriving at nine that night.—Rewards, £5 13s.

#### THREE FISHING BOATS IN DIFFICULTIES

**Eyemouth, and St. Abbs, Berwickshire.**—At 10.7 in the morning, on the 24th of April, 1950, the Eyemouth life-boat authorities received a message from a Burnmouth fisherman that the motor fishing vessel *Breadwinner*, of Burnmouth, was in difficulties off Burnmouth and that two other motor fishing vessels, the *Orient* and *Dolly Graham*, also of Burnmouth, were at sea in bad weather. At 10.20 the life-boat *Frank and William Oates* was launched, but a heavy sea hit her as she entered the water and she grounded. Finding it impossible to get her away, the honorary secretary telephoned the Eyemouth coastguard; and he informed the St. Abbs life-boat station. Ten minutes later, the life-boat, *J. B. Couper, of Glasgow*, was launched. The sea was rough and there was a fresh north-north-east gale blowing. Meanwhile, the *Breadwinner* had man-

aged to reach Burnmouth harbour, and the life-boat saw the *Dolly Graham* running for it, too. She therefore made for the *Orient*, which was moving slowly, and escorted in both fishing vessels. She then returned to her station, arriving at 1.5 in the afternoon. The Eyemouth life-boat was refloated at 5.15 that evening and was rehousing at 5.30.—Rewards: Eyemouth, £15 11s.; St. Abbs, £8 16s. 6d.

#### THE ADVENTURES OF LITTLE JOHN

**Moelfre, Anglesey.**—At 1.45 in the afternoon of the 24th of April, 1950, the Holyhead coastguard telephoned that a trawler in Moelfre Bay was flying a signal asking for a boat to stand by her. At 2.15, therefore, the life-boat *G.W.* was launched. The sea was very rough with a northerly gale. She came up with the steam trawler *Little John*, of Milford Haven, with a crew of thirteen, at anchor east of the life-boat station, and making water through her propeller shaft. At the request of the skipper, the life-boat escorted the *Little John* to the Menai Straits. She then returned to her station, arriving at 8.15 that evening.—Rewards, £16 5s.

#### ANOTHER PILOT IN THE SEA

**Walton and Frinton, Essex.**—At 4.55 in the afternoon, on the 25th of April, 1950, the Walton coastguard telephoned that a man could be seen waving on what appeared to be a submerged aeroplane between one and two miles south-east of the Naze. At 5.5 the life-boat *E.M.E.D.* was launched in a slight sea, with a light north-north-east breeze blowing. She found a submerged glider, rescued the pilot and then took it in tow and beached it. The life-boatmen gave the pilot rum and dry clothes, and then returned to their station, arriving at 7.20 that evening.—Property Salvage Case.

#### DRIFTING OFF ST. MARTIN'S POINT

**St. Peter Port, Guernsey.**—At 9.50 on the night of the 27th of April, 1950, lights, believed to be flares, were seen from the signal station. At 10.15 the police confirmed seeing them from St. Martin's Point. At 10.45 the life-boat *Hearts of Oak*, on temporary duty at the station, was launched in a moderate

sea with a moderate north-westerly breeze blowing. She found the local motor boat, *Doreen*, with one man on board, drifting one mile east-south-east of St. Martin's Point. She took the man on board. A life-boatman then boarded the *Doreen* and the life-boat towed her to her station, arriving at 12.10 the next morning.—Rewards, £5 16s.

#### TEN MEN RESCUED

**Douglas, Isle of Man.**—At 12.30 in the morning, on the 30th of April, 1950, the Ramsey coastguard telephoned that flares had been seen off Onchan Head. At 12.45 the life-boat *Millie Walton* was launched in a thick fog with a heavy ground swell and a fresh south-easterly breeze. She found the steam trawler *Mary Heeley*, of Lowestoft, fast on a submerged rock, with a crew of ten. She rescued the men and returned to her station arriving at 2.45.—Rewards, £10 2s.

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

**Bembridge, Isle of Wight.**—April 2nd.—Rewards, £15 13s.

**St. Mary's, Isles of Scilly.**—April 2nd.—Rewards, £22 3s.

**Ferryside, Carmarthenshire.**—April 2nd.—Rewards, £12 17s.

**Peterhead, Aberdeenshire.**—April 3rd.—Rewards, £9 1s.

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

**Southend-on-Sea, Essex.**—April 8th.—Rewards, £15 6s.

**Selsey, Sussex.**—April 9th.—Rewards, £11 12s.

**Rhyl, Flintshire.**—April 10th.—Rewards, £25 13s.

**Southend-on-Sea, Essex.**—April 10th.—Rewards, £12 8s.

**Longhope, Orkneys.**—April 13th.—Rewards, £8 18s. 6d.

**Ramsgate, Kent.**—April 13th.—Rewards, £9 4s. 6d.

**Dungeness, Kent.**—April 15th.—Rewards, £25.

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

**Fowey, Cornwall.**—April 18th.—Rewards, £8 1s.

**Amble, Northumberland.**—April 20th.—Rewards, £7 12s.

**Tenby, Pembrokeshire.**—April 20th.—Rewards, £23 19s.

**Ramsgate, Kent.**—April 22nd.—Rewards, £5 18s.

**Stromness, Orkneys.**—April 23rd.—Rewards, £20 8s.

**Rhyl, Flintshire.**—April 23rd.—Rewards, £12 14s.

**St. Helier, Jersey.**—April 23rd.—Rewards, £4 17s. 6d.

**Yarmouth, Isle of Wight.**—April 27th.—Rewards, £14 8s.

**Walmer, Kent.**—April 28th.—Rewards, £12 11s. 6d.

**Lowestoft, Sussex.**—April 30th.—Rewards, £16 14s.

**Aldeburgh, Suffolk.**—April 30th.—Rewards, £36 13s. 6d.

**Great Yarmouth and Gorleston, Norfolk.**—April 30th.—Rewards, £18 7s. 6d.

#### MAY

DURING May life-boats went out on service 43 times and rescued 31 lives.

#### S.O.S. FROM A SMACK

**Aberystwyth, Cardiganshire.**—At 11.5 on the night of the 4th of May, 1950, the coastguard reported that a flashing light, believed to be a S.O.S. signal, had been seen between four and five miles north-west of the coastguard station. At 11.59 the life-boat *Lady Harrison* was launched. The weather was calm. With the help of her searchlight, she found the fishing smack, *Quest*, of New Quay, with a crew of two, between three and three and a half miles to the north. She was at anchor and had run short of fuel. Two life-boatmen therefore boarded her and helped weigh the anchor; and the life-boat towed her to the harbour. She reached her station again at 1.25 the next morning.—Rewards, £13 17s.

#### THREE MEN AND A BOOM

**Southend-on-Sea, Essex.**—At 5.20 in the evening, on the 5th of May, 1950, the Cementation Company said that a

boat was in danger of drifting out to sea with a large section of the boom off Shoeburyness. It had three of their men aboard, who were engaged in dismantling the boom. At 5.40 the life-boat *Greater London, Civil Service No. 3*, was launched in a choppy sea with a fresh northerly breeze blowing. She found the boat two and a half miles off Shoeburyness. It was too large for the men to control, so the life-boat took them off and towed the boat to Southend pier. She reached her station again at 6.35.—Rewards, £8 11s.

#### ADRIFT WITHOUT LIGHTS

**Dover, Kent.**—At 9.40 on the night of the 6th of May, 1950, the Sandgate coastguard passed on information from the Seabrook police that a small sailing craft was drifting without lights off Seabrook. At ten o'clock the life-boat *Southern Africa* was launched in a moderate swell with a light westerly wind blowing. She found the yacht *Wendy*, of Gillingham, disabled by an engine breakdown only four hundred yards from the shore. At the request of her master, who was alone on board, the life-boat took her in tow for Dover, and when they arrived at half past three in the morning the yacht was berthed in the Wellington Dock.—Property Salvage Case.

#### A STEAM TRAWLER AGROUND

**Lowestoft, Suffolk.**—At 3.51 in the afternoon, on the 9th of May, 1950, the coastguard reported a vessel off the harbour blowing for help. At four o'clock the life-boat *Michael Stephens* put out in a thick fog. The sea was heavy with a light northerly wind blowing. A quarter of a mile east of the harbour the life-boat found the local steam trawler *Loddon*, which had put out half an hour earlier, with a crew of ten. She was aground. At the skipper's request the life-boat stood by until a tug refloated the trawler, when all three vessels returned to harbour. They arrived at half past five.—Rewards, £6 1s.

#### THREE SOLDIERS AFLOAT

**Holyhead, Anglesey.**—At 5.15 in the evening, on the 13th of May, 1950, the coastguard telephoned that three men

in a rubber dinghy were drifting seawards off Ty-Croes. At 5.25 the life-boat *A.E.D.* was launched in a calm sea with a light easterly breeze blowing. She found the dinghy two and a half miles south of Rhoscolyn Beacon, and rescued the three men, who were soldiers from Ty-Croes Camp. Then she returned to her station, arriving at 9.5 that night.—Rewards, £6 18s.

#### FOUR MEN RESCUED

**Ramsgate, Kent.**—At 6.39 in the evening, on the 14th of May, 1950, the coastguard telephoned that a small boat was making heavy weather half a mile off Dumpton Gap. At 6.45 the life-boat *Mary Scott*, on temporary duty at the station, was launched. A fresh east-north-east breeze was blowing with a rough sea. She found the boat *Bev*, of Broadstairs, at anchor near the rocks, with four men on board. Soon after the life-boat had rescued the exhausted men she sank. The life-boatmen towed her clear, got the water out of her and lifting her on to the life-boat, returned to harbour. They arrived at 7.35.—Rewards, £6 13s.

#### EXHAUSTED CREW RESCUED

**Wicklow.**—On the evening of the 17th of May, 1950, the local fishing boat *C. S. Parnell*, with a crew of four, left for the fishing ground five miles south of Wicklow. The weather grew bad, a fresh north-easterly wind causing a rough sea. The coxswain kept a lookout from one o'clock in the morning and when, two hours later the boat was still out, it was decided to launch the life-boat. Accordingly at half past three the *Lady Kylsant* put out to search. At 4.20 she found the boat two miles south of Wicklow Head, and making no progress. The crew, very exhausted, were taken into the life-boat, which with the fishing boat in tow arrived in harbour at 5.30.—Rewards, £8 5s. 6d.

#### TO A KEEPER'S HELP

**Kilmore, Co. Wexford.**—At four o'clock in the afternoon on the 18th of May, 1950, the Inspector of the Irish Lights telephoned to ask the life-boat to go to the Coningbeg Lightvessel and

bring ashore a lightkeeper whose father was dying. Accordingly, at half past four the life-boat *Ann Isabella Pyemont* was launched, in a smooth sea with a light south-easterly wind blowing. She got back again with the keeper at 7.30 in the evening.—Rewards, £14 16s. Repaid by the Commissioners of Irish Lights.

#### WAVE OF THE CREST

**Thurso, Caithness-shire.**—At half past eight in the evening, on the 19th of May, 1950, a telephone call from Port Skerra reported a fishing boat flying distress signals. At 8.45 the life-boat *H.C.J.* was launched in a rough sea with a strong north-easterly breeze blowing. She found the fishing boat *Crest*, of Thurso, with a crew of four aboard, disabled by an engine breakdown, and took her in tow to Scrabster Harbour. They arrived at 1.45 next morning.—Rewards, £16 18s. 6d.

#### MULTIPLE INJURIES

**Ramsgate, Kent.**—At 3.20 in the afternoon on the 20th of May, 1950, the coastguard telephoned to say that a small yacht was in distress in Pegwell Bay. The two men on board were waving an oar with a flag attached. At 3.28 the life-boat *Mary Scott*, on temporary duty at the station, left her moorings in a moderate sea with a south-westerly breeze blowing. She found the auxiliary yacht *Marie*, disabled with engine failure and a smashed rudder. Two life-boatmen were put aboard and the *Marie*, together with her crew, was brought into Ramsgate harbour at 3.55.—Rewards, £6 12s. 6d.

#### TAKING OUT A RELIEF KEEPER

**Holyhead, Anglesey.**—On the afternoon of the 20th of May, 1950, it was learned through the Trinity House Depot that a boat was needed to fetch a sick man from the Skerries lighthouse. The Trinity House vessel was not available, and so at 4.30 the life-boat *A.E.D.* left her moorings, with a relief keeper on board. There was a ground swell and a north-easterly breeze. Keepers were exchanged and the life-boat returned to Holyhead at 6.25.—Rewards, £4 15s. Repaid to the Institution by the Trinity House.

#### CREW REPAIR ENGINE

**Ramsgate, Kent.**—At 9.5 on the night of the 23rd of May, 1950, the coastguard telephoned a message re-received from Sandwich that a fishing boat was drifting on a lee shore a mile north of Guildford Hotel. Five minutes later, the life-boat *Mary Scott*, on temporary duty at the station, put out in a moderate north-easterly breeze with a rough sea. She found the local motor fishing boat *Mary Ann*, whose crew of four were repairing an engine break-down. Consequently the life-boat was soon able to escort her home, and reached Ramsgate harbour at 9.55.—Rewards, £6 13s.

#### A COLLISION IN THE FOG

**Dungeness, Kent.**—In the early morning of the 26th of May, 1950, in a thick fog, the S.S. *Cabo Espartel*, of Seville, bound for Valentia with a cargo of ammonia, collided with the S.S. *Felspar*, of Glasgow. About 3.49, just before she sank, the *Cabo Espartel* made a S.O.S. signal on her siren. She was then about two and a half miles east of Dungeness, where her crew of thirty-seven were picked up by the S.S. *Fulham*, of London. At 4.10 Lloyd's signal station reported the S.O.S. message to the life-boat authorities, and twenty minutes later the life-boat *Charles Cooper Henderson* was launched. The sea was calm with a light northerly breeze blowing. She came up with the *Fulham* three miles east-by-south of Dungeness, and taking off the Spanish crew, landed them at her station at 6.10. At the same time, she towed in two ships boats. Meanwhile, the pilot vessel *Penleigh*, which had been standing by the *Felspar*, wirelessed for help. The steamer had been badly holed and needed a tug. The life-boat therefore put out again at 6.30, and finding the *Felspar* in tow of a tug five miles to the eastward, helped to steer her. She remained in attendance until the steamer reached Sandwich Bay and then returned to her station, arriving at 5.35 in the evening.—Rewards: 1st service, £21 17s.; 2nd service, Property Salvage Case.

#### ESCORTING YACHTS

**Newhaven, Sussex.**—At five in the afternoon, on the 27th of May, 1950,

the coastguard telephoned a Brighton police report that a yacht was in distress one mile off Saltdean. At 5.12 the life-boat *Cecil and Lilian Philpott* was launched. The sea was rough, with a strong west-south-west breeze blowing. She escorted three yachts to Newhaven harbour, and reached her station again at 6.20 that evening. However, at 6.45 several other yachts could be seen to the westward; so the life-boat again put out at 6.50 and stood by the harbour entrance. Here she escorted in two yachts. A third yacht, the *Moneta*, on rounding the breakwater, had her mainsail ripped to shreds and drifted out of control. The life-boat therefore towed her and her crew of eight to the harbour and arrived back at her station at 7.30.—Rewards: 1st service, £7 16s.; 2nd service, £9 7s.

#### ANCHORS DRAGGING

**Kilmore, Co., Wexford.**—At 6.25 in the evening, on the 27th of May, 1950, the motor fishing boat *Catherine*, of Dunmore East, with a crew of two was seen flying distress signals three miles east-south-east of the piers. At 6.42 the life-boat *Ann Isabella Pyemont* was launched. The sea was rough, with a strong westerly breeze blowing. She found the *Catherine* at anchor with her engine broken down, having dragged her anchors a mile. Two life-boatmen boarded her to help weigh them, and the life-boat then towed her to Kilmore. She reached her station again at 8.5.—Rewards. £11 5s.

#### LOST RUDDER

**Southend-on-Sea, Essex.**—At 9.55 on the night of the 27th of May, 1950, a message came from the Warden Point Look-out that a sailing yacht was in distress two miles off Shoeburyness. At 10.28 the life-boat *Greater London, Civil Service No. 3*, was launched in a very rough sea with a westerly gale blowing. She found the yacht *Pinta*, of Gillingham, a quarter of a mile north of West Shoebury Buoy. She had lost her rudder, shipped a lot of water, and her crew of two were exhausted. After they had been rescued, two life-boatmen were put aboard the *Pinta*, which was then baled out and taken

in tow. They reached Southend at 11.5.—Property Salvage Case.

#### AN INTERRUPTED CRUISE

**Walton and Frinton, Essex.**—At 11.39 on the night of the 27th of May, 1950, the Walton-on-the-Naze coastguard telephoned that the Sunk Lightvessel had reported what it thought to be a flare about two miles south-south-east of the lightvessel. At 12.3 next morning the life-boat *E.M.E.D.* was launched in a moderate sea with a moderate westerly breeze blowing. The light-vessel, reporting that a S.O.S. signal was being made, wirelessly the position as three to three and a half miles to her east. Here the life-boat found the local auxiliary yacht *Mary Ellen*. She was on a cruise to Holland, with a crew of four, but had gone aground, and lost some rigging and her mast. The life-boatmen cleared the mast, towed her in, and reached their station again at ten. The owner thanked the life-boatmen.—Property Salvage Case.

#### LEADING A DANCE

**Great Yarmouth and Gorleston, Norfolk.**—At 12.39 in the afternoon, on the 28th of May, 1950, the Gorleston coastguard telephoned that the Smith's Knoll Lightvessel had reported a yacht burning flares half a mile astern of the lightvessel. At 12.44 the life-boat *Louise Stephens* was launched. The sea was rough with a fresh north-north-west breeze blowing; but the sailing yacht *Tango*, whose sails had blown away, managed to reach the lightvessel. Here she tied up; and her exhausted crew of four were taken aboard. Two life-boatmen then boarded the yacht, and her crew were transferred to the *Louise Stephens*; which, with the yacht in tow, returned to harbour. She arrived at 7.45 that evening.—Rewards, £20 10s.

#### TANKER AGROUND

**St. Ives, Cornwall.**—At 7.40 in the morning on the 31st of May, 1950, the coastguard telephoned that a tanker had been reported aground at Porthmeor beach. At 8.3 the life-boat *Edgar, George, Orlando and Eva Child* was launched, in a slight swell. She found the motor vessel *Sand Runner*,

of Goole, in no immediate danger, but as the tide was ebbing fast, the master asked her to put out again on the flood tide. Accordingly she returned to her station at nine and left again at 2.40 in the afternoon to stand by the *Sand Runner*. She passed a tow rope from her to a fishing vessel, with whose help she managed to refloat the tanker. The life-boat reached her station again at 5.30 that evening. — Rewards, £15 18s. 6d.

#### VIGOROUS EXERCISE

**Kilmore, Co. Wexford.**—At 5.30 in the evening, on the 31st of May, 1950, in calm weather, the life-boat *Ann Isabella Pyemont* was launched for exercise with the honorary secretary, Mr. C. M. Clifford Gibbons, and the district engineer on board. She was about two miles south-west of Kilmore when she saw a small outboard motor boat in difficulties, near the race at the south end of Great Saltee Island. She turned out to be a fourteen-foot flat-bottomed boat, with a crew of two, whose engine had broken down. As she was in a very dangerous position, the life-boat towed her clear, and after assuring the men that she would tow them in later, resumed her exercise. On her way home she took the boat in tow again and reached the harbour at 8.15.—Rewards, £12 12s.

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

**Walmer, Kent.**—May 1st.—Rewards, £16 8s.

**Cloughey, Co. Down.**—May 3rd.—Rewards, £27 2s.

**Dover, Kent.**—May 7th.—Rewards, £17 6s.

**Dungeness, Kent.**—May 7th.—Rewards, £49.

**Hastings, Sussex.**—May 7th.—Rewards, £48 12s.

**Skegness, Lincolnshire.**—May 9th.—Rewards, £17 12s.

**Lerwick, Shetlands.**—May 11th.—Rewards, £5 5s.

**Plymouth, Devon.**—May 12th.—Rewards, £12 5s.

**Ramsgate, Kent.**—May 13th.—Rewards, £6 13s.

**Dungeness, Kent.**—May 13th.—Rewards, £21 2s.

**The Mumbles, Glamorganshire.**—May 14th.—Rewards, £10 10s.

**Lytham St. Annes, Lancashire.**—May 15th.—Rewards, £16 1s.

**Portpatrick, Wigtownshire.**—May 15th.—Rewards, £6 15s.

**Port Erin, Isle of Man.**—May 17th.—Rewards, £14 8s. 6d.

**Islay, Inner Hebrides.**—May 19th.—Rewards, £30 13s. 3d.

**Salcombe, Devon.**—May 22nd.—Rewards, £13 6s.

**Cloughey, Co. Down.**—May 25th.—Rewards, £25 3s.

**Donaghadee, Co. Down.**—May 27th.—Rewards, £21 8s.

**Walmer, Kent.**—May 29th.—Rewards, £19 1s.

**Wells, Norfolk.**—May 30th.—Rewards, £16 4s.

**Dover, Kent.**—May 31st.—Rewards, £11 2s.

### The Duchess of Kent at Penlee

WHEN the Duchess of Kent, President of the Institution, made a tour of Cornwall in May, she visited the life-boat station at Penlee. She was received there by Mr. Barrie Bennetts, M.B.E., the honorary secretary, who holds the Institution's gold badge for long and distinguished service, Coxswain Edwin Madron, who won the silver medal for the service to H.M.S. *Warspite* in 1947, the motor mechanic, John B. Drew, who won the bronze medal for

the same service, and the other members of the crew, were presented to the Duchess. Standing on the slipway, the Duchess then saw the life-boat launched. On her return to London her private secretary wrote to thank Mr. Bennetts and told him how pleased the Duchess had been to meet him and "to have a few words with the very gallant members of the life-boat crew," and how warmly she had appreciated "the very happy visit."

## INCOME AND EXPENDITURE FOR 1949.

1948			Expenditure.			1948		
£	s.	d.				£	s.	d.
			<b>Life-boats :—</b>					
			New Life-boats for the following Stations: On account—					
			Anstruther, Arbroath, Barmouth, Bridlington, Buckie,					
			Clogher Head, Clovelly, Donaghadee, Dover, East-					
			bourne, Hastings, Holyhead, Lytham, Minhead,					
			New Brighton, New Quay (Card.), Newbiggin, New-					
			castle (Co. Down), Porthdinllaen, Portrush, Ramsey,					
			Rhyl, St. Abbs., St. Helier, St. Ives, Scarborough,					
			Seaham, Sennen Cove, Swanage, Teesmouth, and					
148,673	4	1	materials for future building - - - - -			183,742	6	4
360	4	2	Upkeep of Cowes Office and Store - - - - -			289	10	6
47,180	13	3	Alterations and Repairs to Life-boats - - - - -			59,169	4	3
143	7	11	Consulting Naval Architect - - - - -			173	15	10
			Salaries of Superintendent Engineer, Deputy Super-					
			intendent Engineer, Surveyors, Assistant Surveyors					
			of Life-boats and Machinery, Draughtsmen, and					
			Clerical Staff - - - - -			34,005	5	4
32,729	2	1	Travelling Expenses - - - - -			16,391	1	-
14,801	14	7	Pensions under the Pension Scheme - - - - -			880	11	6
1,039	17	11	Contributions to 1938 Pension Scheme - - - - -			2,256	19	6
2,010	4	6						
								296,908 14 3
246,938	8	6	<b>Life-boat Carriages and Tractors :—</b>					
20,782	15	-	New Tractors - - - - -			31,431	18	10
41	-	-	Alterations and Repairs to Life-boat Carriages - - - - -			119	4	11
2,165	17	6	Repairs to Tractors - - - - -			842	11	5
			Salaries of Assistant Surveyor of Carriages, and Tractor					
			Engineers - - - - -			2,439	7	2
2,652	4	6	Travelling Expenses - - - - -			1,680	6	5
1,816	6	5	Contributions to 1938 Pension Scheme - - - - -			168	-	-
181	2	6						
								36,681 8 9
27,639	5	11	<b>Life-boat Houses and Slipways :—</b>					
27,042	18	8	New Construction and Adaptation - - - - -			27,767	16	2
23,516	4	7	Repairs and Maintenance - - - - -			23,094	1	10
198	18	10	Pension under the Pension Scheme - - - - -			6	12	11
								50,868 10 11
50,758	2	1	<b>Life-boat Stores</b>					58,533 7 1
55,761	13	1	<b>Life-boat Depot, including Rates, Insurance, Equip-</b>					
			<b>ment and Repairs - - - - -</b>			8,953	7	10
7,997	16	6	Salaries of Superintendent of Depot, Assistant, and					
			Clerical Staff and Wages of Manual Workers - - - - -			37,672	11	3
38,018	5	8	Pensions under the Pension Schemes - - - - -			473	16	4
541	16	10	Contributions to 1938 Pension Scheme - - - - -			669	18	-
601	5	2						47,769 13 5
47,159	4	2	<b>Payments in Connexion with Life-boat Stations, such</b>					
			<b>as Repainting and other Small Repairs to Life-boats,</b>					
			<b>Life-boat Carriages, and Life-boat Houses, done</b>					
			<b>locally; Conveyance of Boats, Carriages and Stores;</b>					
			<b>Postages, etc. - - - - -</b>			26,609	5	2
23,869	15	6	Insurance under National Insurance Acts and against					
			claims at Common Law - - - - -			2,818	6	2
1,234	3	-	Salaries of Assistant Secretaries, etc., of Stations - - - - -			515	16	1
535	4	8						29,943 7 5
25,639	3	2	<b>Wages, Rewards and Other Payments to Coxswains,</b>					
			<b>Motor Mechanics and Crews :—</b>					
			Cost of Wreck Services, including Rewards to Life-boat					
			Crews and others, Special Rewards and Recognitions,					
			Medals and Vellums - - - - -			11,241	12	4
11,694	9	2	Grants to men injured in the Life-boat service - - - - -			1,085	18	6
1,415	19	4	Fees of Coxswains, Bowmen and Signalmen, Wages of					
			Motor Mechanics, etc. - - - - -			77,672	12	8
72,595	10	8	Payments to Life-boat Crews and Launchers for exercises			8,352	3	6
8,075	18	10	Annuities and Gratuities under the Regulations to Cox-					
			swains, Bowmen, Signalmen, Part Time and Assistant					
			Motor Mechanics - - - - -			5,831	12	5
6,120	10	11	Pensions and Grants to Relatives of deceased life-boat-					
			men and others - - - - -			4,717	1	10
5,069	-	2	Pensions and Gratuities under the Pension Scheme to Ex-					
			permanent Crews of Life-boats - - - - -			1,566	12	10
1,242	10	6						
106,213	19	7						110,467 14 1
560,109	16	6	Carried forward - - - - -					631,172 15 11



1948			Income.					
£	s.	d.				£	s.	d.
			<b>Subscriptions, Donations, etc.:-</b>					
7,672	13	8	General Subscriptions to Headquarters	-	-	7,316	1	8
6,731	1	4	"    "    through Station Branches	-	-	6,890	17	7
21,711	8	-	"    "    through Financial Branches	-	-	19,612	8	11
13,579	2	6	"    Donations to Headquarters	-	-	14,317	10	8
36,681	2	2	"    "    through Station Branches	-	-	38,653	2	1
140,812	18	-	"    "    through Financial Branches	-	-	127,781	6	7
			Contributions from Harbour Authorities towards upkeep					
1,550	-	-	of Life-boat Stations	-	-	2,050	-	-
343	11	10	Contribution Boxes to Headquarters	-	-	228	4	7
12,646	9	3	"    "    through Station Branches	-	-	13,003	17	9
3,474	5	1	"    "    through Financial Branches	-	-	3,400	5	4
						<hr/>		
						233,253 15 2		
<hr/>								
245,202	11	10						
			<b>Life-boat Funds:-</b>					
			Civil Service Life-boat Fund (per C. H. Barrett, Esq.)					
			in respect of the following Life-boat Establishments:-					
			Blyth, Donaghadee, Hartlepool, Margate, Portrush,					
1,846	6	-	St. David's, Southend-on-Sea and Walmer	-	-	5,824	4	7
208	5	-	Bevan Reward Fund (per the Charity Commissioners)	-	-	208	5	-
						<hr/>		
						6,032 9 7		
<hr/>								
2,054	11	-						
			<b>Income from Investments:-</b>					
58,910	18	8	Dividends and Interest on Investments ( <i>less</i>					
			£5,838 4s. 5d. tax)	-	-	60,783	16	1
						<hr/>		
			<i>Less-</i>					
						£ s. d.		
1,010	5	6	Interest on certain Trust Funds trans-					
			ferred to Special Purposes Fund	-	-	1,159	11	3
						<hr/>		
			Interest on certain Endowment Funds					
			transferred to General Subscriptions					
			etc. (in accordance with the direc-					
			tions of the respective donors)					
628	2	10			688	2	3	
						<hr/>		
						1,847 13 6		
<hr/>								
1,638	8	4						
						<hr/>		
57,272	10	4				58,936 2 7		
9,489	17	11	Income Tax recovered on Dividends	-	-	7,840	17	-
						<hr/>		
						66,776 19 7		
<hr/>								
66,762	8	3						
						<hr/>		
			Carried forward			306,063 4 4		
<hr/>								
314,019	11	1						

1948			Expenditure.											
£	s.	d.							£	s.	d.	£	s.	d.
560,109	16	6	Brought forward - - - - -									631,172	15	1
			<b>Life-boat Inspectors:—</b>											
12,929	15	11	Salaries of Chief Inspector, Deputy Chief Inspector, Inspectors of Life-boats and Clerical Staff - - - - -						13,616	13	5			
3,531	2	10	Travelling Expenses - - - - -						3,632	18	1			
486	4	1	Pensions under the Pension Scheme - - - - -						421	8	8			
802	14	6	Contributions to 1938 Pension Scheme - - - - -						830	-	6			
												18,501	-	1
17,749	17	4	<b>Rates and Repairs of Mechanics' Cottages, etc. - - - - -</b>									1,679	12	-
2,691	1	6												
			<b>Administration:—</b>											
8,385	7	5	One half of Salaries of Secretary, Deputy Secretary, Assistant Secretary, Accountant and Clerical Staff - - - - -						8,995	15	10			
			Rent, Depreciation, Rates, Lighting, Heating, Insurance, etc., of the House of the Institution - - - - -						2,482	13	4			
3,196	5	5	Insurance under National Insurance Acts and against claims at Common Law - - - - -						2,951	11	7			
2,707	6	8	Commissionaires - - - - -						997	7	8			
861	3	-	Telephones, Postages and Parcels - - - - -						1,710	6	2			
1,736	12	4	Pensions under the Pension Scheme - - - - -						1,767	17	2			
1,507	1	10	Travelling and other Expenses of Chairman and Committee of Management - - - - -						1,189	1	1			
1,130	8	8	Contributions to 1938 Pension Scheme - - - - -						1,105	10	10			
937	13	1										12,204	7	10
12,076	11	-										6,102	3	11
6,038	5	6	Less estimated amount chargeable to raising of funds and publicity - - - - -									6,102	3	11
6,038	5	6												
3,520	4	6	Stationery, Office Expenses, Printing, Books, Circulars, Forms, etc. - - - - -						7,100	2	11			
393	15	-	Auditors' Fee - - - - -						393	15	-			
979	1	4	Law Expenses - - - - -						769	1	2			
203	-	-	Repairs and Improvements to the House of the Institution - - - - -						3,456	19	11			
												26,817	18	9
19,519	13	9	<b>Grants in Connexion with Certain General Legacies - - - - -</b>									117	2	-
362	8	9												
			<b>Expenses Connected with Raising of Funds and Publicity:—</b>											
10,212	17	8	One half of Salaries of Secretary, Deputy Secretary, Assistant Secretary, Accountant and Clerical Staff (as above), and Salaries of Publicity Secretary and Clerk - - - - -						10,812	19	9			
14,696	-	7	Salaries of District Organizing Secretaries and Clerical Staff - - - - -						15,865	4	4			
2,748	12	-	Travelling expenses of District Organizing Secretaries - - - - -						2,872	11	8			
171	5	3	Annual General Meeting - - - - -						200	11	3			
12,254	2	3	Advertising and Appeals - - - - -						12,820	11	1			
16,689	16	1	Stationery, Printing, Books, Circulars, Forms, Badges, Collecting Boxes, Postages - - - - -						16,327	11	8			
1,414	18	6	Printing and Binding the Annual Report and Life-boat Journal - - - - -						2,706	15	1			
4,915	2	4	Salaries and Commissions of Assistant Secretaries, etc. of Branches - - - - -						4,713	3	3			
1,163	11	-	Contributions to 1938 Pension Scheme - - - - -						1,186	12	8			
6,038	5	6	Estimated proportion of Administration Expenses as above - - - - -						6,102	3	11			
												73,608	4	8
70,304	11	2										751,896	14	-
670,737	9	-												
			<b>Deduct:—</b>											
			Expenditure on new Life-boats included in this account borne by:—											
52,514	16	7	Gifts and Legacies for special purposes - - - - -						52,615	5	9			
96,158	7	6	Reserve for Replacement of Life-boats - - - - -						131,127	-	7			
												183,742	6	4
148,673	4	1												
22,375	18	6	Other expenditure included in this account borne by Special Gifts and Legacies - - - - -						21,616	5	6			
171,049	2	7										205,358	11	10
499,688	6	5										546,538	2	2

1948			Income								
£	s.	d.				£	s.	d.	£	s.	d.
4,019	11	1	Brought forward	-	-	-	-	-	306,063	4	4
<b>Sundry Receipts:—</b>											
1,882	13	5	Sale of old Stores	-	-	-	-	-	1,842	17	4
1,157	5	3	Rentals of Freehold and Leasehold Premises	-	-	-	-	-	1,249	5	6
-	-	-	Supervision Fees re Construction of Life-boats for Belgian Government	-	-	-	-	-	1,645	-	-
									4,737	2	10
2,539	18	8									
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6,559	9	9	Total Ordinary Income	-	-	-	-	-	310,800	7	2
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5,029	1	7	Legacies for General Purposes	-	-	-	-	-	218,307	15	3
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1,588	11	4	Total Income for General Purposes	-	-	-	-	-	529,108	2	5
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Gifts and Legacies for Special purposes transferred to Funds:—											
General Endowment:—											
567	7	-	Legacies	-	-	-	-	-	3,079	10	3
0,100	-	-	Special Gift	-	-	-	-	-	50	-	-
									3,129	10	3
0,667	7	-									
Special Purposes and Maintenance:—											
1,396	1	10	Legacies	-	-	-	-	-	38,819	9	1
5,472	14	2	Special Gifts	-	-	-	-	-	6,580	17	7
									45,400	6	8
6,868	16	-									
<hr/>											
9,124	14	4	Total Income	-	-	-	-	-	577,637	19	4
<hr/>											
1,588	11	4	<i>Deduct:—</i>								
0,000	-	-	Amount transferred to Reserve for Replacement of Life-boats	-	-	-	-	-	100,000	-	-
									429,108	2	5
1,588	11	4									
<hr/>											
8,099	15	1	Transfer from General Purposes Fund to cover excess of expenditure, not borne by special funds, over income for general purposes	-	-	-	-	-	117,429	19	9
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9,688	6	5									
									546,538	2	2

NOTE.—This account includes the receipts and disbursements of the Headquarters of the Institution for the year to 31st December, 1949, and of the Branches for the year to 30th September, 1949.

## The Worthing Boat-house

THE Worthing station was closed in 1930 when a motor life-boat was stationed at Shoreham Harbour. It had then been open seventy-eight years, and its boats had rescued fifty-eight lives. The boat-house, however, remained, and in it the life-boat *Richard Coleman*, a gift from Birmingham. It was open to the public. Now,

after twenty years as an exhibition station, the boat-house has been closed and the boat withdrawn. She was shown at a life-boat and life-saving exhibition at the National Maritime Museum\* in May and June, and then went to Southend-on-Sea as an exhibition boat.

\* An account of this exhibition will be given in the next number of *The Life-boat*.

## Coxswain W. S. Dass, of Longhope

COXSWAIN WILLIAM STEWART DASS, of Longhope, in the Orkneys, died in January of this year. He had retired in 1946, at the age of sixty-eight, after serving for three years as second coxswain and then over twelve years as coxswain.

In February, 1936, he won the Institution's bronze medal, and a silver medal from the French government, for the rescue by night of the crew of forty-one men of the French trawler, *Neptunia*, which was lying on the rocks in a heavy sea.

## Awards to Coxswains and Life-boatmen

TO PATRICK SLINEY, on his retirement, after serving for 28½ years as coxswain and 11 years as second coxswain of the Ballycotton life-boat, a coxswain's certificate of service and an annuity.

TO MICHAEL DONOGHUE, on his retirement, after serving for 18½ years as coxswain and 11½ years as bowman of the Baltimore life-boat, a coxswain's certificate of service and an annuity.

TO JOSEPH I. WOODHOUSE, on his retirement, after serving for 14½ years as coxswain of the Caister life-boat, a coxswain's certificate of service and an annuity.

TO WILLIAM R. LEECE, on his retirement, after serving for 9½ years as coxswain and 1½ years as second coxswain of the Douglas

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

TO JAMES T. LETHBRIDGE, on his retirement, after serving for 23 years as second coxswain, 1½ years as bowman and 6 years as a member of the crew of the St. Mary's life-boat, a life-boatman's certificate of service and an annuity.

TO the late EDWIN J. JORDAN, who for 23 years was motor mechanic of the Margate life-boat, a life-boatman's certificate of service and a gratuity to his widow.

TO THOMAS SLINEY, on his retirement, after serving for 19 years as motor mechanic, 12 years as second coxswain and 7 years as a member of the crew of the Ballycotton life-boat, a life-boatman's certificate of service and a retirement allowance.

## 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 Autumn number, 1950.