

THE LIFE-BOAT

The Journal of the Royal National Life-boat Institution

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THE LIFE-BOAT FLEET

153 Motor Life-boats

1 Harbour Pulling Life-boat

LIVES RESCUED

from the foundation of the Life-boat Service in

1824 to October 31st, 1950 - - - - 77,074

The Danger of Rubber Dinghies

EVERY year life-boats are called out to rescue people from rubber dinghies which have got out of control and drifted dangerously out to sea. Before the war the number was not large; but since the war it has increased and is going on increasing, as the popularity of these dinghies as a seaside toy spreads. Many of the dinghies were formerly R.A.F. equipment, used legitimately by airmen baling out over the sea: now they are adopted by holiday makers on the coast as pleasure paddle-boats, usually while bathing. They take up to six people, although they are often operated *solo*; and children form a fair proportion of their crews.

The sole purpose of the Life-boat Service is to save life at sea: it does not concern itself with the fitness or otherwise of those who put to sea, to navigate the craft they go in.

However, there is no doubt that its task would be eased if more care were taken by those using rubber dinghies. The normal hazards of the sea and its travellers are great enough: when there are added to them these constant

cases of people in danger through lack of a proper regard for their own elementary safety, some publication of them is perhaps necessary.

The particular danger in rubber dinghies is that so many children use them; and if they get carried out—or indeed paddle out deliberately—some way from the shore, are usually not strong enough to curb an ebbing tide, or battle against strong currents and a wind-stirred sea. The rubber dinghy is obviously a very agreeable seaside pleasure-craft, but it should be plied only in the shallows, especially if there is an off-shore wind or when the tide is running out; and if children or any young people are in charge of one, it would be more expedient to attach a line to the dinghy from the shore. The rubber dinghy—except for airmen—is not a deep water fish, and is best left to play among the in-shore shrimps.

Here is a list of the services performed this year, between April and September, by life-boats to rubber dinghies. Of the eighteen lives saved, five were children and three women.

Date		Station	Craft	Service
April	9th	St. Abbs	Rubber Dinghy	Rescued 1
May	13th	Holyhead	Rubber Dinghy	Rescued 3
June	6th	New Brighton No. 1	Rubber Dinghy	Rescued 8

Date		Station	Craft	Service
June	11th	Appledore	Rubber Dinghy	Rescued 2
"	12th	Appledore	Rubber Dinghy	Rescued 2
"	28th	Rhyl	Rubber Dinghy	Saved Dinghy
"	28th	Skegness	Rubber Dinghy	Saved Dinghy and rescued 6
July	17th	Skegness	Rubber Dinghy and tyre	Rescued 2
"	18th	Dungeness	Rubber float	Rescued 8
Aug.	9th	Rhyl	Rubber Dinghy	Rescued 2 from sandbank

Total number of Launches	..	..	10
" " Lives Rescued	..	..	18
Children	..	..	{ 4 boys 1 girl
			—
Women	..	..	5
Men	..	..	3
			10
			—
			18

There were also two shore-boat rescues of rubber dinghies.

Date		Place	Craft	Service
June	28th	Rhyl	Rubber Dinghy	Rescued 6
August	11th	Scarborough	Girl on rubber tyre	Rescued 1

This account is of the most outstanding rescue from a rubber dinghy during this summer.

A Dramatic Rescue at Rhyl

ON the afternoon of the 9th of August last, a father and his two small sons took out their six-seater rubber dinghy at Rhyl, in North Wales. John Mullins and his wife were on holiday there with David, aged ten, and his six-year-old brother John; and this was one of their favourite pastimes.

This day there was a south-westerly breeze, and as it freshened, the sea grew rough. The dinghy drifted away from the beach. When it was about seventy yards out, Mr. Mullins jumped into the sea and, carrying the lifeline, struck out for shore. But in the heavy sea he was soon in difficulties, and only with the help of Mrs. Mullins, watching from the sands, did he reach land. She dropped her baby and dashed into the water to drag him out. Meanwhile, the lifeline had been lost and the dinghy, with its two small occupants, drifted farther out to sea.

At 4.35 a call from the Prestatyn

Police through the Rhyl coastguard brought out the life-boat. The two children had been seen off Point of Ayr lighthouse. The life-boat, *Antony Robert Marshall*, in charge of the second coxswain, searched the area without avail; and then, calculating the direction the dinghy may have drifted in the prevailing wind, made off for West Hoyle Bank.

Suddenly, at 6.10 in the evening, they saw two black dots above the sea's surface. They were the heads of the two small boys, who had abandoned their dinghy, and were on the submerged sandbank. The life-boat set off towards them with all speed; but when still 200 yards away grounded in shoal water. The second mechanic and the bowman thereupon volunteered to wade to the children. With a lifeline they moved through the corrugated banks, crossed by deep gulleys, until they reached David and

John. They were only just in time. The sea was already up to David's chin, and he was holding up his small brother, who was out of his depth. He could hardly have held on more than a couple of minutes longer.

The life-boatmen took the two little boys on board, and by eight o'clock they were back in Rhyll, where a

doctor sent them both to hospital. But they had had a narrow escape. Only the elder boy's presence of mind and his almost unbelievable courage and nerve saved them both from drowning.

This rescue, which was so nearly tragedy, serves as an example of the perils of putting to sea in a rubber dinghy.

Two Ex-Coxswains Drowned

On the 25th of May a fishing coble, the *Ricia*, from Cloughey, Co. Down, went out lobster-fishing. She had three men on board, Andrew Young, his brother, John Young, and John's son, Andrew Young, junior. They were expected back before dark, but they did not return. The life-boat coxswain, George Young, a nephew of Andrew and John, who was also out fishing, had seen the *Ricia* coming across towards the North Rock in the afternoon, and when he came home himself, just after seven, he thought that she was already home. When he heard at nine o'clock that she had not returned, he went out again. He found nothing, came back, and arranged with the honorary secretary of the life-boat station to take out the life-boat. An easterly wind was blowing and the sea was rough.

The life-boat was launched just before 11.30 and searched for the rest of the night, but it was not until about four next morning, when day was breaking, that her crew saw something on the water. They pulled it up and with it came the sail of the *Ricia*. Still pulling they drew the boat towards the surface. Mast and sail came away and the boat sank again, but they had been able to see that there were no bodies on board her.

By this time some fishing boats had come up, and with their help the life-boatmen raised the *Ricia* again and towed her to Portavogie harbour. It was not until just before seven next morning that the life-boat returned to her station. Next day and the day after the bodies of the two Andrews were found.

Andrew Young was in his eightieth year. His brother John was 75; and

John's son was twenty-five. Both Andrew and John had spent many years in the Cloughey life-boat crew. John was coxswain from 1919 until 1927, when he gave it up on going to sea. Andrew, who had then been second coxswain for nearly four years, succeeded him and served as coxswain until 1935, when he retired at the age of 64. He in his turn was succeeded by another Young, Robert, who served until August, 1949, when the present coxswain, George Young, took his place.

In 1924 Andrew Young, while a member of the crew, won the Institution's bronze medal for gallantry. John was then coxswain, and another brother, Robert, was second coxswain. On the night of the 11th of January the life-boat was called out to the help of a sailing ship that had sunk among the rocks. John was away from the station, Robert was dying. Andrew took command. A strong gale was blowing, with heavy seas and showers of sleet and hail. Handling the life-boat most skilfully, he rescued the crew of the ship, clinging exhausted to the rigging. He brought the life-boat back to Cloughey at nine next morning to find that Robert had died two hours after the life-boat had been launched.

Andrew received his medal from the Prince of Wales at the centenary meeting of the Institution held in the Mansion House with the Lord Mayor of London presiding.

It adds the final touch to his gallantry that this man who had been an officer of the life-boat for over twelve years, who died while fishing at nearly eighty, had been lame from birth, and for many years had used a wheeled chair.

The Birthplace of Life-boats

THIS year South Shields, where the first life-boat was built in 1789, celebrated its centenary as a county borough. As part of the celebrations the Mayor and Mayoress, and members of the Council, went out in the Tyne-mouth life-boat *Tynesider*.

While they were at sea the Mayor spoke through the life-boat's radio telephone (by special arrangement with the Cullercoats Radio Station) to the Lord Mayor of Newcastle. He said:

"As the chief citizen of one of the younger members of the community of boroughs which make Tyneside, I would like to send a message of greeting to you, Sir, as the chief citizen of the City of Newcastle-upon-Tyne.

"I am speaking from the *Tynesider*—three miles off the harbour entrance—the *Tynesider* being, as you are well aware, our life-boat in the full implication of the term, in that she represents the whole Port of Tyne.

"I have been invited to sea on this occasion, together with my Council, as part of the celebrations of the centenary of South Shields as a county borough, particularly, as we, in the down-river area, were the first in the world to develop a life-saving service

for mariners. In this work we were supported originally by the whole area, and we have lived to see Tyneside ideas in this respect, adopted by the whole world."

The Lord Mayor Newcastle replied:

"Thank you, Mr. Mayor, for your kind greeting on this historic occasion. As you say, the river Tyne was the birthplace of the Life-boat Service, and the fact that I am able to speak to you by radio-telephone from my room at the Town Hall to the *Tynesider* out at sea is evidence of the tremendous progress made in the service, keeping pace with scientific development.

"May I take this opportunity, as Lord Mayor, of congratulating your town on the centenary of its incorporation as a county borough, of the celebration of which our conversation is a part."

The Mayor of South Shields also sent messages to the *Shields Gazette* and the Newcastle-on-Tyne *Evening Chronicle*, which they published, on the part which South Shields had played in the Life-boat Service. He concluded: "I send my warmest greetings to this noble and humane Institution, together with my admiration of its magnificent work. May it long continue!"

A Yachtsman's Gratitude

THE following letter comes from a Cornish yachtsman.

"On the 16th of this month, I received assistance from the Cloughie life-boat, which had been sent out to stand by me by the coastguard.

"It was a great comfort to have them near by on such a night and I was very grateful to have a tow into Ardglass.

"I cannot speak too highly of their efficiency and of their kindness to me.

"It is nice to know that there are still men like these who are willing to serve voluntarily in such a risky and uncomfortable job.

"Please accept this small cheque as a token of my gratitude. I am sorry it is not more.

"If you would send me a banker's order form, I will subscribe as long as I am able to do so."

A Day's Leave Collecting

A NAVAL seaman was on leave in Staines for a day. It happened to be the flag-

day for the Life-boat Service. He spent it collecting and got over six pounds.

Swedish Journey

THIS is the story of a cruise among the islands of the West Coast of Sweden in August, 1950, by the ex Royal National life-boat *Henry Frederick Swan*, and her crew of Sea Scouts.

Henry Frederick Swan, which is a 40 foot self-righting boat built in 1917 and originally stationed at Tynemouth, was presented by the Royal National Life-boat Institution to the 3rd Tyne Sea Scouts. She has a small galley built against the fore end box, her sail area has been increased by about 100 square feet without altering the rig, and she is provided with a sleeping tent to fit over the well, but otherwise there is little change in her original appearance. Her engine, which ran well all the trip, is the original Tyler engine, and her displacement during the trip, with crew of nine and nineteen kits as well as tents for shore camping aboard, was about 14½ tons.

The first idea of the cruise came in 1949 when a week's stormy weather on the inhospitable North-East Coast ruined the attempts at a cruise to Scotland, but the whole scheme was only made possible by the enthusiastic help of the Swedish Lloyd Line, who not only offered to carry the boat to Sweden and back, free of charge, but also took the greatest interest in the cruise itself. The Gothenburg Sea Scouts made all contacts and helped to plan and run the trip, while they had a great send-off from the Tynemouth Life-boat Station.

So many of the senior troop wished to go that it was decided to take three watches of five in addition to the coxswain, navigator and engineer, and to arrange for one watch to run *Henry Frederick Swan* each day and for the others to travel by steamer, bus or on foot. Thus everybody would get a fair share of boatwork, and at the same time would have a good chance of seeing the Swedish countryside.

Eventually nineteen people formed the party. The group scoutmaster had two assistant scoutmasters with him, aged twenty years, and the others ranged from fifteen to eighteen.

They set off from Newcastle, and crossed the North Sea in just over two days.

During the cruise they visited Gothenburg, Langedrag, Ockerö, and Sälö Fjord, passing the Halles Islands; and by Lango Island to the Albkektssunds Kanal. Thence they went to Marstrand, and past Berlin Island and Gullholmen to Lysekil and Smögen, and—through the Malö canal—to Kungsviken. After lingering in Havstens Fjord, they called at Stillingen, Spärreviken, Ljungskile, and once more at Marstrand. Finally, via Ockerö, Branno and Langedrag, they returned to Gothenburg. So back to England. The whole cruise took just over a fortnight.

They had an interesting and exciting, though sometimes strenuous trip, punctuated by bathing expeditions, and visits to different Swedish towns they called at en route.

A great deal of complicated and skilful navigation was needed. Just north of Berlin Island they gave too wide a berth to a rock with a prominent top mark, and in doing so hit another just below the surface. By that time they were doing about 7 knots under sail and power. There was a crash, the bow rose into the air, and they passed right over the rock and back into the water, undamaged. It was a narrow escape. No boat—their chronicler said—but an R.N.L.I. boat, could have stood it.

It is gratifying to know that an old life-boat like the *Henry Frederick Swan* is able to do such a prolonged and difficult trip, and to give practice in seamanship to a number of Britain's youth.

"A Sacred Duty"

H.R.H. The Princess Marie Louise, presiding at a meeting in London, said: "I dislike the word charity, as

it sounds so patronising. It is both a privilege and a sacred duty to support the Life-boat Service."

Life-boat Christmas Card



The picture above is for the Life-boat Christmas card, 1950. It is a famous rescue of seventy years ago. The Ramsgate life-boat is going out to the help of the barque *Indian Chief*, wrecked on the Long Sand on January 5th, 1881.

The card will be of eight pages with the Institution's crest embossed on the outside. Inside, besides the picture, are Christmas greetings.

The price, with envelope, is one shilling, and name and address can be printed in, if not fewer than a dozen cards are ordered, at an added cost of 13s. 6d for the first two dozen and 9d.

for each additional dozen or part of a dozen.

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

There will also be a hanging calendar with a picture in colours of the Sennen Cove life-boat coming into Newlyn harbour, but owing to the high purchase tax which would have to be paid on all calendars printed, if any were sold, these will not be for sale.

Mr. John Bayes, M.B.E.

MR. JOHN WILLIAM BAYES, who has been honorary secretary of the Flamborough life-boat station for thirty years, was made a Member of the

Order of the British Empire in the Birthday Honours List, in recognition of his distinguished life-boat services.

They Have Now Been Warned

Two men have been fined £2 each at Tobermory for firing a rocket "for fun" over the Island of Tirce, in the Inner Hebrides, on the night of the

3rd of January. The rocket was taken for a distress signal and the Barra Island life-boat was out searching for five and a half hours.

Poster Stamps of the Life-boat Service

On page 100 there is reproduced a set of nine poster stamps, which represents in brief pictorial form the history of the Life-boat Service of Great Britain. These stamps are not for use on letters through the post, but as a commemorative record of a great national and voluntary service.

Each stamp is printed in eight different colours — red, green, blue, brown, grey, purple, magenta and leaf. Each costs threepence, with the exception of the Founder Stamp, which is sixpence; and a set may be had in all eight colours or in any one colour.

The descriptive matter beneath the stamps, with other information on the Life-boat Service, is printed in a small album (also costing 3d.) containing a separate space for each stamp. This

album has a cover in life-boat blue, and is made of durable card.

The stamps may be bought singly, or in sets. A full set, with the album, is 3/- post free.

Poster stamps are a means of preserving an informative record of an important institution or topic, in an attractive and picturesque form. This set of Life-boat Poster stamps will, it is hoped, prove an effective method of making known the work of Great Britain's Life-boat Service, and at the same time an acceptable kind of present, as well as a valuable addition to the archives of collectors.

The poster stamps may be had from the Secretary, Royal National Life-boat Institution 42, Grosvenor Gardens, London, W.2., or through local branches of the Institution.

Vellum for Cloughey

In the last number of *The Life-boat* a full account was given of the rescue by the Cloughey life-boat of the seven men of the South Rock Lightvessel which was adrift in a gale. The Insti-

tution made money awards amounting to £126 15s. 6d to the coxswain and crew. It has also awarded its thanks inscribed on vellum to Coxswain George Young.

Spring Cleaning Time

THE Institution has just received a pound from one of its regular contributors, a post-master, who describes how he made it.

"This is collected by me. I keep

a small news agency. There are no returns allowed, so any newspapers left over I sell at spring-cleaning time in return for a contribution to the life-boat fund."

Gold for the Life-boat Service

THE Institution has received an anonymous parcel containing twenty-nine gold sovereigns and twenty-four half-

sovereigns, packed in cotton wool, many of them with Queen Victoria's head.

Services of the Life-boats in June, July and August, 1950

66 Lives Rescued

DURING June life-boats went out on service 47 times and rescued 12 lives.

MOTOR CRUISER TOWED

Moelfre, Anglesey.—At 8.45 in the evening, on the 1st of June, 1950, distress signals were seen about three miles south-east of Moelfre Island. At nine the life-boat *G.W.* was launched. The sea was smooth, with a northerly breeze blowing. She found the motor cruiser *Sora*, of Llandudno, with the owner on board, and her engine had broken down; and towed her to the shore. She then returned to her station, arriving at 10.40 that night. The owner made a donation to the funds of the Institution.—Rewards, £7 5s.

ON THE BRAKE SANDS

Ramsgate, Kent.—At 6.45 in the evening, on the 4th of June, 1950, the coastguard telephoned that the North Goodwin Lightvessel had reported a motor cruiser apparently aground near Goodwin Knoll buoy. At 6.55 the life-boat *Mary Scott*, on temporary duty at the station, was launched in calm weather. She found the motor cruiser *Lady Leila* broken down, but not aground. A yacht took her in tow. On her way back to her station, the life-boat came up with the auxiliary yacht, *Dawk Eeang*, of London, which was on the Brake Sands with seven people aboard. The *Mary Scott* put two of its crew aboard her, took off three men and three women and landed them, and reached her station again at 8.50. Meanwhile, the yacht was heeling badly, and so at 9.23, the life-boat again put out and two more life-boatmen boarded the yacht. The life-boat then returned to her station for more rope and food. When she got back she connected up to the *Dawk Eeang* and anchored, holding her firm during the rising tide. Finally she refloated her and moored her in the harbour at 12.40 next morning.—

Rewards, 1st Service, £8 3s.; 2nd Service, Property Salvage Case. Rewards, 9s.

PROPELLER FOULED

Montrose, Angus.—About 5.20 in the evening, on the 5th of June, 1950, the Usan coastguard telephoned that the local motor fishing vessel *Mizpah* was overdue. At 5.35 the life-boat *The Good Hope* was launched, in charge of the second coxswain, in a choppy sea with a light south-easterly breeze blowing. She found the *Mizpah*, with a crew of three, about eight miles south-east of Scurdyness lighthouse, with a fouled propeller. The life-boat towed her in and reached her station again at 8.5.—Rewards, £13 10s.

LONG HOURS OF SEARCHING

Great Yarmouth and Gorleston, and Caister, Norfolk; and Lowestoft, and Aldeburgh, Suffolk.—About 6.30 in the evening, on the 7th of June, 1950, an American Superfortress aeroplane crashed eight miles north-north-east of Smith's Knoll lightvessel. Eight men baled out of her. The trawler *Warren* picked up two survivors and one body eighteen miles north-north-east of the lightvessel and at 8.47 wirelessly this news to North Foreland radio station. At 9.10 she informed the radio station about the men who had baled out. At 9.30 this report reached the Great Yarmouth and Gorleston life-boat authorities, through the coastguard. Accordingly, at 9.46 the life-boat *Louise Stephens* was launched in a slight sea with a light south-westerly breeze blowing. She searched with other vessels for nearly eighteen hours, but found nothing. Fuel and food ran low.

So she made for her station; but when she reached harbour about 9.50 the next night, the Gorleston coastguard reported that a raft had been seen nine miles north-east by north of Caister. She put to sea again at once. The

Great Yarmouth coastguard had telephoned the Caister life-boat authorities at 9.40 and at 9.47 the life-boat *Jose Neville* was launched. But neither life-boat found anything and they returned to their stations. Great Yarmouth and Gorleston arrived at 2.30 in the morning of the 9th and Caister at 6.20.

Then an American aeroplane reported a raft thirty-eight miles east of Aldeburgh, and at 1.15 that afternoon the Aldeburgh coastguard telephoned the Aldeburgh life-boat authorities. At 1.27 the No. 2 life-boat *Lucy Lavers* was launched and searched the area extensively. About five the Southwold police, through the coastguard, reported a parachute in the sea to the Lowestoft life-boat authorities. They gave its position as one and a half miles from Southwold. Five minutes later the life-boat *Michael Stephens* left her moorings; but found nothing and reached Lowestoft again at 9.30 that night.

The Aldeburgh life-boat found no trace of the raft, and returned to her station at 1.30 the next morning, the 10th. However, at 12.48 that afternoon the Aldeburgh coastguard reported that a raft had been seen fourteen miles off Orfordness; and at 12.50 the *Lucy Lavers* was launched again. But a searching aeroplane reported that there was no one on the raft; so the life-boat returned to her station, arriving at 2.40.—Rewards, Great Yarmouth and Gorleston, £67 18s. 6d.; Caister, £23 15s. 6d.; Lowestoft, £13 2s.; Aldeburgh, 1st service, £42 5s. 6d., 2nd service, £27 15s. 6d.

NON-SWIMMERS

Appledore, Devon.—At 3.20 in the afternoon on the 11th of June, 1950, the Westward Ho! coastguard telephoned that a raft, with two men aboard who could not swim, was adrift and being carried out to sea. Twenty minutes later the life-boat *Violet Armstrong* was launched in a smooth sea, but with a moderately strong south-south-east wind blowing. The life-boat overtook the raft when she was three miles west of Northam Burrows coastguard look-out, rescued the two men, and arrived back at her station at half past four.—Rewards, £7 8s.

RUBBER DINGHY COLLAPSES

Appledore, Devon.—Just before noon on the 12th of June, 1950, the Northam Burrows coastguard reported a rubber dinghy drifting to sea with two men aboard. At 12.5 the life-boat *Violet Armstrong* was launched in a slight sea with an easterly breeze and proceeded into Bideford Bay. About two miles west of Westward Ho! she found the men struggling in the sea. The dinghy had collapsed. The men were picked up and given attention in the life-boat, which reached her station again at 1.20. The men made a gift to the Institution.—Rewards, £8 4s.

SEAPLANE ESCORTED

Padstow, Cornwall.—At 3.32 in the afternoon of the 17th of June, 1950, the coastguard telephoned that a naval Sea Otter seaplane had made a forced landing in Porthcothan Bay, and was attempting to taxi to Padstow. At 4.15 the No. 1 life-boat *Princess Mary* was launched in a slight sea, with a moderate west-north-west breeze blowing. She escorted the seaplane to moorings in Hawkers Cove, and reached her station again at 5.10.—Rewards, £3 15s.

NEEDING HOSPITAL TREATMENT

Cromer, Norfolk.—At 9.15 on the night of the 17th of June, 1950, the coastguard reported that the motor vessel *Glamis*, of Dundee, four miles to the northward, had wirelessly for a doctor. At 9.32, with the honorary secretary, Major E. Peter Hansell and a doctor on board the No. 2 life-boat *Harriot Dixon* was launched in a slight swell with a light westerly breeze blowing. She came up with the vessel one mile north of Cromer. The doctor boarded her and found a sick man needing hospital treatment. The life-boat therefore landed the patient, and reached her station again at 10.40.—Rewards, £14 15s.

THE REAL MACCOY?

Falmouth, Cornwall.—At 5.45 in the evening of the 21st of June, 1950, the Porthscatho coastguard telephoned that the local motor pleasure boat *MacCoy* needed help. A quarter of an hour later the life-boat *John and Mary*

Meiklam of Gladswood, on temporary duty at the station, was launched. The sea was rough with a strong north-westerly breeze blowing. She found the *MacCoy*, with thirteen people on board, off Porthscatho, having lost her rudder off Gull Rock. The life-boat towed her to Falmouth, reaching her station again at 8.30.—Property Salvage Case.

A FATAL EXPLOSION

Plymouth, Devon.—On the afternoon of the 24th of June, 1950, an explosion, believed to have been caused by an oil stove, set fire to the yacht *Edford*, of Dartmouth, off Blackstone Point. A man and his wife were on board. The woman disappeared overboard, and her husband, badly burned, manned the yacht's dinghy and reached the shore. Here, two auxiliary coast-guardmen took it over and put to sea again. Two hundred yards out, they found the woman; and one of them jumped in the sea and supported her. At 4.49 the Yealm coastguard had telephoned the life-boat station of the explosion, and at 5.10 the life-boat *Robert and Marcella Beck* was launched with Mr. A. S. Hicks, the honorary secretary, on board. The sea was moderate with a south-westerly breeze blowing. She found the two coastguards exhausted and took them and the woman on board, where the life-boatmen applied artificial respiration on the woman. Then the lifeboat wirelessed for a doctor and ambulance, and landed all three people at Plymouth about eight o'clock. The woman, however, was found to be dead when she reached hospital.—Rewards, £6 13s.

MERCURE WITHOUT WINGS

Margate, Kent.—At 3.5 in the afternoon, on the 26th of June, 1950, the coastguard telephoned that a motor yacht, which appeared to have broken down, was drifting four miles north-east by east of the pier. At 3.13 the life-boat *The Lord Southborough, Civil Service No. 1*, was launched, in a rough sea with a fresh west-south-west breeze blowing. She found the motor yacht *Mercure*, of Burnham-on-Crouch, with a crew of four, making very slowly for Ramsgate. Her skipper said that both

her engines had broken down, and only one had been got going again. The life-boat escorted the yacht to Ramsgate, and arrived back at her station at 5.30 that evening.—Rewards, £19 9s. 6d.

THREE PEOPLE RESCUED

Dun Laoghaire, Co. Dublin.—At 11.43 on the morning of the 28th of June, 1950, the harbour master called the mechanic ashore from the life-boat *Dunleary II*, and told him that a sailing boat had capsized. Seven minutes later the life-boat put out in a light southerly wind with a smooth sea. She found the sailing boat *Delphus*, of Dun Laoghaire, capsized one mile east of the East Pier, with three people clinging to the bottom. The life-boat picked them up and landed them and then returned to the *Delphus*. She found her in tow of a motor boat, and therefore returned to her moorings, arriving at 12.20 in the afternoon.—Rewards, £6 10s.

ANOTHER RUBBER DINGHY IN TROUBLE

Rhyl, Flintshire.—At 4.7 in the afternoon, on the 28th of June, 1950, the coastguard telephoned a report received from a holiday camp at Towyn that three men and boys in a rubber dinghy needed help off the camp. At 4.30 the life-boat *Joseph Braithwaite*, on temporary duty at the station, was launched in heavy surf with a moderate south-westerly gale blowing. She found the dinghy empty opposite the life-boat house, and picked it up. Then she searched, unsuccessfully, for the men and boys. They were eventually reported to have swum ashore, so the life-boat was recalled to her station. She arrived at 5.50 that evening.—Rewards, £10 10s.

YET ANOTHER

Skegness, Lincolnshire.—At 5.8 in the evening, on the 28th of June, 1950, the coastguard telephoned that a rubber dinghy was in distress off North Shore. At 5.34 the life-boat *Anne Allen* was launched in a choppy sea with a strong south-westerly breeze blowing. She found three women, a young girl and two men in the dinghy, one and a half

miles north-east of the pier. Rescuing them, she took their dinghy in tow and reached her station again at 6.30. The rescued made a gift to the funds of the Institution.—Rewards, £10 15s.

HELP BY SEARCHLIGHT

Skegness, Lincolnshire.—At 9.58 in the night, on the 29th of June, 1950, the coastguard telephoned a report that a sailing boat was drifting out to sea two miles in an easterly direction from Chapel Point coastguard station, but that no distress signals had been seen. At 10.30 the life-boat *Anne Allen* was launched in a smooth sea, with a light westerly breeze blowing. She found the boat, with a crew of two, off Ingoldmells Point. Her outboard engine had broken down, but was now working again. The life-boat escorted her to Skegness and, using her searchlight, helped her to beach. The crew of the boat thanked the life-boatmen and made a gift to the funds of the Institution.—Rewards, £11 13s.

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

Dover, Kent.—June 1st.—Rewards, £5 10s.

Girvan, Ayrshire.—June 4th.—Rewards, £7 1s. 6d.

New Brighton, Cheshire.—June 6th.—Rewards, £12 15s.

Humber, Yorkshire.—June 11th.—Paid Permanent Crew.

Skegness, Lincolnshire.—June 11th.—Rewards, £13 0s. 6d.

Eastbourne, Sussex.—June 11th.—Rewards, £22 8s.

St. Ives, Cornwall.—June 11th.—Rewards, £16 17s. 6d.

Cromer, Norfolk.—June 12th.—Rewards, £24 15s.

Lytham-St.-Annes, Lancashire.—June 12th.—Rewards, £16 4s.

Filey, Yorkshire.—June 14th.—Rewards, £12 19s.

Campbeltown, Argyllshire.—June 14th.—Rewards, £6 15s. 6d.

Helvick Head, Co. Waterford.—June 15th.—Rewards, £5 15s.

Fenit, Co. Kerry.—June 17th.—Rewards, £14 14s.

Workington, Cumberland.—June 17th.—Rewards, £9 3s.

Clacton-on-Sea, Essex.—June 18th.—Rewards, £10 6s.

Hastings, Sussex.—June 22nd.—Rewards, £30 19s.

Porthdinllaen, Caernarvonshire.—June 24th.—Rewards, £17 6s.

Dungeness, Kent.—June 24th.—Rewards, £23 16s.

Newbiggin, Northumberland.—June 24th.—Rewards, £13 9s.

Blyth, Northumberland.—June 24th.—Rewards, £6 1s.

Southend-on-Sea, Essex.—June 25th.—Rewards, £9 6s.

Newhaven, Sussex.—June 28th.—Rewards, £6.

Walmer, Kent.—June 29th.—Rewards, £20 12s. 6d.

Dover, Kent.—June 29th.—Rewards, £7 17s.

Holyhead, Anglesey.—June 29th.—Rewards, £9 6s.

Margate, Kent.—June 29th.—Rewards, £23 12s.

Eastbourne, Sussex.—June 30th.—Rewards, £35 5s.

JULY

During July, life-boats went out on service 68 times and rescued 20 lives.

MISSING BATHER

St. Ives, Cornwall.—At 4.35 in the afternoon, on the 2nd of July, 1950, the Hayle police reported a man outside the breakers off Gwithian beach, a bather, missing. At 4.58 the life-boat *Edgar, George, Orlando and Eva Child* was launched, accompanied by ambulance men. She made for the position in a smooth sea with a light easterly breeze blowing, and found a youth in about four feet of water. With the help of another boat, they got him into the life-boat, where the ambulance men applied artificial respiration, but unsuccessfully. The life-boat landed the body at her station at 6.7 that evening.—Rewards, £11 9s.

PILOT BOAT BROKEN DOWN

Margate, Kent.—At 12.50 in the afternoon, on the 3rd of July, 1950, the coastguard telephoned that the local pilot boat *Walker II* had broken down and was drifting on to the Nayland Rocks. Two motor boats had gone to

her help, but could not get near her. At 12.55, therefore, the life-boat *The Lord Southborough, Civil Service No. 1*, was launched. The sea was rough with a strong south-easterly breeze blowing. She found the pilot boat anchored in a dangerous position outside Margate Harbour, and passed a towline to her. Her crew of two then slipped the anchor and the life-boat towed her in, reaching harbour at 1.30.—Property Salvage Case.

FISHING BOAT DISABLED

Holyhead, Anglesey.—At 12.35 in the afternoon, on the 4th of July, 1950, the coastguard reported that red rockets were being fired by a fishing vessel off Rhoscolyn. A light easterly breeze was blowing and the sea was smooth. At 12.46 the life-boat *A.E.D.* left her moorings. She found the fishing boat *Forward*, of Holyhead, one and a half miles west of Rhoscolyn Head, disabled by an engine breakdown and drifting. The life-boat took her in tow and brought her to Holyhead by ten minutes past four.—Rewards, £6 18s.

COBLE BROKEN DOWN

Flamborough, Yorkshire.—At 1.30 in the afternoon of the 5th of July, 1950, the fishing coble *Pioneer*, with a crew of three, was reported missing. Later on she was seen by the coxswain about three miles north of the life-boat station, apparently broken down. At 2.15 the life-boat *Howard D.* was launched in a ground swell with a fresh easterly breeze blowing. She towed the coble to the North Landing and reached her station again at 3.5.—Rewards, £14 7s. 6d.

MAN WITH INJURED FOOT

Humber, Yorkshire.—At 4.45 in the morning, on the 6th of July, 1950, the Spurn Point coastguard telephoned a report from the Bull lightvessel that she had an injured man needing help. At 5.5 the life-boat *City of Bradford II* was launched in a smooth sea with a light north-north-west breeze blowing. She found the man, who had hurt his foot badly, aboard the motor fishing vessel *Kutter*, of Denmark, lying alongside the lightvessel, and took him to

Grimsby. Later on she put the Danish skipper aboard his vessel, and arrived back at her station at 9.40.—Paid Permanent Crew.

TOWING YACHTS

Ilfracombe, Devon.—At one in the early morning of the 7th of July, 1950, the coastguard transmitted a radio message received from the steamer *Rocquaine*. She was off Lundy in company with the motor yacht *Ebb Tide*, disabled by an engine breakdown while on passage from Milford Haven for Ilfracombe. The *Rocquaine* was going to tow the yacht towards Ilfracombe and wanted the life-boat to meet them. At 1.20 the motor life-boat *Richard Silver Oliver* was launched in calm weather, and coming up with the vessels about six miles north-west of Bull Point, took over the tow. Against the ebbing tide progress was slow, but the yacht, with her crew of five, was brought into Ilfracombe Harbour at 4.50.—Rewards, £18 4s. 6d.

Caister, Norfolk.—At two in the afternoon, on the 8th of July, 1950, the life-boat *Jose Neville* was launched for exercise. On her way back to her station, about an hour later, she saw a yacht in difficulties off the north end of Caister Patch. It was the motor yacht *Starshine*, disabled by an engine breakdown. The sea was very choppy, with a moderate southerly breeze blowing. The sole man on board the yacht asked to be towed to Great Yarmouth. The life-boat took him in tow, but at 3.20 received a wireless message that a canoe had capsized off Britannia pier and that a man was in the sea. She therefore left the *Starshine* and made for the canocist. He, however, had got ashore. The life-boat accordingly returned to the yacht and towed her to harbour, returning to her station by 5.20 that evening. The yachtsman made a gift to the funds of the Institution.—Rewards, £14 8s.

Dover, Kent.—At 8.35 in the evening, on the 9th of July, 1950, the Sandgate coastguard telephoned that a sailing ship seemed to be in difficulties east of Dover. At 8.50 the life-boat *Southern Africa* left her moorings. The sea was

smooth with a fresh south-south-west breeze blowing. She found the sailing yacht *Heartsease*, of London, with a youth on board, two and a half miles east-south-east of South Foreland light. He was bound for Littlehampton from London. The life-boat towed him to Dover harbour and reached her station again at 10.55 that night. The youth's mother thanked the life-boatmen.—Rewards, £7 17s.

NO SWAN

Filey, Yorkshire.—At 8.40 on the evening of the 10th of July, 1950, a report was received that the sailing dinghy *Cygnnet* was in a dangerous position, with two people on board waving for help. Sixteen minutes later the life-boat *The Cuttle* was launched in a slight sea with a light west-south-westerly wind blowing. She came up with the dinghy off Filey Brig, and took on board the boat and her crew. She reached her station again at ten o'clock.—Rewards, £12 2s.

IN DANGER OF GROUNDING

Ramsgate, Kent.—Between noon and one in the afternoon of the 11th of July, 1950, the coastguard reported a sailing yacht apparently in danger of going aground. She was originally on a northerly course, but later headed south. He thought she needed help. At 1.25 the life-boat *Prudential* left her moorings, in a rough sea, with a strong west-north-west breeze blowing. She found the sailing yacht *Maggie May*, of Erith, with a man and a woman on board, on the East Goodwin Sands, and in danger of grounding with the ebbing tide. The life-boat put a man on board with a tow line, and towing the *Maggie May* clear, took her to Dover. She reached her station again at 7.30 that evening. The rescued people thanked the life-boatmen.—Rewards, £9 10s. 6d.

ROWING BOAT TOWED

Fishguard, Pembrokeshire.—On the morning of the 15th of July, 1950, two men from Cwmyreglwys were out in a rowing boat attending to their lobster pots. At ten o'clock the coastguard reported them well overdue, and later said they were on the rocks near Dinas Head. At 11.10 the life-boat

White Star was launched in a moderate sea with a strong southerly breeze and heavy rain. She picked up the two men and towed the rowing boat to Cwmyreglwys, returning to her station at ten minutes past one in the afternoon.—Rewards, £8 2s.

CAPSIZED YACHT

Margate, Kent.—At 5.26 on the afternoon of the 15th of July, 1950, the coastguard telephoned that the Westgate Safety Boatman had reported a small sailing yacht capsized about half a mile off shore at Birchington. A man was swimming in the sea. At 5.36 the life-boat *The Lord Southborough, Civil Service No. 1* was launched in a light south-westerly wind and a smooth sea. Half an hour later she found the yacht, but no man. A small boat then came out from the shore and told the life-boat that the owner had got ashore and no one was missing. The *Lord Southborough* towed the upturned boat to Westgate Bay, and returned to her station by seven o'clock.—Rewards, £8 16s.

TRANSFERRING A CREW

Penlee, Cornwall.—About 1.15 in the afternoon, on the 15th of July, 1950, the Penzance coastguard telephoned that the trawler *Barnet* was drifting ashore about a mile east of Penzance lighthouse. She was engaged in the refloating operations of the *Warspite*, which had been ashore at Prussia Cove since April, 1947. At two o'clock the life-boat *M.O.Y.E.*, on temporary duty at the station, was launched in a strong south-westerly breeze with a moderately rough sea. She found no body on board the *Barnet*, as everyone had already been taken off by the tug *Freebooter*; but at her captain's request she picked up the five men belonging to the *Barnet*, and landed them at Newlyn at 3.40. The *M.O.Y.E.* was returned to her station on the 17th of July.—Rewards, £14 6s.

ACCIDENT IN THE ENGINE-ROOM

Peel, Isle of Man.—At 10.25 on the morning of the 16th of July, 1950, the coastguard reported a signal from the R.F.A. *Wave Baron*, an oil tanker of London. There had been an accident

in the engine-room and a doctor and ambulance were needed. The ship was about three miles north-west of Stack Point. At eleven o'clock the life-boat *Helen Sutton* was launched in a southerly breeze. As the sea was rough, the doctor decided not to lower the injured second engineer into the life-boat but tow him ashore in the ship's boat. This was done, and an ambulance was waiting at Peel Breakwater. The life-boat then towed the boat back to the *Wave Baron* and returned to her station by 2.15 in the afternoon. The Commanding Officer sent a letter expressing thanks.—Rewards, £18 8s.

MORNING MIST: EVENING, FOUND

Clacton-on-Sea, Essex.—About four in the afternoon of the 16th of July, 1950, the coastguard telephoned that a yacht was in difficulties half a mile west of Whitaker Beacon. At 4.15 the life-boat *Edward Z. Dresden* was launched in a strong south-westerly breeze with a very rough sea. She found the auxiliary cutter *Myrtle*, of Falmouth, bound for Burnham with a crew of three. She had been in difficulties but had since recovered enough to go on her way. The life-boat therefore escorted her to the entrance to Burnham river, before returning to her station at 7.15. When she got back the coastguard told her of another yacht one mile to the east-north-east of the pier. So out she went again. She came up with the sloop *Morning Mist* with a crew of four, one and a half miles off shore at Holland Gap, and needing help because of the heavy weather. The life-boat towed her to Brightlingsea, and stayed there for the night.—Rewards: 1st service, £9 13s. 9d.; 2nd service, Property Salvage Case.

DOROTHY DISTRESSED

Aldeburgh, Suffolk.—At 7.32 on the morning of the 16th of July, 1950, the coastguard passed on a message from a steamer that the yacht *Dorothy*, of Colchester, was in need of help, two miles east of the South-west Bawdsey buoy. At 7.53 the No. 2 life-boat *Lucy Lavers* was launched in a fresh south-south-westerly breeze with a rough sea. She found the yacht and her crew of three, three miles south of Mid-Bawdsey buoy. Her engine had

broken down and her mast had been carried away. The life-boat towed her to Harwich and returned to her station, arriving at four o'clock in the afternoon:—Rewards £36 9s. 6d.

RACING TROUBLE

Bridlington, Yorkshire.—At 12.45 in the afternoon, on Sunday the 16th of July, 1950, the honorary secretary telephoned the coastguard about several yachts racing in the bay. As the weather was bad and the probability of some of them getting into difficulties, it was decided to send out the life-boat. At 1.25, therefore, the *Tillie Morrison, Sheffield*, was launched in a moderate southerly gale with a heavy swell. She stood by the yachts and then escorted them into harbour, reaching her station again at 3.15. The Royal Yorkshire Yacht Club expressed their thanks, and made a gift to the funds of the Institution.—Rewards, £11 19s.

RESCUES FROM RUBBER DINGHIES

Skegness, Lincolnshire.—At 1.40 in the afternoon, on the 17th of July, 1950, the Skegness police reported two rubber dinghies adrift off Huttoft. At two o'clock the life-boat *Anne Allen* was launched in a strong south-south-west breeze and smooth sea. At 3.20 she picked up a boy in a rubber dinghy two miles off shore. He said that his father and brother were adrift on an inflated motor tyre. Half an hour later the life-boat found the father on the tyre, exhausted. Then news was received by wireless that the other boy was safe ashore. The life-boat therefore made for Chapel, and landed the rescued, returning to Skegness by 5.15. The sister of the rescued man sent a letter of thanks and made a donation.—Rewards, £13 11s.

FISHING BOAT TOWED

Tynemouth, Northumberland.—At 4.25 on the afternoon of the 17th of July, 1950, Lloyds Hailing Station, North Shields, reported that a steamer had informed Cullercoats Radio that a small fishing vessel one mile east of Tyne North Pier, was showing distress signals. Two minutes later the coastguard confirmed this. At 4.47 the

life-boat *Tynesider* was launched in a light westerly breeze with a slight swell. The steam drifter *Animate* had the fishing vessel *Irene*, of South Shields, in tow, but cast off when the life-boat arrived. The life-boat picked up the *Irene's* crew of two and towed their boat to South Shields. She then returned to her station, arriving at two minutes past six. — Rewards, £7 16s.

RESCUE OF BIRD WATCHERS

Kilmore, Wexford.—At 12.30 on the afternoon of Monday the 17th of July, 1950, signal flares were observed on the Great Saltee Island. A bird watcher with his wife and two children aged eight and two were known to be on the island together with another man. They would have returned on the previous Saturday, but the weather had been too bad. At twenty past one the life-boat *Ann Isabella Pyemont* was launched in a moderate west-south-westerly gale with a rough sea. The honorary secretary, Mr. C. M. Clifford Gibbons, went with the crew, and a small boat was taken in tow. Reaching the island, the life-boat anchored. Two of her crew rowed the small boat ashore, taking a line with them, so that they could be hauled back through the surf. They took the marooned people off safely and landed them. The life-boat reached her station at five past three. The party expressed their thanks, and made a gift.—Rewards, £14 3s. 6d.

SICK MAN LANDED

Selsey, Sussex.—At 10.55 on the night of the 17th of July, 1950, the coast-guard received a message from the Superintendent, Trinity House, Cowes, that the master of the Owers light-vessel was ill with suspected appendicitis. At 11.25 the life-boat *Canadian Pacific* was launched in a moderate sea and southerly breeze, with a doctor aboard. He examined the master and decided to bring him ashore. An ambulance was waiting and he was taken to the West Sussex Hospital. The life-boat returned to her moorings at half-past two in the morning.—Rewards, £13 4s. 6d. Repaid to the Institution by the Trinity House.

SAILING BOAT TOWED

Falmouth, Cornwall.—At 9.45 on the night of the 18th of July, 1950, the police reported that a small boat, with three men aboard, needed help in Falmouth Bay. At ten o'clock the life-boat *John and Mary Meiklam of Gladswood*, on temporary duty at the station, was launched in a smooth sea with a light northerly wind; but found that help was not required. However, on the way back to her station she picked up a small sailing boat with a man and two children aboard, which needed towing in. Taking the three people aboard, the life-boat returned to her station with the boat in tow. She arrived at one o'clock in the morning. —Rewards, £7 1s. 6d.

PICKING UP SOME YOUTHS

Ramsgate, Kent.—At 1.39 in the afternoon, on the 18th of July, 1950, the coastguard telephoned that an Anson aeroplane had come down in the sea twenty miles distant in a north-easterly direction from Ramsgate. At 1.51 the life-boat *Prudential* left her moorings in a south-westerly breeze with a rough sea. The Margate life-boat was launched too. But later on it was learnt that all the people from the aeroplane had been picked up by a steamer; so the life-boats changed course for their stations. When the Ramsgate life-boat was off the North Foreland she noticed two youths in a paddle canoe, being driven in a north-easterly direction. She therefore took the youths and their canoe aboard, and reached Ramsgate at five o'clock.—Rewards, £11 1s.

FISHING BOAT TOWED

Dungeness, Kent.—At half past five in the evening, on the 18th of July, 1950, the life-boat *Charles Cooper Henderson* put to sea in a strong south-westerly wind with a choppy sea. She was going to help a fishing vessel, which the coxswain had seen flying a distress signal. Coming up with her about one and a half miles north-east of the station the life-boat found she was the *Golden Spray*, of Faversham, with a crew of three. Her engine had broken down. At the request of her skipper the life-boat towed her ashore, arriving

back at her station at six o'clock.—Rewards, £20 10s.

DINGHY TOWED

Porthdinllaen, Caernarvonshire.—At 11.47 in the morning, on the 18th of July, 1950, the coastguard reported that a sailing dinghy had capsized one and a quarter miles off Nevin Point. Thirteen minutes later the life-boat *Charles Henry Ashley* was launched in a fresh west-south-westerly breeze with a smooth sea. When she arrived, she found that the motor boat *Lotus* had already picked up the crew of two men and was landing them. The life-boat therefore took the dinghy—the *Sark*—in tow and returned to her station, arriving at 1.35. A letter was received from Lloyd's Agent at Porthdinllaen commending the life-boat crew on their prompt turn-out.—Rewards, £6 14s.

LISTING HEAVILY

Thurso, Caithness-shire.—At 8.15 on the morning of the 21st of July, 1950, the Wick coastguard reported that the S.S. *Basilisk*, of Swansea, a ship of 7,000 tons laden with grain from Canada, was in need of help. She was listing heavily. Seventeen minutes later the life-boat *H.C.J.* was launched in a light south-south-westerly breeze and smooth sea, but thick fog. She found the *Basilisk* three miles off Dunnet Head, and escorted her to Serabster, where she was beached in the harbour. At the master's request the life-boat stood by the steamer until noon the following day, returning to her station at one o'clock.—Property Salvage Case.

YACHT DISMASTED

Yarmouth, Isle of Wight.—At 10.45 on the night of the 21st of July, 1950, the Ventnor coastguard passed on a message from the steamer *Stability* that the yacht *Corinne*, of Glasgow, was disabled and in need of help. Half an hour later the life-boat *Langham*, on temporary service at the station, was launched in a moderate westerly wind and smooth sea. She came up with the yacht at 5.30 next morning about eight miles south-east from St. Catherine's Point. Pending the arrival of the life-boat, a vessel had been standing

by her as she was dismayed with wires foul of the propeller. At the request of the *Corinne's* owner, the life-boat took the yacht in tow and brought her, and her crew of four, into Yarmouth harbour at ten o'clock.—Rewards, £20 1s. 6d.

SICK MAN LANDED

Barrow, Lancashire.—At 8.45 on the evening of the 23rd of July, 1950, the Port Medical Officer advised the life-boat coxswain that the cargo vessel S.S. *Sea Minstrel*, of Dover, was expected off the port at one o'clock the following morning. She had a very sick man on board and the doctor thought it unwise for him to be left aboard until the vessel could dock at six o'clock. At 11.45 the life-boat *N.T.* was launched in a moderate west-north-westerly breeze with a smooth sea running. She came up with the *Sea Minstrel* two miles west of Lightning Knoll Buoy. As the doctor had decided that the man should be transferred to hospital, he was taken aboard the life-boat and landed at 2.30.—Rewards, £10 1s.

JUMPING FOR IT

New Brighton, Cheshire.—At 4.15 on the afternoon of the 23rd of July, 1950, the Wallasey Police reported that two people on a yacht at the foot of the sea wall were calling for help. At 4.45 the No. 2 life-boat *Edmund and Mary Robinson* put out in a north-westerly breeze with a moderate sea and found the yacht *Jupiter*, of West Kirby, near Harrison Drive. As the life-boat approached, she warned the two people aboard the yacht, by loud-hailer, to be prepared to jump. Then she went alongside and they dragged them aboard. The life-boat reached her station again at 5.30, and the yacht was brought in later by a motor boat. The owner made a donation to the funds of the Institution.—Rewards, £5 15s.

YACHTS IN DISTRESS

Walton and Frinton, Essex.—At 11.47 on the morning of the 23rd of July, 1950, while racing was in progress, the coastguard transmitted a message received from the Cork lightvessel. A



By courtesy of]

[J. Smailes & Son, Rhyl

RESCUED FROM A RUBBER DINGHY

(See page 78)



A TRACTOR LAUNCH AT SKEGNESS

Photograph by Frank Mifsud reproduced by courtesy of "The Skegness News" and of W'rates, Pier, Skegness



By courtesy of]

[National Maritime Museum, Greenwich

LIFE-BOAT AND LIFE-SAVING EXHIBITION

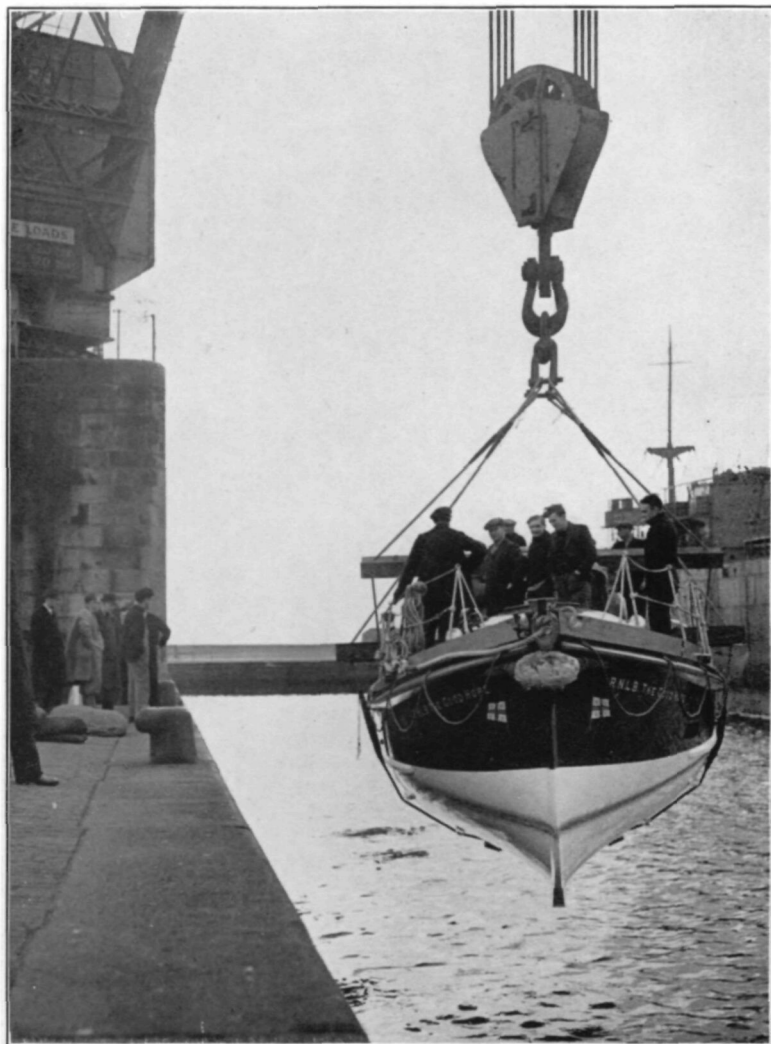
The old Worthing life-boat at the National Maritime Museum, Greenwich



VISITORS AT THE EXHIBITION

The Mayor and Mayoress of Greenwich, Lady Kinahan, Vice-Admiral Sir Harold Kinahan, Mr. L. C. H. Cave, a member of the Institution's Committee of Management, and Mr. Frank Carr, director of the Museum

(See page 109)



By courtesy of]

[Edinburgh Evening News

THE MONTROSE LIFE-BOAT: THE GOOD HOPE

On her way to Edinburgh for a week's exhibition, in April 1950

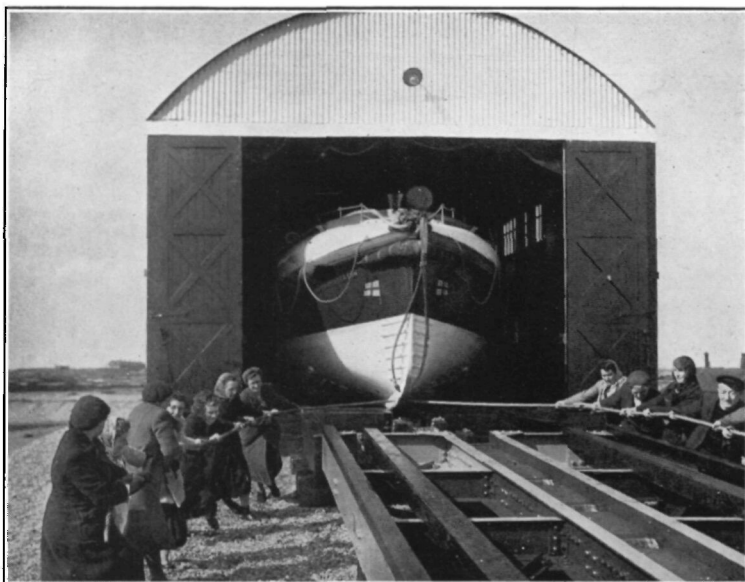


By courtesy of]

[Austen Hargreaves, A.I.B.P., Ramsgate, Kent

LONG JOHN SILVER AT RAMSGATE

He is with the Mayor and Coxswain Douglas Kirkaldie on Life-boat Day, and has just been rescued by the life-boat



By courtesy of]

[Central Office of Information

WOMEN LAUNCHERS AT DUNGENESS



By courtesy of]

[Southern News Service and Evening Argus

THE HASTINGS MOTOR MECHANIC HAS A DAY OFF

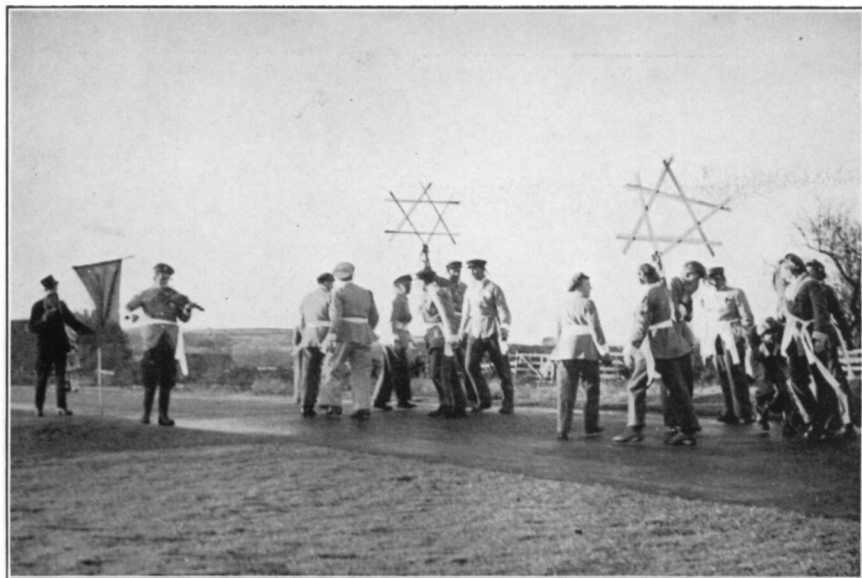


By courtesy of]

[Isle of Man Examiner

ANNUAL LIFE-BOAT RELIGIOUS SERVICE

Held in the grounds of Peel Castle, Isle of Man



By courtesy of]

[John Tindale, Whitby

DANCING FOR THE LIFE-BOATS

Goathland Plough Stotts in a Yorkshire village on Plough Monday. They are celebrating the 25th anniversary of their revival



By courtesy of]

[East Essex Gazette

RESCUED AND RESCUER

The baby seal was stranded on the beach at Frinton and was adopted by Coxswain W. J. Oxley, of the Walton and Frinton life-boat



GRACE DARLING. An early Life-boat heroine. In 1838, she and her father rescued nine people stranded on a rock, survivors from the wrecked ship *Forfarshire*, of Dundee. They won Silver Medals. (From the painting by Thomas Musgrove Joy)

SIR WILLIAM HILLARY, Bt. The founder of the Life-boat Service. Born 1771, died 1847. Realising the need of a regular Service for the saving of life from shipwreck round Britain's coasts, he founded, in 1824, the Royal National Life-Boat Institution. Besides establishing several life-boats on the coast, he took part personally in many rescues, helping to save 350 lives, and being awarded the Gold Medal of the Institution. In 1836 he was made a Chevalier of St. John of Jerusalem.

A FAMOUS COXSWAIN. Coxswain Henry Blogg, G.C., B.E.M., of Cromer. A life-boatman for 53 years, his record is unparalleled. He won the Gold Medal three times, the Silver Medal four times, and helped to save 873 lives. (From the painting by Thomas Dugdale, R.A.)



GREATHEAD'S ORIGINAL. First regular life-boat stationed on our coasts. Built in 1789 by Henry Greathead, of South Shields. She had continuous service for 40 years, and took part in countless rescues, saving numerous lives.



A NINETEENTH-CENTURY PULLING LIFE-BOAT. Stationed at Padstow. This life-boat is typical of those used until about the middle of the Nineteenth Century. Self-righting, she was propelled by oars. (From a painting by W. L. Wylie, R.A.)



A LIFE-BOAT UNDER SAIL. A pulling and sailing life-boat (about 1850 onwards). Equipped with sails for swifter approach to wrecks; oars were used when close in. Typical of latter half of Nineteenth Century. Many in use until recent times.



A STEAM LIFE-BOAT. The *Duke of Northumberland*, the first life-boat to be equipped with steam. Built in 1889, she was stationed at Harwich, New Brighton and Holyhead. Altogether six steam life-boats were built.



AN EARLY MOTOR LIFE-BOAT. The *Sir Fitz-Roy Clayton*. Built 1912, by Thames Ironworks Co., she was stationed at Newhaven until 1933. A motor self-righter, 38 ft. by 9 ft. 9 in., she performed 72 service launches, and rescued 107 lives.



THE FIRST DECK CABIN LIFE-BOAT. The most up-to-date type of life-boat. Built in 1948, and stationed at St. Helier, Jersey. She is 46 ft. 9 in. long, with two 40 h.p. Diesel engines (speed 8½ knots), wireless, a loud-hailer and a searchlight.

POSTER STAMPS OF THE LIFE-BOAT SERVICE

(See page 83)

yacht two to three miles to the north-east, was in need of help. At noon the life-boat *E.M.E.D.* put out in a rough sea with a moderate south-westerly breeze blowing. She found the yacht *Vivetta* moving under her own sail, and escorted her to the Harwich Harbour entrance. She then went to the aid of a naval cutter of H.M.S. *Ganges*, in difficulties to the north-east of Bawdsey buoy; taking her in tow, she brought her into Harwich Harbour. Casting off the cutter, the life-boat spoke another yacht, which had been partly dismasted, but when the yacht declined help the *E.M.E.D.* made for Walton, arriving at 7.50. A signal thanking the life-boatmen was received from H.M.S. *Ganges*.—Rewards, £19.

A DIVERSION

Aldeburgh, Suffolk.—About 11.50 on the morning of the 23rd of July, 1950, the coastguard passed on a message from Woolwich asking for help for a naval cutter four miles to the north-east of the Shipwash lightvessel. At five minutes past twelve the No. 2 life-boat *Lucy Lavers* was launched in a westerly breeze with a choppy sea; but as there had been news meanwhile of an open boat in distress firing a red rocket, the Aldeburgh life-boat was diverted to it, while the Walton and Frinton life-boat dealt with the naval cutter. Three miles south-west-by-west of Orfordness, the Aldeburgh life-boat found the yacht *Skugga*, of Bawdsey, with two men aboard. She took her in tow for Bawdsey Haven. While they were under way, another yacht was reported flying a signal six miles south-east of Orfordness Light. However, she did not need help, so the life-boat continued on her way home and arrived at 6.15.—Rewards, £33 11s. 6d.

AN INJURED BOY

Ramsey, Isle of Man.—At 8.35, on the evening of the 24th of July, 1950, the police reported that a boy had fallen over the 400 feet cliffs at Maughold Head. He was so seriously injured that he could not be carried up the cliff. The life-boat *Thomas Corbett* was therefore launched at 8.45 in a smooth sea and a light south-westerly breeze, with a doctor and

nurse on board and a small boat in tow. She landed the doctor and nurse on a rocky beach. When they had examined the boy, he was taken off, and the life-boat returned, arriving at 10.25. The motor fishing boat *Pearl* also went to the scene of the accident.—Rewards, £13 12s.

REFUGE ON A LIGHTVESSEL

Ramsgate, Kent.—At 7.25 on the evening of the 30th of July, 1950, the coastguard reported a message from the East Goodwin Lightvessel. Two exhausted canoeists were aboard, and they wanted the life-boat to land them. Accordingly sixteen minutes later the *Prudential* life-boat left her moorings in a slight sea with a light south-south-westerly breeze blowing. She found two men and their canoe on the lightvessel. They had sought refuge there while trying to get from Dover to France. The life-boat landed both men and canoe at 11.7.—Rewards, £11 1s.

THE INCOMPLEAT ANGLER

New Quay, Cardiganshire.—At 6.50 in the evening, on the 31st of July, 1950, the Aberayron police telephoned that a motor boat from Aberayron was flying distress signals six miles north-east of New Quay. At 7.10 the life-boat *St. Albans* was launched. There was a rough sea, and a strong breeze blowing from the south-south-west. She came up with the motor boat *Kittiwake* off Llannon with a schoolmaster on board. He had been fishing, but his engine had broken down. The life-boat rescued him, towed in his boat and reached her station again at 9.30 that night.—Rewards, £11 19s.

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

Girvan, Ayrshire.—July 2nd.—Rewards, £7 1s. 6d.

Weymouth, Dorset.—July 3rd.—Rewards, £5 13s.

Rosslare Harbour, Co. Wexford.—July 6th.—Partly paid permanent crew.—Rewards, £2 15s.

Clovelly, Devon.—July 8th.—Rewards, £24 3s.

Skegness, Lincolnshire.—July 8th.—Rewards, £14.

Weymouth, Dorset.—July 9th.—Rewards, £6 13s.

Torbay, Devon.—July 9th.—Rewards, £2 13s.

Minehead, Somerset.—July 9th.—Rewards, £9 6s.

Workington, Cumberland.—July 9th.—Rewards, £9 3s.

New Brighton, Cheshire.—July 11th.—Rewards, £5 15s.

Coverack, Cornwall.—July 12th.—Rewards, £8 17s. 6d.

Fowey, Cornwall.—July 15th.—Rewards, £5 5s.

Newcastle, Co. Down.—July, 15th.—Rewards, £25 11s. 6d.

Thurso, Caithness-shire.—July 15th.—Rewards, £14 3s.

Tenby, Pembrokeshire.—July 16th.—Rewards, £24 13s.

Poole, Dorset.—July 16th.—Rewards, £8 5s.

St. Abbs, Berwickshire.—July 16th.—Rewards, £7 6s.

Bembridge, Isle of Wight.—July 17th.—Rewards, £8 1s. 6d.

Thurso, Caithness-shire.—July 18th.—Rewards, £9 19s. 6d.

Margate, Kent.—July 18th.—Rewards, £12 7s.

Dungeness, Kent.—July 18th.—Rewards, £21 17s.

Donaghadee, Co. Down.—July 21st.—Rewards, £7 5s.

Peel, Isle of Man.—July 22nd.—Rewards, £25 4s.

Cadgwith, Cornwall.—July 23rd.—Rewards, £19.

St. Peter Port, Guernsey.—July 23rd.—Rewards, £7 5s.

Montrose, Angus.—July 23rd.—Rewards, £13 19s. 6d.

Pwllheli, Caernarvonshire.—July 23rd.—Rewards, £10 10s.

Penlee, Cornwall.—July 26th.—Rewards, £8 9s.

Portrush, Co. Antrim.—July 27th.—Rewards, £10 17s. 6d.

Dover, Kent.—July 27th.—Rewards, £6 18s.

Howth, Co. Dublin.—July 30th.—Rewards, £6.

Courtmacsherry Harbour, Co. Cork.—July 30th.—Rewards, £7 10s.

Stornoway, Outer Hebrides.—July 31st.—Rewards, £6 13s.

AUGUST

During August, life-boats went out on service 80 times and rescued 34 lives.

OCEAN STAR DOES NOT SHINE

Valentia, and Fenit, Co. Kerry.—At 4.30 in the morning, on the 1st of August, 1950, the Valentia life-boat authorities received a telephone message from the Dingle Civic Guard. The local motor fishing vessel *Ocean Star*, with a crew of two, was overdue and the other fishing boats could not find her. At 4.56 the life-boat *B.A.S.P.* left her moorings and searched widely in a very rough sea, with a fresh west-south-west gale blowing. She spoke two trawlers, but they had not seen the *Ocean Star*. Accordingly, at 8.20, the Valentia life-boat authorities telephoned the Fenit life-boat station for help, and at 9.15 the life-boat *City of Bradford I*, on temporary duty at the station, was launched to search Brandon Bay and as far as the Blaskets. But it was the *B.A.S.P.* after all who found the *Ocean Star*: at 10.30, in Dingle Bay. She had had an engine breakdown, but it was now repaired and she was making for Dingle. The *B.A.S.P.* escorted her to Dingle lighthouse and reached her station again at 12.45 that afternoon. The *City of Bradford I* arrived at Fenit at six in the evening.—Rewards, Valentia, £14 6s.; Fenit, £12 1s.

A LUCKY AMULET

Salcombe, Devon.—At 8.45 in the evening on the 3rd of August, 1950, a report from Dartmouth announced a small yacht in difficulties six miles south-south-west of Prawle Point. There was an injured man aboard. Fifteen minutes later the life-boat *Milburn*, on temporary duty at the station, was launched in a smooth sea with a moderate south-westerly breeze. She found the yacht *Amulet*, of Falmouth, with a crew of five "Conway" cadets. She had engine trouble. The life-boat took the yacht in tow and arranged by radio for a doctor and an ambulance to be ready on her arrival at Salcombe, which they reached at 12.15. The owner made a donation

to the funds of the Institution.—Rewards, £8 19s.

LANDING THE INJURED

St. Peter Port, Guernsey: and Torbay, Devon.—At 5.40 in the evening of the 4th of August, 1950, it was reported to the St. Peter Port life-boat authorities that the S.S. *Charlotte Schröder*, of Hamburg, had had a boiler explosion, severely burning several people. She was thirty-three miles north-west of Guernsey. At 6.8 the life-boat *Queen Victoria*, accompanied by Captain F. Nicolle, the honorary secretary, left her moorings in a slight swell with a light westerly breeze blowing. Meanwhile the s.s. *Delfland*, of Amsterdam, had taken off three men; and about eight o'clock a speed-boat, which had put out from Guernsey, with a doctor, ambulance men and the life-boat coxswain, arrived alongside the *Delfland*. Eventually the life-boat went alongside too, and the injured men were taken aboard. She then returned to Guernsey with them and two doctors, the ambulance men, and a man from the speed-boat; reaching her station again at 12.15 the next morning. The Torbay life-boat *George Shee*, which had been at Dartmouth for a life-boat flag day on the 4th, was informed of the explosion by the Brixham coastguard eight minutes after the St. Peter Port life-boat. She left Dartmouth at 6.15, with a doctor on board; but her services were not required and she returned to Dartmouth at 11.8 that night. Here she landed the doctor, and reached her station again at 12.20 in the morning of the 5th.—Rewards, St. Peter Port, £13 1s.; Torbay, £9 5s. 6d.

TOWED INTO DEEP WATER

Helvick Head, Co. Waterford.—Just before six o'clock on the evening of the 6th August, 1950, the yacht *Windward*, of Helvick, with a crew of three, was seen to strike the Dungarvan Harbour Bar near Ballinacourty Point and heel over. At six o'clock the life-boat *H. F. Bailey* was launched in a south-westerly breeze and calm sea. She found the yacht aground. Some of the men in the boarding boat which the life-boat had brought with her took a rope to the yacht; and the life-boat

then towed her into deep water. She arrived back at her station at half past seven.—Rewards, £6 11s.

DISABLED BY A BROKEN SHAFT

Newhaven, Sussex.—About three o'clock on the afternoon of the 7th of August, 1950, information was received that a small motor boat seemed to need help, one mile off Cuckmere Haven. At 3.20 the life-boat *Cecil and Lilian Philpott* was launched in a calm sea and a slight westerly wind. She found the local motor boat *Kaylena* disabled by a broken shaft. One of her crew of three was transferred to the life-boat, which towed her into harbour, arriving at twenty minutes to five.—Rewards, £7 16s.

REFLOATED WITH DIFFICULTY

Campbeltown, Argyllshire.—At 2.15 on the morning of the 9th of August, 1950, the Southend Coastguard reported a small white light at the north end of Sheep Island. He thought it might be a vessel aground. At 2.43 the life-boat *Manchester and Salford*, on temporary duty at the station, was launched in a heavy sea with a southerly breeze blowing. She found the S.S. *Rimsdale*, of Glasgow, aground amidships and bumping, and together they tried to refloat the steamer. But it was not until after high water that, with considerable difficulty, she was refloated and went on her way. The life-boat then returned to her station, arriving at 12.10.—Rewards, £17 3s. 6d.

Rhyl, Flintshire.—9th August. Service to a rubber dinghy. Rewards, £13 7s. The Institution granted additional awards of £2 each to Second Mechanic George Povah and Bowman J. Alcock. For a full account of this service, see page 78.

ANCHORING A YACHT

Dungeness, Kent.—At 9.40 on the night of the 10th of August, 1950, the Lade coastguard reported a small boat in distress off Broome Hill, Camber Sands. Ten minutes later the life-boat *Charles Cooper Henderson* was launched in a calm sea, with a fresh south-westerly breeze. She found the yacht *Roma II*, disabled by an engine

breakdown, dragging her anchor about fifty yards off shore with four people on board. At the request of the owner the life-boat towed the yacht into deeper water and anchored her, and then returned to her station, arriving at 12.50.—Rewards, £25.

HALLOWEEN IN AUGUST

New Quay, Cardiganshire.—At 4.35 in the afternoon, on the 11th of August, 1950, the coastguard telephoned that a motor and sailing boat was burning flares two miles east-north-east of New Quay. Fifteen minutes later the life-boat *St. Albans* was launched in a rough sea and a strong west-south-westerly breeze. Half an hour later she came up with the boat *Halloween*, then five miles east-north-east of New Quay. She had a crew of two and twelve passengers on board. Her engine had broken down, and she was under a small sail, but making leeway at an alarming speed towards the shore. The life-boat took her in tow and brought her into harbour, arriving at 7.10.—Rewards, £11 15s. 6d.

CANOEISTS RESCUED

Dunmore East, Co. Waterford.—At 8.30 on the evening of the 12th of August, 1950, some visitors said that a canvas canoe seemed to be in difficulties two miles south-east of Dunmore. A man and a boy of twelve were in the canoe, and there was a strong ebb tide and choppy sea. As night was approaching it was decided to launch the life-boat. Fifteen minutes later the *Annie Blanche Smith* put out in a south-westerly breeze, took the two people and their canoe aboard, and returned to her station, arriving at half past nine.—Rewards, £3 15s.

A DRIFTING DINGHY

Walton and Frinton, Essex.—About nine in the night, on the 13th of August, 1950, the Walton-on-the-Naze coastguard telephoned that a resident had reported a yacht on the Pye Sands. Later it was learned that the auxiliary yacht *Norman* was overdue with two women, two children, and a man on board. At 10.20 the life-boat *E.M.E.D.* left her moorings in a moderate sea with a moderate easterly breeze

blowing; but she found no sign of the yacht. It had become submerged at high tide, and the five people had gone ashore in a dinghy. The dinghy had then floated away from the shore. The life-boat found it in the Swash, towed it to Albion beach, and reached her station again at 1.15 the next morning.—Rewards, £11 12s.

REFLOATING A YACHT

Lytham-St. Annes, Lancashire.—At 4.15 in the afternoon, on the 14th of August, 1950, the Lytham barge reported that a boat from the yacht *Windlatter*, of Preston, had told them the yacht was ashore. At 4.50 the life-boat *Dunleary* left her moorings in a slight sea with a fresh westerly breeze blowing, and found the *Windlatter* on Salters Bank. The boat had taken off her crew of five, and so the life-boat escorted her to the barge. Later on they decided to refloat the yacht, and at seven that evening the life-boat left the barge, towed the *Windlatter* clear, secured her to the barge, and reached her station again at 11.30.—Rewards, £13 17s.

ANCHORED ON A LEE SHORE

Shoreham Harbour, Sussex.—About 11.48 on the night of the 15th of August, 1950, the Kingston-on-Sea Coastguard telephoned that a vessel was in distress to the east of Shoreham Harbour. At 12.12 next morning the life-boat *Jane Holland*, on temporary duty at the station, was launched. The sea was rough, with a strong breeze blowing from the south-south-west. She found the motor yacht *Path*, with a crew of two, bound for the Medway, anchored on a lee shore half a mile east of the harbour. Her engine had broken down and she was dragging. The life-boat towed her to harbour and reached her station again at 1.55.—Property Salvage Case.

A DOCTOR IS TRANSPORTED

Mallaig, Inverness-shire.—At 5.25 on the afternoon of the 15th of August, 1950, a doctor on the island of Eigg telephoned that a woman was seriously ill on Rhum Island, and that no suitable boat was available in that weather. In response to his request the life-boat

Sir Arthur Rose was launched at 5.50 in a strong south-westerly wind. She crossed to Eigg, picked up the doctor, and took him to Rhum, arriving back at her station at half past twelve in the morning.—Rewards, £12 5s.

A MAGNETO FAILURE

Peel, Isle of Man.—Shortly after one o'clock on the afternoon of the 15th of August, 1950, the harbour master notified the honorary secretary that the local fishing yawl *Ruby*, overdue with a crew of two, had broken down at White Strand, two miles north-east of Peel. At 1.50 the life-boat *Helen Sutton* was launched in a moderate sea with a strong south-westerly breeze. She found the *Ruby* at anchor, disabled by a magneto failure, and took her in tow. Then she returned to her station, arriving at 2.40. The owners thanked the life-boatmen.—Rewards, £13 12s. 6d.

ON A REEF

Campbeltown, Argyllshire.—About 8.45 in the evening, on the 16th of August, 1950, the Southend Coastguard telephoned that a small vessel had been reported on a reef at Arranman's Barrels Buoy, Machariorch. At 9.13 the life-boat *Manchester and Salford*, on temporary duty at the station, left her moorings in a smooth sea with a light south-westerly breeze. She found the motor launch *Tor Spray*, of Glasgow, with three men on board, bound for Ballycastle. The tide was rising and the life-boat stood by until the motor launch refloated. Then, as she had no lights, her crew decided to make for Campbeltown; so the life-boat escorted her in, arriving at 11.20 that night. The owner made a gift to the funds of the Institution.—Rewards, £6 15s. 6d.

JUST A WATER GIPSY

Aldeburgh, Suffolk.—At 12.27 in the afternoon, on the 17th of August, 1950, the coastguard telephoned that a yacht, making heavy weather, had lowered her sail and hoisted a flag. So, at 12.5 the No. 2 life-boat *Lucy Lavers* was launched in a rough sea with a strong breeze blowing from the south-south-west. One mile south-west of Sizewell Bank Buoy she found the sailing yacht

Water Gipsy, of Ipswich, with one man in her. Her tiller had carried away. The *Lucy Lavers* put two life-boatmen on board and then towed her to Southwold. She arrived back at her station at 5.30 that evening.—Rewards, £31 18s. 6d.

BEACHING A HOLED YACHT

Douglas, Isle of Man.—At eleven o'clock on the morning of the 20th of August, 1950, the life-boat *Elsie*, on temporary duty at the station, was launched to help the motor yacht *Barra-cuda*, of Belfast. With a crew of four aboard, she had been driven on to the rocks near the life-boathouse in Douglas Harbour. The sea was rough with a fresh south-easterly breeze; the yacht was badly holed and sinking. However, they got her off the rocks, and the life-boatmen went on baling until high tide. Then they were able to beach her. The life-boat reached her station again at 3.10 in the afternoon.—Property Salvage Case.

A DAY OF RESCUES

Girvan, Ayrshire.—At 12.30 in the afternoon, on the 20th of August, 1950, a resident telephoned that rowing boats were in difficulties outside the harbour. At 12.40 the life-boat *Lily Glen*—Glasgow, left her moorings. The sea was rough with a strong south-south-east breeze blowing. She found two boats about one mile out, one with two people and the other with three. The life-boat took them on board, landed them, and on getting another message that a rowing boat was making signals six miles out to sea, put out again. She found two men exhausted, rescued them, and arrived back at three o'clock.—Rewards, £7 1s. 6d.

SERVICE TO A MOTOR BARGE

Clacton-on-Sea, Essex.—At 8.44 on the evening of the 24th of August, 1950, the coastguard reported a vessel firing distress signals in Spitway. The sea was rough and a moderate breeze was blowing from the south-south-west, when at 8.56 the life-boat *Edward Z. Dresden* was launched. She found the motor barge *Lewes Castle*, of London, with her skipper and two crew aboard, anchored west of Swin Bell Buoy.

The life-boat took off her crew, but the skipper had a broken arm; so arrangements were made by radio for an ambulance to meet the life-boat when she returned to shore. She got there at quarter past ten. Next morning, the weather was calmer, and at 6.32 the life-boat was launched again, at the request of the skipper, with one of his crew on board. She towed the barge to Brightlingsea, and returned to her station at 10.45.—Rewards, 1st service, £7 15s.; 2nd service, Property Salvage Case.

TWO COMMODORES

St. Peter Port, Guernsey.—About nine o'clock on the night of the 25th of August, 1950, the *M.V. Island Commodore* reported that her engine had broken down three miles north-east of Platte Fougere Point, but that she did not need immediate help. She was returning from Alderney with nineteen passengers and a crew of seven. At 9.30, however, she sent a message that she was unable to do repairs. Twenty-five minutes later the life-boat *Queen Victoria* was launched in a calm sea with a light breeze blowing from the south-south-west, followed by a sister ship of the *Island Commodore*, the *White Commodore*. The *M.V. Winchester* had been standing by the *Island Commodore*, but went on her way when the life-boat arrived. When the *White Commodore* came up she took her sister ship in tow, and the life-boat then escorted both vessels to harbour. This was reached at 1.5 in the morning. The Agents of the vessels made a donation.—Rewards, £8 14s.

A YACHT IS BEACHED

Great Yarmouth and Gorleston, Norfolk.—At 10.45 on the night of the 25th of August, 1950, the Gorleston coastguard passed on a message from the British ship *Corsea*. She had the Dutch yacht *Amy II* in tow, disabled by an engine breakdown, and leaking; and needed a life-boat to help the yacht into Harbour. At 11.10 the life-boat *Louise Stephens* was launched in a moderate swell with a fresh south-south-westerly breeze. She came up with the yacht three miles east of the Corton light-vessel; the owner, his wife and three

children were aboard. A life-boatman was put aboard to help with the pumps and the life-boat then towed her into harbour, and beached her at eleven minutes past one in the morning. Two men were left to bale until the yacht was safe. The life-boat returned to her station and was moored at three o'clock.—Rewards, £9 14s. 6d.

A LITTLE SHIRTY

Dungeness, Kent.—At 10.20 on the morning of the 26th of August, 1950, the Sandgate coastguard reported that a fishing boat had broken down one mile west of Sandgate. She was flying a shirt on an oar as a distress signal. At 10.47 the life-boat *Charles Cooper Henderson* was launched, in a very choppy sea with a strong breeze blowing from the south-south-west. She found the fishing boat *Our Betty*, of Folkestone, with a crew of three, and towed her to Folkestone Harbour. Then she returned to her station, arriving at 3.35 in the afternoon.—Rewards, £31 5s.

OFF ST. CATHERINE'S POINT

Bembridge, Isle of Wight.—At 6.8 on the morning of the 26th of August, 1950, the Foreland Coastguard reported a small yacht in need of help half a mile south of St. Catherine's Point. At 6.25 the life-boat *Langham*, on temporary duty at the station, was launched in a rough sea with a fresh south-south-westerly breeze. She came up with the yacht—the *Gwenili*—took her in tow and brought her, with her crew of four, into Bembridge Harbour. While she was there, the coastguard said that a sailing boat seemed to be in difficulties; but when the life-boat came up with her she was moving and in no need of help. The *Langham* therefore returned to her station, arriving at 10.15. The owners of both boats made gifts to the Institution's funds.—Rewards, £13 8s. 6d.

ASHORE IN THE FOG

Peterhead, Aberdeenshire.—At 5.50 in the morning, on the 27th of August, 1950, the coastguard telephoned that a vessel was ashore one mile north of Rattray Head. At 6.10 the life-boat *Julia Park Barry*, of Glasgow, was

launched. The weather was foggy, and there was a ground swell with a freshening southerly breeze blowing. She found the steam trawler *Tesla*, of Hull, on Kirkton Head four miles north by west of Peterhead. The tide was low. The life-boat ran out an anchor from the ship's bow and, when the tide rose, pulled her clear. A tug then escorted her to Aberdeen, and the life-boat returned to her station, arriving at 12.30 that afternoon.—Property Salvage Case.

AND NOW, A SEA GIPSY

Dover, Kent.—At 11.9 on the morning of the 27th of August, 1950, the Sandgate coastguard said that a vessel at sea had informed him, through Niton Radio, that the motor launch *Sea Gipsy*, bound for Dover from Calais, was in difficulties nine miles south-east of Dover. At 11.40 the life-boat *Southern Africa* was launched in a rough sea and a fresh west-south-westerly breeze. She found the launch leaking, with a defective engine. There was a crew of three aboard. At the request of the owner the life-boat escorted the *Sea Gipsy* into Dover, and after seeing her safely moored in Wellington Dock returned to her station. She reached it at half past one. The owner made a gift to the life-boatmen.—Rewards, £5 5s.

A DOUBLE TOW

Newhaven, Sussex.—At 7.5 on the evening of the 28th of August, 1950, the coastguard reported that a vessel, with another in tow, had broken down off Beachy Head lighthouse. Later reports said that the vessels were drifting. At 8.8 the life-boat *Cecil and Lilian Philpott* was launched in a moderate sea and southerly wind, and came up with the motor boat *Providence*, of Dover, with the *Molla II* in tow. Both vessels were very close inshore. The life-boat towed them and their crew of two to the harbour, reaching her station again at one the next morning.—Rewards, £14 2s.

HIGH AND DRY

Mallaig, Inverness-shire.—At 9.50 on the night of the 29th of August, 1950, a message was received that the motor

fishing vessel *Pennan*, of Fraserburgh, was on a rock near the western entrance to Mallaig harbour. Ten minutes later the life-boat *Sir Arthur Rose* left her moorings in a slight swell and light south-westerly breeze. She found the *Pennan*, with a crew of three, almost high and dry, and pulling her clear, towed her into harbour, arriving at ten minutes past eleven. The skipper of the vessel expressed his thanks.—Rewards, £4 10s.

EMPTY BOATS TOWED

Swanage, Dorset.—At 6.5 in the evening, on the 29th of August, 1950, the coastguard telephoned a message from the St. Albans Head coastguard that a motor boat was two miles south-west by west of the Head. There was no sign of life in her, but it was thought that someone might have fallen overboard or be in the bottom. At 6.10, the life-boat *R.L.P.* was launched in a rough sea with a west-south-west breeze blowing. She found the boat empty, and took her in tow. Then she noticed an upturned sailing dinghy, righted her and towed both boats to Swanage Bay, reaching her station again at 8.15.—Property Salvage Case.

TO THE RESCUE OF A COXSWAIN

Newcastle, Co. Down.—About 6.20 in the evening, on the 29th of August, 1950, the Kilkeel coastguard telephoned that a motor launch had broken down and was anchored two miles south-east of Kilkeel. Her crew were waving a flag. She was in no immediate danger, but later on the weather got worse. The life-boat *William and Laura* was therefore launched at eight o'clock, with the honorary secretary, Mr. J. F. McCartan, on board. The sea was moderate with a swell, and the wind was blowing moderately from the south-south-east, when she came up with the local motor launch *Skimmer I*. The life-boat coxswain and four others were on board; these four the life-boat rescued. She then put a man on board to help the coxswain, took the launch in tow, and returned to her station, arriving at 11.50 that night. The owner made a gift to the funds of the Institution.—Rewards, £16 6s.

FIVE PEOPLE LANDED

Islay, Inner Hebrides.—At 8.50, on the evening of the 29th of August, 1950, it was learned that a small pulling boat from Caol Ila Distillery had been carried south through the Sound of Islay and would be unable to return against the tide. She had five people, including a woman and a child, on board. At 9.5, as darkness was approaching, the life-boat *Charlotte Elizabeth* was launched. There was a calm sea, but an exceptionally fast tide was running through the Sound. She found the small boat about three miles south of Port Askaig, and taking the people aboard and the boat in tow, she returned to her station by 10.10.—Rewards, £5 6s.

ONE MAN AND HIS BOAT

Salcombe, Devon.—About seven in the evening, on the 31st of August, 1950, the Hope Cove coastguard telephoned that a man in a rowing boat about a mile south of Prawle Point was in difficulties. At 7.15 the life-boat *Milburn*, on temporary duty at the station, was launched, with the honorary secretary, Commander A. C. Roberts, O.B.E., R.N., on board. The sea was smooth, with a moderate north-north-west breeze blowing. She found a local rowing boat two miles south-south-west of Start Point, and towed her and her occupant to Salcombe. She reached her station again at ten that night.—Rewards, £7 10s.

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

Humber, Yorkshire.—August 2nd.—Paid Permanent Crew.

Walmer, Kent.—August 2nd.—Rewards, £17 18s.

Holyhead, Anglesey.—August 2nd.—Rewards, £4 10s.

Fowey, Cornwall.—August 2nd.—Rewards, £5 5s.

Clacton-on-Sea, Essex.—August 3rd.—Rewards, £8 19s.

Walmer, Kent.—August 5th.—Rewards, £12 1s.

Walmer, Kent.—August 5th.—Rewards, £17 9s.

St. Ives, Cornwall.—August 6th.—Rewards, £12 15s.

Weymouth, Dorset.—August 7th.—Rewards, £8 10s.

Dungeness, Kent.—August 7th.—Rewards, £23 12s.

St. Peter Port, Guernsey.—August 8th.—Rewards, £10 3s.

Fraserburgh, Aberdeenshire.—August 8th.—Rewards, £6 9s.

Angle, Pembrokeshire.—August 8th.—Rewards, £13 18s.

Portrush, Co. Antrim.—August 9th.—Rewards, £6 7s. 6d.

St. Helier, Jersey.—August 9th.—Rewards, £9 18s. 6d.

Llandudno, Caernarvonshire.—August 11th.—Rewards, £18 3s. 6d.

Scarborough, Yorkshire.—August 11th.—Rewards, £12 15s. 6d.

Margate, Kent.—August 12th.—Rewards, £6 7s. 6d.

Weymouth, Dorset.—August 13th.—Rewards, £11 6s. 6d.

Blyth, Northumberland.—August 13th.—Rewards, £12 17s.

Peel, Isle of Man.—August 13th.—Rewards, £22 2s.

Cullercoats, Northumberland.—August 14th.—Rewards, £19 3s.

Dun Laoghaire, Co. Dublin.—August 15th.—Rewards, £14 2s.

Bridlington, Yorkshire.—August 15th.—Rewards, £6 8s.

Wicklow.—August 16th.—Rewards, £13 7s.

Cromer, Norfolk.—August 17th.—Rewards, £11 7s.

Dover, Kent.—August 17th.—Rewards, £8 1s.

Dungeness, Kent.—August 17th.—Rewards, £28 17s.

Amble, Northumberland.—August 20th.—Rewards, £6.

Margate, Kent.—August 20th.—Rewards, £10 11s. 6d.

Great Yarmouth and Gorleston, Norfolk.—August 22nd.—Rewards, £13 2s. 6d.

Skegness, Lincolnshire.—August 22nd.—Rewards, £11 13s.

Newhaven, Sussex.—August 23rd.—Rewards, £7 16s.

Arbroath, Angus.—August 23rd.—Rewards, £8 15s. 6d.

Montrose, Angus.—August 23rd.—Rewards, £8 11s.

Sheringham, Norfolk.—August 23rd.—Rewards, £21 5s.

Exmouth, Devon.—August 24th.—Rewards, £18 7s.

Whitehills, Banffshire.—August 24th.
—Rewards, £8 6s.

Walmer, Kent.—August 25th.—Re-
wards, £20 17s.

Arklow, Co. Wicklow.—August 25th.
—Rewards, £5 5s.

Poole and Bournemouth, Dorset.—
August 27th.—Rewards, £8 3s. 6d.

Clacton-on-Sea, Essex.—August 27th.
—Rewards, £8 15s.

St. Helier, Jersey.—August 27th.—
Rewards, £5 5s.

Ramsgate, Kent.—August 29th.—
Rewards, £7 7s. 6d.

Yarmouth, Isle of Wight.—August
30th.—Rewards, £6.

Life-boat Exhibition at Greenwich

Last spring the Trustees of the National Maritime Museum at Greenwich, and the Museum's director, Mr. Frank Carr, decided to arrange a special life-boat and life-saving exhibition. To the Museum's own models were added seventeen from the Institution's collection. The Institution also sent thirty-one paintings, two-dozen photographs, its gold, silver and bronze medals, historic manuscripts, and the pulling and sailing life-boat, *Richard Coleman*, which was stationed at Worthing from 1901 until 1930, and since the station was closed in 1930 has been on exhibition at Worthing.

The exhibition cannot be better described than in the announcement of it made by the Maritime Museum itself:

"The exhibition is unique in showing, for the first time, a complete history of life-saving at sea, from the earliest days of organized effort, right up to the present time.

"With the co-operation of the Royal National Life-boat Institution, which has placed the whole of its models, pictures and records at the disposal of the Museum, and with the help of the Ministry of Transport and H.M. Coast-guard, who have provided and set up a full-sized rocket life-saving apparatus, a comprehensive story is told.

"In the Museum grounds a full-sized pulling-and-sailing life-boat of the old type, on her launching carriage, may be seen; and here also is the rocket life-saving apparatus of H.M. Coast-guard, properly set up and in working order. Within the Museum, in the Print Room Gallery, some twenty-five scale models show nearly every important type of life-boat, from the first Greathhead boat of 1789, to the

latest type of motor life-boat launched only a few days ago, on 4th May, 1950. Artists' pictures of thrilling rescues, ancient and modern, share with photographs the space on the screens; where plans also find a place. There are portraits, too, from that of the founder of the Life-boat Institution, Sir William Hillary, to a splendid picture of Coxswain Blogg, of the Cromer boat, the most famous of modern coxswains.

"The manuscripts exhibited include a letter from Sir William Hillary, dated November 27th, 1830, containing a thrilling account of the rescue from the wreck of the *St. George*, for which he won one of his three gold medals for gallantry; the signed original of the Prince of Wales's introduction to "Britain's Life-boats," published in 1923; and the original of Joseph Conrad's foreword to the same book, signed, and with amendments in his own hand. The exhibition also includes some life-saving medals."

The exhibition was opened on the 16th of May, which was the life-boat flag day in Greater London, by the Mayor of Greenwich, and Vice-Admiral Sir Harold Kinahan, C.B., C.B.E., the Admiral President of the Royal Naval College at Greenwich, presided. Mr. L. C. H. Cave, a member of the Committee of Management, represented the Institution and thanked the Mayor and the Museum.

The exhibition remained open until the 10th of June. It is not possible to say how many people saw it, but during those three and a half weeks over 16,000 people visited the museum, and in addition a large number came into the museum grounds, and saw the Worthing life-boat and the rocket life-saving apparatus.

Ghost Cabinets

THE Institution now has two ghost cabinets, to show the changes in the equipment of the Life-boat Service. They are on the principle of the old "Peppers Ghost," and are worked by a penny in the slot. In each cabinet are two models, one of an old scene, the other of a new. By means of a revolving light and a smoked glass the new scene replaces the old.

In the one cabinet a pulling and sailing life-boat is seen lying close to a wreck in a stormy sea, and one of the crew is throwing a line to it by means of the leaded cane. This changes to a motor life-boat, firing its line-throwing gun from 80 yards away. In the other cabinet the first scene is of the

rescued being brought to harbour on board an open pulling and sailing life-boat, exposed to wind and sea. This scene of exposure changes to the inside of the deck-cabin of the modern life-boats, with the rescued sitting in shelter and warmth, while a life-boat-man is at the cabin cooker serving out hot drinks.

The first of these cabinets is now in the Kursaal on the front at Southend-on-Sea, through the kindness of Mr. C. J. Morehouse, the Kursaal's managing director. The other, after being shown at the Model Engineer Exhibition, has gone to the Life-boat Museum in the old boat-house at Eastbourne.

Model Engineer Exhibition

THE Model Engineer Exhibition very kindly gave the Institution space for a display when it was held this year at the Horticultural Hall from August the 9th to the 19th. The Institution showed models of the first lifeboat, a pulling and sailing lifeboat, a motor life-boat, a launching slipway, and photographs of life-boats and coxswains. It also sent one of its ghost cabinets, which attracted much attention. Nearly a thousand people put in their pennies to see it.

AMONG the exhibits were two models of modern life-boats made by Lt.-Colonel Eric Bays and his two sons, aged eight and ten. Colonel Bays is a member of the committee of the

Sheffield branch of the Institution.

The models were of the *Elizabeth Rippon*, the life-boat at St. Helier, Jersey, a 46 feet 9 inches Watson deck cabin life-boat; and of the *St. Albans*, of New Quay, Cardigan, Wales, a 35 feet 6 inches Liverpool type. The *Elizabeth Rippon* was a working model, and radio-controlled.

Both boats were beautifully constructed, and complete and accurate in every detail; and they received an appropriate recognition, for the working model gained a bronze medal and the *St. Albans* a diploma. As this was Colonel Bays' first attempt at showing in this exhibition, the result is very gratifying, not least to the Institution.

£137 from a Picture Catalogue

AN exhibition of Dutch and Flemish pictures was held in his Bond Street gallery, in May and June, by Mr. Eugene Slatter, and he very kindly gave the money from the sale of the catalogues to the Institution. The

exhibition was opened by the Countess Howe, chairman of the Central London Women's Committee of the Institution. The sale of these catalogues has brought to the Institution over £137.

Spanish Awards: Presentations at Ilfracombe

At the annual meeting, the Duke of San Lucar la Mayor, the Spanish Chargé d'Affaires, announced the awards which the Spanish Life-boat Society had made for the rescue of 23 lives from the Spanish steamer *Monte Gurugu* in the Bristol Channel on the 13th of November, 1949.

Silver prize medals were awarded to Coxswain Cecil Irwin, of Ilfracombe, Coxswain Sydney Cann, of Appledore, and Coxswain George Lamey, of Clovelly, and diplomas of merit to the crews of the three life-boats. Medals, diplomas, and letters of thanks were also awarded to those who had helped to look after the rescued men.

On the 30th of June, Lieut.-Commander Ignacio Martel, the Spanish Naval Attaché, presented the medals at Ilfracombe. The ceremony took place on the pier. Mr. A. Norman,

chairman of the branch, presided, and the arrangements were made by Mr. F. G. Reed, J.P., honorary secretary of the branch. Hundreds of visitors were present.

Commander Martel reminded the audience that it was not very far from the waters of the Bristol Channel that the Spanish fleet suffered the greatest defeat in its annals. In speaking of the rescue of the men of the *Monte Gurugu* he said, "All Spanish papers were unanimous in praising the bravery of the North Devon life-boat crews, and I feel confident that Ilfracombe will occupy a cherished place in Spanish maritime history."

A vote of thanks to Commander Martel was proposed by Major Stewart Watson, R.M., deputy secretary of the Institution, and seconded by Rear-Admiral H. G. C. Franklin.

A Letter from Three Collectors

"LAURINE my cousin, Timothy my friend, and myself had a show in which we had on show our collections of butterflies, moths, birds egg's cigarette cards, stamps, stons, moss and shells.

"Each person had to pay 4d. to enter and see our collections and we are pleased to say that we have collected

7s. and hope that it will help you save more people from drowning.

"Last time we collected 6/- and are pleased to have collected more.

"Yours sincerley,

SONJA, TIMOTHY and
LAURINE."

Life-boat in the Highland Show

THE Royal Highland and Agricultural Show day was held in Paisley from the 20th to the 23rd of June, and the Watson cabin life-boat from Portpatrick, the *Jeanie Spiers*, a gift to the Institution

from Miss E. S. Paterson of Paisley, was on view. She attracted a very lively interest, and collections arranged by the Paisley branch and Ladies Life-boat Guild brought in over £265.

A Noted Badge

DURING a recent visit to Scotland Yard to discuss future flag-day arrangements with the police, the district organising secretary for Greater London asked the inspector what he thought of the Institution's emblem, as there had been suggestions that it might perhaps

be changed. The inspector replied that the previous week a Swedish police official had been at the Yard, to study its methods of controlling street collections, and the first question that he asked was: "What is the Society for which the little boats are sold?"

Mr. Linton Thorp, K.C.

THE Committee of Management have lost a very active member by the sudden death, on the 6th of July, at the age of 66, of Mr. Linton Thorp, K.C., LL.B., J.P., Recorder of Saffron Walden and Maldon, and at one time a judge in Egypt and Member of Parliament for Nelson and Colne. Mr. Thorp was co-opted to the Committee of Management in 1948, served on the General Purposes and Publicity Com-

mittee and the Boat and Construction Committee. On more than one occasion he gave the Institution valuable advice and help with complicated legal matters.

His last service to the Institution, only five weeks before his death, was to represent the Committee of Management in the party which went in the Margate lifeboat on the pilgrimage to Dunkirk.

Death of a Launcher

ON the afternoon of the 30th of May, the life-boat at Cullercoats ran an engine trial. As she was being replaced on her carriage she slipped and fell on one of the launchers, a man of sixty-seven. One of his legs was so

severely injured that it had to be amputated, but he died. His widow is his only dependent relative. She has been pensioned by the Institution as if her husband had been a sailor killed in action.

Portrait on the Cover

THE portrait on the cover is of Second Coxswain Cuthbert Cornall, of Black-

pool, who was appointed at the beginning of 1947.

Awards to Coxswains and Life-boatmen

THE late HENRY CORKISH, who for 22 years was coxswain of the Ramsey life-boat, a certificate of service to his daughter.

TO WILLIAM TRACEY, on his retirement, after serving for 4 years as coxswain, 10½ years as second coxswain and 9½ years as bowman of the Seaham life-boat, a coxswain's certificate of service and an annuity.

TO JOHN CRAWFORD, on his retirement, after serving for 4½ years as second coxswain, 5½ years as bowman and 19 years as a member of the crew of the Fraserburgh life-boat, a life-boatman's certificate of service and an annuity.

TO PETER RAMSAY, on his retirement, after serving for 1½ years as bowman and 19½ years as a member of the crew of the Portpatrick life-boat, a life-boatman's certificate of service.

TO HAROLD E. WATSON, on his retirement, after serving for 27½ years as motor mechanic and 5 years as a member of the crew of the Bembridge life-boat, a life-boatman's certificate of service, gratuity and a retirement allowance.

TO ALFRED A. CHINCHEN, on his retirement, after serving for 22 years as motor mechanic and 16 years as a member of the crew of the Swanage life-boat, a life-boatman's certificate of service, gratuity and a retirement allowance.

TO ARTHUR P. OILER, on his retirement, after serving for 16½ years as assistant motor mechanic and 26 years as a member of the crew of the Dungeness life-boat, a life-boatman's certificate of service and an annuity.

TO LESLIE BEVAN, on his retirement, after serving for 22 years as a member of the crew of the Tenby life-boat, a life-boatman's certificate of service.

Awards to Honorary Workers

Honorary Life-Governors

The following have been appointed Honorary Life-Governors of the Institution and are presented with a copy of the vote inscribed on Vellum and signed by H.R.H. the Duchess of Kent, President of the Institution:

MRS. L. COLLINGS-JONES, in recognition of the valuable help she has given for over fifty years, especially as president and honorary secretary of the Smethwick branch.

MR. W. M. FRISKNEY, in recognition of the valuable help he has given as honorary secretary of the Teesmouth station extending over a period of twenty-seven years.

MR. W. E. MOUNSEY, F.C.A., J.P., in recognition of the valuable help he has given as honorary treasurer of the Port of Liverpool branch for over thirty-eight years.

MR. GEORGE SCANTLEBURY, M.B.E., in recognition of the valuable help he has given as honorary secretary of the Plymouth station, for twenty-five years.

MRS. BERTRAM ABEL SMITH, O.B.E., in recognition of the valuable help she has given as a member and chairman of the Central London Women's Committee.

Thanks of the Institution on Vellum

The Thanks of the Institution Inscribed on Vellum has been awarded to the following honorary secretaries of life-boat stations on their retirement.

MR. J. WALDIE GRIFFITHS, of Ferryside.

COMMANDER W. HIGHFIELD, O.B.E., R.N., of Hastings.

CAPTAIN F. HOLLINGSWORTH, of Holy Island and Newbiggin.

Binocular Glass

The Binocular Glass, with an inscription, has been awarded to:

MR. H. L. GOODSON, president and chairman, Aldeburgh Station.

It has also been awarded to the following honorary secretaries of life-boat stations in recognition of valuable services:

CAPTAIN F. H. HICKS, St. Ives.

MR. P. BRUCE LAURENSEN, L.D.S. (EDIN.), Lerwick.

MR. J. S. LAWRENCE, Minehead.

MR. CRAWFORD MACLEAN, Islay.

LIEUTENANT L. N. SANDERSON, R.N.V.R., Scarborough.

Gold Badge

The Gold Badge has been awarded to:

MR. C. E. D. ARCHER, chairman, Northampton branch.

MRS. ASHPOLE, honorary secretary, Lichfield branch.

MRS. BLAIR, honorary worker, Caterham branch.

MRS. J. CARR, vice-president and president, Horwich branch.

MR. H. ORMSON DIXON, late honorary secretary, Bolton branch.

MRS. J. F. L. FORMBY, president, Liverpool Ladies' Life-boat Guild.

MRS. K. V. HAWORTH, late honorary secretary, Keswick branch.

MRS. EDGAR JENKINS, honorary secretary and then president, Pontypridd branch.

MRS. W. J. KINSEY, president and then patron, Romiley branch.

MRS. NOYCE, honorary secretary, Andover branch.

MRS. POPPE, honorary secretary, Isle of Sheppey Ladies' Life-boat Guild.

Statuette of a Life-boatman

The Statuette of a Life-boatman has been awarded to the following honorary officials and workers:

MRS. BATTYE, Hepworth.

MR. B. N. BENSON, Portsmouth.

MISS D. BRADBEER, Exeter.

MISS EILEEN CONROY, Crawley, Worth and Three Bridges.

THE RT. HON. COUNTESS OF DALHOUSIE, Brechin.

MR. W. GARNER, M.B.E., Ealing.

COMMANDER F. R. HOLMSTROM, O.B.E., R.N. (retd.), Sheffield.

MR. W. INGHAM, St. Annes-on-Sea.

MRS. G. E. JACKSON, Wakefield.

MRS. O. KNOWLES, Pocklington.

MRS. LININGTON, Margate.

VICE-ADMIRAL F. P. LODER-SYMONDS, C.M.G., J.P., R.N. (retd.), Hereford.

MRS. A. A. LUXMOORE, Durham.

MRS. MENSCH, Withington, Manchester.

MISS EUNICE MORGAN, Pontypridd.

MR. H. MORGAN, Aberystwyth.

MISS M. PEARCE, Birmingham.

MRS. PETERS, Berwick-on-Tweed.

MR. ROBERT ROBERTSON, Grangemouth.

MISS O. RUDD, J.P., Exeter.

MRS. HEDLEY SIMONS, Hayle.

MR. C. STEVENSON, Belper.

MRS. ALBERT TAYLOR, Swinton, Manchester.

MRS. THICKPENNY, Shrewsbury.

MRS. BRIAN TINKER, Hepworth.

MR. F. E. F. TOOKY, M.B.E., Isle of Wight.

MRS. R. H. URWICK, O.B.E., Shrewsbury.

MISS WEISER, Withington, Manchester.

ENG. COMMANDER H. J. AITCHISON WHITE, O.B.E., R.N., Winchester.

MISS ELEANOR WILSON, Bannockburn.

Record of Thanks

The Record of Thanks has been awarded to the following honorary officials and workers:

MISS CHARLOTTE BILK, Cowes, Isle of Wight.

MISS D. L. BOEGEWITZ, Waterloo, Liverpool.

MRS. E. BUCHANAN, Hightown, Liverpool.

MR. F. BRANSON, Northampton.

MISS E. L. DAVENPORT, Rhyl.

MRS. DAVIES, Bedlington.

MRS. H. DUDGEON, Blackrock, Dublin.

MISS EARNSHAW, Kirkburton.

MR. G. B. ELPHICK, Chester.

MISS A. E. DA FONSECA, Grange over Sands.

MISS L. F. GIBBONS, Aigburth, Liverpool.

MRS. AUSTIN GIBSON, Llandudno.

MR. G. F. GIBSON, Hoylake.

MRS. GORMAN, Saltcoats.

MRS. RICHARD GRICE, J.P., Millom.

MRS. HUDSON, Bedlington.

MISS E. IRVINE, Aigburth, Liverpool.

MR. R. H. JACK, Kilsyth.

MISS NAN JEFFREY, Kirkintilloch.

MR. A. L. KIRKALDY, M.C., Buckhaven.

MRS. DOUGLAS LANE, Westward Ho!

MRS. LITTLEWOOD, Barrow-in-Furness.

MRS. T. MAKINSON, Orrell.

MRS. GEOFFREY MANCHESTER, Poynton.

MISS H. M. MELLOR, Macclesfield.

MRS. MORSE, Crewe.

MISS MYOTT, Shrewsbury.

MRS. POOLE, Northam.

MRS. QUALTROUGH, Castletown.

MRS. KEITH RAE, Hamilton.

MR. S. E. G. RILEY, Herne Bay.

MRS. ROBERTS, Aigburth, Liverpool.

MR. JOHN A. D. ROSS, Annan.

MRS. RUTHVEN, Kilsyth.

MRS. E. S. SHARP, Silverdale.

MISS E. SLADE, Minehead.

MRS. G. SMITH, Leamington Spa.

MRS. DOUGLAS TAYLOR, Gt. Crosby, Liverpool.

MRS. K. THOULD, Leamington Spa.

MISS E. TROUGHTON, Whitehaven.

MRS. VENNER, Margate.

MRS. WADDINGTON, Barrow-in-Furness.

MRS. WALKER, Leeds.

MISS WEBBORN, Mumbles.

LIEUT. W. E. WESTWOOD, M.I.B.E., R.A.F., Hackney.

MR. AND MRS. ARTHUR WHALLEY, Stockport.

MISS WILLIAMS, Kensington.

MRS. HAROLD WOODHOUSE, Brownhills.

The Record of Thanks has also been awarded to:

MR. T. BRANSON, A.R.I.B.A., A.A. Dipl., honorary secretary, National Day of Magic.

£18 From Photographs

THE Crewe Photographic Society held a two-days exhibition in April. Two thousand people came to see it. No

charge was made, but life-boat collecting boxes were placed in the exhibition. The sum of £18 10s. 4d. was put in them.

The Queen Elizabeth in Sand

LAST September five boys made a sand model on the Southwold beach of the *Queen Elizabeth*, collected seven shillings

from those who stopped to look at it and gave them to the Southwold branch of the Institution.

2d. a Week

A SMALL London firm has a life-boat collecting box which brings the Institu-

tion about £10 a year. Each of the employees of the firm puts in 2d. a week.

A Balloon Race

THE Heston, Isleworth, and Brentford and Chiswick branch of the Institution has held a very successful bazaar. One of its attractions was a toy balloon race, the third which the branch has arranged. The winning balloon travelled 250 miles.

It came down at Boussu-Bois, Hainaut, in Belgium, and from there the tab attached to it was returned to the branch. The second balloon travelled 200 miles. The first prize for the race was a chicken, the second a duck.

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 winter number, 1950.

STORM ON THE WATERS

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in the War of 1939-1945*

By **CHARLES VINCE**

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