

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 June 30th, 1952 - - - - 77,747

A Long Search on the Goodwin Sands

At 10.53 on the night of the 13th of January, 1952, the coastguard rang up the Walmer life-boat station to say that a ship was aground on the South Goodwin Bank. She was the French steamer *Agen*, of La Rochelle, of just over 4,000 tons, bound from Dakar to Hamburg with a crew of thirty-eight. She was asking for help.

At ten minutes past eleven the life-boat *Charles Dibdin*, Civil Service No. 2 was launched. The night was very dark, with rain squalls and mist. A gale was blowing from the south-west. The sea was very rough, the tide one hour before high water. The life-boat made for the South Goodwins, but just as she picked up the South Goodwin Lightvessel, about a mile away, she received a message by radio telephone that the *Agen* was six miles to the north-east. The gale was now blowing with violent gusts and there was a very steep confused sea on the sands. The life-boat altered course, travelling along the western edge of the sands, and at 12.30 was approximately where the message had said that she would find the steamer. The night was now clearer and it was obvious that the steamer was not there. The coxswain returned on his course, but keeping closer to the sands, and when he had gone two miles he saw a red flare on his port beam. The

flare was rather less than a mile away on the other, or eastern, side of the sands. It was then 1.30. On that western side, where the life-boat was, the seas were so heavy that it was impossible to attempt to cross the sands, and the coxswain decided to go round their southern end and up the eastern side, a distance of four miles, instead of the short mile across them.

Broken in Two Parts

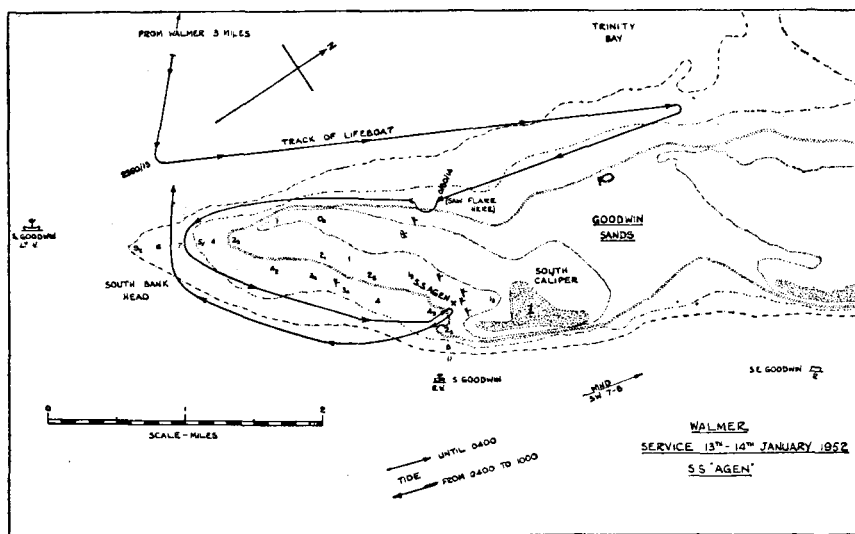
It was 2.45 in the morning when at last the life-boat reached the *Agen* and by the light of her searchlight saw that she was broken in two parts. About thirty feet of water was between them. The seas were breaking right over them. The crew were all on the forward part.

The *Agen* lay close to the remains of three other wrecks, only from 400 to 500 yards away. From all three the Walmer life-boat had rescued the crews, 115 men in all, during the past six years. Close to her on the north and west were sand-banks with very little water on them. The tide was ebbing fast. In the darkness, with the heavy confused seas, the swift tide, and the jagged metal of the broken hull of the *Agen*, it was very dangerous to attempt to get alongside. The coxswain did attempt it,

several times, but failed. He then decided to wait for the conditions to improve.

Sometime after three o'clock the wind veered to the westward and blew less fiercely, and at 6.15 the coxswain made another attempt. It was now low tide; there was only a foot of water on the banks to the north and west, and they gave the life-boat some shelter; but it was still dark and the seas still heavy. The coxswain took the life-boat

returned to Walmer. She arrived at a quarter to eight and landed them. Then she refuelled, put out again, and was back at the *Agen* at a quarter to nine. The captain waved the life-boat away several times, but at last he was persuaded to leave his ship. The tide was making again, and this time the coxswain approached the wreck from the other side, with the tide behind him. It was running like a mill race and swept the life-boat through the gap, but the coxswain



The course of the Walmer life-boat in the service to the *Agen*

through the thirty feet between the two halves of the wreck, brought her alongside the forward half, and by continuous manœuvring with his engines held her there while thirty-seven of the Frenchmen slid down ropes into her. One missed her, and was injured, but the crew hauled him aboard. The captain was still on board. He would not leave his ship. The life-boat had to come out stern first, for ahead of her, where one of the two sand-banks lay, was not enough water. Then three times she went in again for the captain, but each time he refused.

Tide Running Like a Mill Race

The rescued men were suffering from their long exposure and the life-boat

brought her alongside and took off the reluctant captain. At 10.15 she reached Walmer again. She had then been out for eleven hours.

Rewards

It had been a difficult and hazardous service, a severe test both of courage and seamanship, and the Institution made the following awards:

To COXSWAIN FREDERICK UPTON a bar to the silver medal for gallantry which he won in 1948 for the service to the *Silvia Onorato*, and a copy of the vote inscribed on vellum.

To C. PERCY CAVELL, the motor mechanic, a bar to the bronze medal which he won for the service to the *Silvia Onorato*, and a copy of the vote inscribed on vellum.

To each of the other seven members of the crew, the thanks of the Institution, inscribed on vellum.

To the coxswain, motor mechanic and the seven men, a special reward of £4 each in addition to the reward on the ordinary scale of £3 10s.; additional rewards, £36; scale rewards, £31 10s.;

total rewards, to crew and launchers, £67 10s.

The French Life-boat Society awarded silver gilt medals to the coxswain, second coxswain and motor mechanic, silver medals to the other six members of the crew, and a diploma to be placed in the boathouse.

The Goodwins

Off the Kentish coast there lie,
Sands of treacherous make,
Which swallow many a ship,
Who luckless get in their wake.

They say that Earl Godwin made,
A terrible curse upon
Any ship that passed that way,
Would come to grief thereon.

Many a ship with luckless crew,
Were sunk by night and day,
Before any help could reach them,
To save lives, which at danger lay.

But we are triumphant now,
With life-boats and gallant men,
Sail out to distressed ships,
And bring them home again.

J. GOODBAN, of Deal (aged 11).

A Night Rescue by Torbay

At 9.20 on the night of the 30th of January, 1952, the Brixham coastguard saw flashing signals outside Torbay about four miles north-east of Berry Head. They were unreadable, but they seemed to come from a vessel which was making no headway. A whole gale was blowing from the south-south-west, with frequent squalls of rain and sleet, which made visibility very poor, and a very heavy sea was running. The coastguard rang up the Torbay life-boat station and the life-boat *George Shee* was launched at 9.45. She went to the position which the coastguard had given and by her radio telephone got in touch with the motor vessel *Speciality* which was also searching, more to seaward. Neither found anything.

The coxswain of the life-boat continued the search, first to the south-east, then to the north-east in which direction the floodtide was setting, and an hour and a half after the life-boat had set out he saw a light flashing ahead. He made for it. The light might well have been on shore, but he held boldly on, close to a lee shore, in shallow water, with a heavy

breaking sea, and a full gale behind him.

There, off the mouth of the Exe, about a mile from Straight Point, as he estimated, and eight miles north-east of the position at which the light had first been seen, he found a tug riding to a sea-anchor. She was the Royal Engineer's tug *Trieste*. She had gone from Brixham to Southampton, and while she was on her way back her main steam-pipe had burst.

Yawing Violently

The spray from the breaking seas was blowing to a height of six feet, and the tug was yawing violently. At the moment she was lying with her bows to the north-west, and the coxswain steered to come alongside her starboard, or lee side, but she yawed again and lay with her bows pointing north-east. At that the coxswain went astern, a heavy sea breaking over the life-boat's stern as he did so, and then took the life-boat alongside the tug's port side, which was now her lee side. As he held her there his crew dragged four men aboard. Two more men were on the tug's deck but they went below. The

coxswain took the life-boat astern and as he once more ran her alongside, the two men were bringing up five men from below who were prostrate with sea-sickness. All seven were helped or lifted into the life-boat, and she made for Brixham. It was then just after half-past eleven. She now had to fight her way against the gale and it was two o'clock next morning before she made Brixham Harbour. The *Trieste* did not go ashore. She was saved from it by the strong stream running out from the River Exe, and later was picked up by another tug and towed to Dartmouth.

COXSWAIN HENRY O. THOMAS had acted with great courage and handled the life-boat very skilfully, and the Institution awarded him the bronze

medal for gallantry and a copy of the vote inscribed on vellum.

To DAVID W. O. THOMAS, the assistant motor mechanic and son of the coxswain, it awarded its thanks inscribed on vellum in recognition of his skill in navigating the life-boat.

To the coxswain, the assistant motor mechanic and each of the other six members of the crew it made a special reward of £3 in addition to the reward on the ordinary scale of £1 15s. Ordinary rewards to the crew and launchers, £13 4s.; additional rewards, £24; total rewards, £37 4s. The Royal Engineers sent a donation from regimental funds and then a second donation from special collections made within the regiment.

The Life-boat Service in 1951

THERE were fewer launches of life-boats in 1951 than in 1950, and fewer lives were rescued, but it was a year of outstanding gallantry, and more than twice as many medals were won, two silver and eight bronze. They were won by coxswains, motor mechanics and life-boatmen at Porthdinllaen, Caernarvonshire; St. Helier, Jersey; Longhope, Orkneys; Flamborough, Yorkshire; Margate, Kent; Dover, Kent; Selsey, Sussex, and Scarborough, Yorkshire.

350 Lives Rescued

The number of launches to the rescue was 568, which was 71 fewer than the record number in a year of peace, and in the course of those launches life-boats rescued 350 lives.

Besides those 350 lives rescued by life-boats, 56 were rescued by shore-boats for which the rescuers were rewarded by the Institution, making a grand total for the year of 406 lives rescued.

Life-boats also saved, or helped to save, 53 boats and ships and helped 239 more in various ways.

From its foundation on the 4th of March, 1824, to the end of 1951 the Institution has given rewards for services by life-boats and shore-boats

which resulted in the rescue of 77,602 lives.

Before, During and After the War

In the six years before the war, life-boats went out to the rescue on an average 411 times a year. In the six years of war, life-boats went out to the rescue on an average 664 times a year. In the six and a half years since the war ended, the yearly average has been 596.

Loss of Life

One life-boatman was lost at sea, the bowman of the Scarborough life-boat. He boarded a ship in distress and, after her crew had been rescued, was crushed between the life-boat and the ship when attempting to jump into the life-boat again. The Institution has pensioned his widow on the same scale as for the widows of leading ratings of the Navy who are killed in action, and has also pensioned his invalid son.

Service to Foreign Vessels

Life-boats went out to the help of 81 ships and one aeroplane belonging to 13 foreign countries, and rescued from them 116 lives. Thirty-two of the ships were from France, 15 from

the Netherlands, seven from Sweden, six from Norway, four from the United States, including the aeroplane; four from Belgium, four from Germany, three from Spain, two from Denmark, two from Turkey; one each from Italy, Panama and Costa Rica.

Besides the lives rescued, life-boats saved or helped to save six of these ships, and landed three sick men and an injured man from other foreign ships.

Of the eight services for which the Institution awarded medals for gallantry, five were to foreign ships, among them the service by the Scarborough life-boat in which the bowman lost his life.

Eleven new life-boats were com-

pleted during the year and sent to the coast.

Expenditure and Income

The total expenditure was £717,507, which was £95,970 less than the record expenditure of 1950.

The total income was £655,860, which was £86,002 less than the record income of 1950.

The sum spent on the construction and repair of life-boats was £288,848. The total payment to coxswains, crews and launchers—to those engaged in the actual work of rescue—was £114,446, an increase of £2,393 on 1950. The full statement of accounts will be published in the next number of *The Life-boat*.

The Bravest Deeds of 1951

THE Maud Smith reward, in memory of John, Seventh Earl of Hardwicke, for the bravest act of life-saving of the year by a life-boatman was awarded to Alfred R. Wilson, of Margate, for going on board the yacht *Girlanda* in the darkness of the early hours of the 2nd of September, in a heavy sea, to secure a tow rope and cut away her anchors, so that the life-boat was able to tow her and the two men on board into harbour. He had already won the Institu-

tion's bronze medal for this gallant act.

The reward given by Mrs. Porter, of Felixstowe, for the bravest deed of the year by a life-boatman was awarded to Edward A. Slaughter, the motor mechanic at Flamborough, for swimming from the life-boat in a heavy breaking swell, among rocks, on the afternoon of the 15th of May, to the help of a boy who had fallen from the top of the cliffs. He had already won the Institution's bronze medal for this gallant act.

The Queen: Patron of the Institution

HER MAJESTY THE QUEEN has been graciously pleased to give her patronage to the Institution. Her Majesty Queen Elizabeth, the Queen Mother,

who has been a patron since 1937, and Her Majesty Queen Mary, who has been a patron since 1911, continue to be patrons.

Sir Godfrey Baring, Bt., K.B.E.

IN the Queen's first Birthday Honours Sir Godfrey Baring, Bt., the chairman of the Committee of Management, was appointed a Knight of the Order of the British Empire, in recognition of

his public services as "Chairman of the Isle of Wight County Council for over fifty years and chairman of the Royal National Life-boat Institution for twenty-seven years."

The Annual Meeting

THE annual meeting was held at the Central Hall, Westminster, on the 24th of April, 1952, with Sir Godfrey Baring, Bt., chairman of the Committee of Management, in the chair.

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

Her Royal Highness was accompanied by her daughter, the Princess Alexandra, who was attending her first public meeting.

The Right Hon. the Viscount Waverley, G.C.B., G.C.S.I., G.C.I.E., proposed, and the Right Hon. Alfred Barnes, M.P., seconded, the resolution of gratitude to the coxswains and crews of the life-boats, the honorary officers and committees of the stations, and the honorary officers and members of the financial branches and the Ladies' Life-boat Guild. Captain Guy D. Fanshawe, R.N., a vice-president of the Institution proposed and Commander Oscar Henderson, C.V.O., C.B.E., D.S.O., R.N., a member of the Committee of Management, seconded the vote of thanks to the Duchess of Kent.

Supporting the Duchess on the platform were the Mayor and Mayoress of Westminster, the Chairman of the London County Council, the Lord Mayor and Lady Mayoress of Norwich, Winifred Duchess of Portland, a vice-patron of the Ladies' Life-boat Guild, the Mayors and Mayoresses of over forty other boroughs, representatives of the Ministry of Transport, the Coastguard, the Civil Service Life-boat Fund, the Shipwrecked Mariners Society, King George's Fund for Sailors, vice-president and honorary life-governors of the Institution, donors of life-boats or their representatives, members of the Committee of Management and members of the Central London Women's Committee.

The Chairman's Address

Our first thought as we meet today to review the work of our 128th year, must be that two months ago, we lost, by the death of our beloved Sovereign, the Patron of the Institution. His Majesty carried on the tradition of over a century that the reigning

Sovereign should be the head of the Life-boat Service, and he was the seventh to be our Patron. We are deeply grateful for his name and support during the sixteen momentous years of his reign, as we are to your Royal Highness for the more intimate help of the Royal Family which we enjoy by your constant, generous and personal interest in all our work.

We are delighted to welcome this afternoon, for the first time, your Royal Highness's daughter, and we hope that we shall often have the pleasure of seeing the Princess Alexandra at our meetings.

In the records of the Institution there is a long and impressive list of the names of those men, of all parties, who have spoken at these meetings. We are happy and proud to add two more distinguished names to that list today, Lord Waverley and Mr. Alfred Barnes.

No man in the country has a more brilliant or more varied record of great public services than Lord Waverley. I will only remind you that, as head of the Port of London Authority, he, like ourselves, is deeply concerned with the work of the Mercantile Marine.

Mr. Barnes was, for five years, the Minister of Transport, and we gratefully remember his interest in our work during those years. With that Ministry the Institution has close and very friendly relations.

There are other busy men on this platform who have very kindly taken this afternoon from their own work, in order, by their presence, to pay their tribute to the Life-boat Service—Lord Mayors, Mayors and Chairmen of nearly fifty cities, towns, boroughs and district councils. We are very grateful to them.

You have before you the report and accounts of last year. It was a year of very gallant deeds, but what I want to emphasise is that although our expenditure was nearly £100,000 less than the year before, it still exceeded the income. I must say again that our gratitude to our workers and the public is accompanied by a very earnest request that an even greater measure of public support may be forthcoming. I now formally move the adoption of the report and accounts for 1951. (*Applause.*)

The Report and Accounts and Elections

The report and accounts for 1951 were adopted, and the President, vice-presidents, treasurer and other members of the Committee of Management and the auditors were elected.

Presentation of Medals

The secretary read accounts of services by the life-boats at Porthdinllaen, Caernarvonshire; St. Helier, Jersey; Walmer, Kent; Longhope, Orkneys; Flamborough, Yorkshire; Margate, Kent; Dover, Kent; Selsey, Sussex; Scarborough, Yorkshire; and Torbay, Devon:

To SECOND-COXSWAIN WILLIAM DOP, OF PORTH DINLLAEN, CAERNARVONSHIRE, the

silver medal for the rescue in the darkness of the early morning of the 9th of August, 1951, in a rough sea, of the crew of three of the yacht *Waterbell*.

TO COXSWAIN EDWARD C. LARBALESTIER OF ST. HELIER, JERSEY, the silver medal for rescuing on the night of the 27th of September, 1951, in a heavy swell among rocks, the crew of three of the yacht *Santa Maria* of Cartaret, France.

TO COXSWAIN FREDERICK UPTON OF WALMER, KENT, a bar to his silver medal for the rescue in the early morning of the 14th of January, 1952, in a gale with a very rough sea, of the crew of thirty-eight of the French steamer *Agen*, stranded on the Goodwin Sands.

TO C. PERCY CAVELL, THE MOTOR MECHANIC OF WALMER, KENT, a bar to his bronze medal for the same service.

TO COXSWAIN ALFRED JOHNSTON, OF LONGHOPE, ORKNEYS, the bronze medal for rescuing the crew of forty of the M.V. *Oljaren* of Gothenburg, in heavy seas on the 12th and 13th of April, 1951.

TO EDWARD A. SLAUGHTER, THE MOTOR MECHANIC AT FLAMBOROUGH, YORKSHIRE, the bronze medal for swimming from the life-boat in a heavy breaking swell among rocks, on the afternoon of the 15th of May, 1951, to the help of a boy who had fallen from the top of the cliffs.

TO ALFRED R. WILSON, LIFE-BOATMAN OF MARGATE, KENT, the bronze medal for going on board the yacht *Girlanda*, in the darkness of the early hours of the 2nd of September, 1951, in a heavy sea, to secure a tow-rope and cut away her anchor so that the life-boat was able to tow her and the two men on board into harbour.

TO COXSWAIN JOHN WALKER OF DOVER, KENT, the bronze medal for rescuing on the night of the 27th of September, 1951, in a very rough sea, a man who was alone in the yacht *Akeco* of Amsterdam.

TO COXSWAIN LESLIE C. PENNYCORD, OF SELSEY, SUSSEX, the bronze medal for rescuing on the 18th of November, 1951, the crew of six of the motor vessel *Swift*, of Costa Rica, after standing by her all night in a very heavy sea with a south-westerly gale blowing.

TO COXSWAIN JOHN N. SHEADER, OF SCARBOROUGH, YORKSHIRE, the bronze medal for rescuing on the night of the 9th of December, 1951, in a gale with a very rough sea, the crew of ten of the motor vessel *Westkust* of Rotterdam.

TO THOMAS J. MAINPRIZE, ASSISTANT MOTOR MECHANIC OF SCARBOROUGH, YORKSHIRE, the bronze medal for the same service.

TO COXSWAIN HENRY O. THOMAS, TORBAY, DEVON, the bronze medal for rescuing in a gale, on the night of the 30th of January, 1952, the crew of eleven of the R.E. tug *Trieste*.

The Duchess of Kent

The stories of gallantry to which you have just been listening bear witness to the outstanding courage of life-boatmen along our

shores during the past year. Together, these exploits present a record of vigilance and decision in the face of great hazards, which it would be hard to equal, but which is upheld year after year by the men of this magnificent service.

I am always glad to recognise old friends whose skill and daring have brought them to this platform before, and it has therefore given me much pleasure to present awards to the coxswain and motor mechanic of the Walmer station—a station which, among others, I visited last year.

But there is one man who cannot be here to receive the applause which he so rightly deserves, and whose medal was won on a service from Scarborough—a service from which he never returned. I know that you would wish me to express to his widow your deep sympathy, and your admiration of the bravery which cost him his life.

The sea is no respecter of persons, and as an island people we have given much thought and ingenuity to the task of combating its fierceness and cruelty. Our livelihood has depended on the skill of our sailors, and the inspiration of our craftsmen, and it is only fitting that the craftsmen's skill should also receive its tribute this afternoon, for we owe to them the improvements in design, and the added security which, through their technical innovations, they bring to our life-boats each year.

Foremost amongst these improvements is the installation of diesel, in place of petrol, engines, and in future all life-boats will have diesel engines. Next in importance is the design of a new type of wireless set—equal to even the roughest seas—and by the end of the year the work will be finished of equipping the fleet with it.

Behind the work of construction lies the not less important task of raising funds. I need not emphasise what this means to the Service, except to remind you that the Life-boat Institution has always been proud of its voluntary status, and that its great traditions could not have been maintained without the willing enthusiasm of its honorary workers; but I should like to take this opportunity of thanking them for their work throughout the year, and of sending a message of good wishes to them, and to the men of the life-boat fleet. (*Applause.*)

Presentation to the Princess Alexandra

Sir Godfrey Baring said:

I hope your Royal Highness will allow me, very irregularly, to break into these proceedings in order to made a little presentation. The Committee of Management are anxious to present a very small memento to Princess Alexandra in remembrance of her first public meeting. We are deeply honoured that the Princess has chosen the Life-boat Institution for her first appearance on a public platform. The Princess has informed me that she has never been out in a life-boat. We must see that that is remedied before very long. The Princess will find it a very exhilarating experience to go out in a life-boat, perhaps in a gale wind. (*Applause.*)

Sir Godfrey Baring then presented to the Princess Alexandra a silver model of a life-boat.

Lord Waverley

It is my privilege this afternoon to propose a resolution, which will be supported by my friend, the Right Hon. Alfred Barnes. I will read the resolution in a moment, but before I do so I would venture to claim just a few minutes of your time whilst I tell you something about the work of this truly remarkable Institution.

The outstanding fact about the work of the Life-boat Service today is that it is busier than it has ever been in time of peace. Of course the busiest time in its whole history, as well as the most dangerous, was the six years of the war, 1939 to 1945. That was to be expected. During those years its boats went out on an average 664 times a year. In the six years before the war the average was 411. During the six years since the war ended the average has fallen. That again was to be expected. But it is still far above the average before the war. It is in fact 596. That is 185 more than before the war, and only 68 less than during the war. One can see therefore that the service was never more needed than it is today.

Not only does the work go on and increase, but the dangers remain. They are always there, and when again and again life-boatmen come triumphantly through them it is very easy for the public to forget them. Last year, as you have heard, one life-boatman lost his life. That only one life was lost in the rescue of 350 lives, in spite of the perils faced in a year of outstanding gallantry, is a very high tribute both to the quality of the boats and to the spirit of the men who man them. (*Applause.*)

The Institution is rebuilding its fleet. Her Royal Highness has told you something about that. Its boats are more powerful; they have a wider range of action; they are better equipped than ever before; and today 153 motor life-boats are doing the work of 276 pulling and sailing life-boats and four steam life-boats which were stationed round the coast forty-two years ago, when the first of the motor life-boats was built. The pulling and sailing life-boats of that time were open boats. Today the larger life-boats have a cabin below decks, a deck-cabin for the rescued, and a wireless cabin. In place of oars and sails they have an engine-room with two 60 horse-power or 40 horse-power diesel engines. To those who knew the life-boats of fifty years ago the modern life-boats would not be recognisable. Yet in the essentials which make them both life-boats—their lines, their construction, their aircases which keep them afloat when damaged and make them unsinkable—the life-boats today and at the beginning of the century are the same.

At the beginning of the century the Institution could accept a gift of £1,000 and out of it not only build a life-boat but endow it in perpetuity. Today the smallest life-boat costs £13,000. In the first year of the century the Institution spent in rewards,

pensions and other payments to its crews and launchers—to those on the coast who do the actual work of rescue—£25,000. Last year it spent £114,000. In the first year of the century its total cost was £111,000. Last year it was £717,000.

In spite of all the changes and developments in its work during the last fifty years, in fact during the century and a quarter since it was founded, the Institution is today, like its life-boats themselves, in essentials the same as when it was founded. It is in 1952 exactly as its founder planned it in 1823. It is still a voluntary service. The great majority of the 2,000 men of its crews are volunteers, rewarded for every occasion on which they go to sea in the life-boats, but earning their living in other ways, bound by no contract, risking their lives of their own free will. It is administered by voluntary committees, and the whole of its revenue comes from voluntary gifts. It is a remarkable example of the enthusiasm, energy and adaptability of voluntary effort. Most remarkable of all, it has been left with the approval of all parties to carry on an essential national system. (*Applause.*)

This is a brief description of what I am sure you will agree is a very remarkable service, a national service maintained on a voluntary basis, something distinctively British of which we have every reason to be proud. I have always maintained that such success as we have had in the development of truly democratic institutions in this country—and we and those nations and States that share our traditions have a record of achievement in this respect not paralleled anywhere else in the world—is attributable to two causes, our system of local self-government and our tradition of voluntary service. Of the latter you have here an outstanding example. (*Applause.*)

The resolution is: "That this Meeting, fully recognising the important services of the Royal National Life-boat Institution, in its national work of life-saving, desires to record its hearty appreciation of the gallantry of the Coxswains and Crews of the Institution's life-boats, and its deep obligation to the Local Committees, Honorary Secretaries, and Honorary Treasurers of all Station Branches, and to the Honorary Officers and hundreds of Voluntary Members of the Financial Branches and of the Ladies' Life-boat Guild in the work of raising funds to maintain the Service." I beg to move. (*Applause.*)

Mr. Alfred Barnes

I have always wanted an opportunity to express publicly my appreciation of life-boat crews and of those people who have helped to maintain this service. Lord Waverley with whom I have been associated in many other ways, with his remarkable gift of interpreting an institution or a service, has placed very vividly before this gathering, in the most dramatic way, the work and the character, the spirit and the quality of our Life-boat Institution. May I, instead of quoting similar data, become the voice of many millions of citizens of this country

who may not be intimately and daily associated with it, but from time to time contact it in a more or less casual way, and then realise, as we often do, in this country, how deeply entrenched in the instincts of every one of us are certain traditional movements that at many times we are quite unconscious of?

When I was Minister of Transport the other two complementary services, the Coastguard and Trinity House, which are directly linked with the department of the Life-boat Service as more or less connected organisations, were often before me, not in direct administration but because of the work which they were doing around our coasts. In other ways I have had the good fortune to have a more direct citizen's contact with the work of our life-boat crews, because I have the privilege of living right on the sea coast, on our Essex coast, and in the village in which I live we have both a coastguard station and a life-boat crew. I should like to say, as one who has spent many years in public life and has experienced many thrills from time to time, that I never experience any thrill so much as I do when the rocket calls the life-boat into action. It is a remarkable thing, I always feel, in a holiday centre, where thousands of people come from our crowded industrial cities to get relaxation and enjoyment by the sea, it is a remarkable thing—and I have witnessed it and mingled with them in the middle of the night when the life-boat has been called out—to see them turn out of their beds in their thousands to stand on the sea-shore and look out over the blackness of the sea, and I have often wondered what their thoughts might be. You can see them trying to follow that crew, appreciating the hazards and entering into the spirit of this organisation.

That brings me to a note that has run through all the speeches here this afternoon, and it is that the quality and the spirit of this organisation rests essentially on its voluntary character. (*Applause.*) It was often put to me when I was a Minister, 'Would it not be better for the Life-boat Institution to be like the Coastguard and Trinity House, part of a State Department?' My emphatic answer has always been 'Certainly not.' (*Applause.*) I am sure that a good deal of the quality of this spirit would depart with any change of that character, and I echo firmly and sincerely the views that Lord Waverley has expressed on that point. There is too little voluntary work in our societies and in our systems today, and here is an institution of this kind, which is one of the proudest and, I think, one of the finest examples we have of British voluntarily, efficiently, economically organised services. We should very tenaciously defend and safeguard such an institution. (*Applause.*)

I join with Lord Waverley in hearty and sincere thanks and appreciation to the coxswains and life-boat crews, the local committees, their officers, the Ladies' Life-boat Guild, in fact all who play their part in making this Institution a proud British possession. (*Applause.*)

The Resolution was carried by acclamation.

Presentations to Honorary Workers

The Secretary of the Institution said:

Since the last annual Meeting the gold badge, which is given only for distinguished service has been awarded to fifteen honorary workers. The following are present this afternoon to receive their badges:

MRS. A. MACINTYRE, OF AIRDRIE.

MRS. OSCAR HENDERSON, OF BELFAST.

MISS T. HAYLETT, OF CAISTER.

MR. C. ERNEST LINK, OF THE CITY OF LONDON.

MRS. W. HEATON, OF CLITHEROE.

MISS I. BAINBRIDGE, OF EASTBOURNE.

MISS T. BLOOMFIELD, OF GREAT YARMOUTH.

MRS. H. J. ADDISON, OF HOLYHEAD.

DR. C. W. PRESTON-HILLARY, OF NOTTINGHAM.

MRS. L. M. EASTWOOD, OF OLDHAM.

MRS. G. DOGGART, OF SELSEY.

Vote of Thanks to the Duchess of Kent

A vote of thanks to the Duchess of Kent was proposed by Captain Guy D. Fanshawe, R.N., a vice-president of the Institution, and seconded by Commander Oscar Henderson, C.V.O., C.B.E., D.S.O., R.N., a member of the Committee of Management of the Institution. It was carried with acclamation and three cheers were given for the Duchess.

After the Meeting

After the meeting the Duchess of Kent and the Princess Alexandra met and talked to the twelve medallists. They then had tea at the Central Hall with the principal guests.

The medallists, and the members of their families who had come with them to the meeting, were entertained to tea at the House of Lords by members of the House who are members of the Committee of Management, Commodore Lord Howe, R.N.V.R., the Marquess Camden, the Lord Saltoun, the Lord Winster, the Lord Ammon and Captain the Lord Ailwyn, R.N.

The honorary workers who had received the gold badge were entertained to tea at the House of Commons by Air-Commodore A. V. Harvey, R.N., M.P., a member of the Committee of Management.

In the evening the twelve medallists and their families went to the Victoria Palace to see "Knights of Madness." In the interval Mr. Bud Flanagan, the leader of the Crazy Gang welcomed them from the stage. He then asked the men to stand up in their boxes, the spotlights were turned on them, and the audience cheered them.

THE LIFE-BOAT SERVICE

Its Expenditure at a Glance

How each £100 of the Institution's Expenditure was paid out in 1951

£	s.	d.		
28	7	6	_____	New Construction.
38	8	10	_____	Maintenance of Life-boats and Stations (including Depot).
15	19	0	_____	Payments to Life-boat Crews.
3	16	0	_____	Administration.
13	8	8	_____	Propaganda and Publicity at Headquarters and 1,046 Branches.
<hr/>				
£100	0	0		

Its Income at a Glance

How each £100 of the Institution's Income was obtained in 1951

£	s.	d.		
16	9	10	_____	Subscriptions, Donations, Collecting Boxes.
13	4	7	_____	Life-boat Days and House-to-House Collections.
5	1	5	_____	Other Special Efforts.
1	11	2	_____	Boat-House Collections.
8	13	11	_____	Income from Investments.
48	2	0	_____	Legacies.
5	11	1	_____	Special Gifts.
1	6	0	_____	Other Sources.
<hr/>				
£100	0	0		

Services of the Life-boats in December, 1951, January and February, 1952

76 Lives Rescued

DURING December, 1951, life-boats went out on service 35 times and rescued 15 lives.

ENGINE BROKEN DOWN

Holyhead, Anglesey.—At 3.7 in the morning of the 5th of December, 1951, the coastguard telephoned that a woman had reported that her husband and two others had put out in the fishing boat *Forward*, of Beaumaris, at one o'clock the previous afternoon and had not returned. The coastguard had looked for them with the help of a searchlight, but had seen nothing, and at 4.45 the life-boat *St. Cybi*, Civil Service No. 9 was launched. A moderate west-south-west gale was blowing, with a rough sea running. The life-boat found the fishing boat with her engine broken down, one mile east of the Mail Pier Lighthouse. She had anchored, but the anchor was dragging. The life-boat towed her in and reached her station at 6.45.—Rewards, £11 2s.

SCARBOROUGH BOWMAN KILLED ON SERVICE

Scarborough, Flamborough, and Bridlington, Yorkshire.—On the 9th of December, 1951, the Scarborough life-boat rescued the crew of ten of the Dutch motor vessel *Westkust*, and the Scarborough bowman lost his life.—Rewards, to FRANK DALTON, the bowman, posthumously, and to COXSWAIN JOHN N. SHEADER and THOMAS J. MAINPRIZE, the assistant motor mechanic, bronze medals for gallantry; to coxswain and crew, £88 0s. 6d.

The Flamborough and Bridlington life-boats also went out.—Rewards, Flamborough, £57 5s.; Bridlington, £30 5s. A full account of this service appeared in the last number of *The Life-boat*.

FISHING NET FOULED PROPELLER

Aldeburgh, Suffolk.—At 12.22 in the afternoon of the 9th of December,

1951, the coastguard telephoned that a local fishing boat was flying a distress signal one and a half miles north-east of Aldeburgh, and at 12.35 the No. 2 life-boat *Lucy Lavers* was launched. The sea was slight, but a strong westerly breeze was blowing. The life-boat found the *Amy-Jim* with a crew of three. Her net had fouled her propeller. The life-boat towed her to the shore, escorted in other fishing boats, and then returned to her station, arriving at 1.30.—Rewards £29 13s. 6d.

EMPTY SMACK TOWED IN

Clacton-on-Sea, Essex.—At 12.31 in the afternoon of the 9th of December, 1951, the coastguard telephoned that the West Mersea police had reported a fishing boat drifting towards Colne, and at 12.48 the life-boat *Edward Z. Dresden* was launched. The sea was rough, with a strong west-south-west breeze blowing. The life-boat found the smack *Iris*, of Colchester, between the Bar and Fairway Buoys, but no one was on board. The life-boat towed her to Brightlingsea, arriving at 4.30, but the weather was too bad for her to be rehoused so she remained at Brightlingsea for the night and was taken back to her station next morning.—Property Salvage Case.

FIVE FISHING BOATS ESCORTED IN

Whitby, Yorkshire.—At 9.15 in the morning of the 10th of December, 1951, the coastguard reported that the local fishing vessel *Pilot Me II* was approaching the harbour. The sea was rough and a strong northerly wind was blowing. At 9.25 the No. 1 life-boat *Mary Ann Hepworth* was launched, but the *Pilot Me II* did not attempt to cross the harbour bar and put to sea again. She approached again at 12.20 that afternoon, and the life-boat escorted her in. She then put out again, met the *Success* and *Progress*, escorted them in, and then

saw the *Provider A* off the Whitby Rock Buoy. She escorted her in and, putting out for the fifth time, escorted in the *Lead Us*. She reached her station again at 3.40.—Rewards, £18 16s. 6d.

FISHING BOAT ON FIRE

Wick, Caithness-shire.—At 11.32 in the morning of the 13th of December, 1951, the coastguard telephoned that a motor fishing boat had been reported on fire off Skirza Head, and at 11.45 the life-boat *City of Edinburgh* was launched. The sea was moderate, with a light south-westerly breeze blowing. The life-boat found that the boat was the *Crest*, of Wick, but that the fishing boat *Echo* had taken off her crew of two. The life-boat took them on board, and arrived back at her station at 3.30 that afternoon.—Rewards, £11 8s.

TWO BOYS ADRIFT

Margate, Kent.—At 2.16 in the afternoon of the 13th of December, 1951, the coastguard telephoned that a motor boat, with two boys on board, appeared to have broken down and to be drifting seawards. She was one and a half miles north-north-east of the pier. Just after 2.30 the life-boat *North Foreland, Civil Service No. XI* was launched in a moderate sea with a moderate southerly breeze blowing. She found the local motor boat *Crusader* a quarter of a mile west of East Margate Buoy, towed her to the harbour, and reached her station again at 3.55.—Rewards, £9 16s.

FRENCH STEAMER AGROUND

Ramsgate, Kent.—At 4.28 in the afternoon of the 14th of December, 1951, the coastguard telephoned that the North Goodwin Lightvessel had wirelessly that a vessel appeared to be aground three miles south by west of the lightvessel, and at 4.38 the life-boat *Prudential* left her moorings, in a moderate sea with a light west-south-west breeze blowing. She found the S.S. *President Emile Marcesche*, of Lorient, with a crew of twenty-seven, on the north side of Kellet Gut. She had laid out a kedge anchor. Two life-boatmen boarded her. The life-

boat then took soundings, and advised the master at what time to have his engines ready to start. When the time came he started them and the steamer refloated. The life-boat guided her to navigable water, re-embarked the life-boatmen, and returned to her station, arriving at 12.33 the next morning.—Property Salvage Case; Rewards, 16s.

A TWELVE-MILE TOW

Galway Bay.—At 6.0 on the night of the 14th of December, 1951, the Coast Live-saving Service telegraphed that the trawler *St. Kieran*, of Kilronan, with a crew of four, had broken down and was drifting, two and a half miles east of Sand Head, and at 6.20 the life-boat *K.E.C.F.* left her moorings, in a slight swell with a moderate south-westerly breeze blowing. She found the trawler twelve miles east of Kilronan, towed her to Kilronan, and reached her station again at 10.15.—Rewards, £10 19s.

SWEDISH STEAMER ON THE GOODWINS

Walmer, Kent.—At 6.23 on the night of the 21st of December, 1951, a vessel was reported to be on the Goodwin Sands in Trinity Bay, and at 6.30 the life-boat *Charles Dibdin, Civil Service No. 2*, was launched. The weather was calm. She found the S.S. *Noreg*, of Gothenburg, with a crew of twenty-two, bound in ballast for Bilbao, hard aground. When still a hundred yards from her she grounded herself, but when the tide rose she went alongside and at the master's request laid out a kedge anchor. A tug helped to refloat her, and towed her to Goodwin Fork, but in casting off the towing wire the *Noreg's* chief officer was seriously injured. The life-boat immediately fetched a doctor put him aboard the steamer, and then brought him and the injured man ashore where an ambulance was waiting. It was then 7.30 the next morning.—Property Salvage Case.

TRAWLER REFLOATED

Stornoway, Outer Hebrides.—At 3.0 in the morning of the 23rd of December

1951, the coastguard telephoned that a report had been received from a motor vessel that a trawler was ashore on Goat Island in Stornoway Harbour. The trawler later blew her siren, and at four o'clock the life-boat *William and Harriot* left her moorings, in a slight sea, with a moderate south-westerly breeze blowing, and found the trawler *Lochpark*, of Grimsby, with a crew of thirteen. The skipper asked the life-boat to stand by. This she did, the coxswain lashing her to the trawler, and just before high water, with the life-boat's help, the trawler was refloated. The life-boat returned to her station at 1.45 that afternoon.—Property Salvage Case.

ANOTHER FISHING BOAT AGROUND

Buckie, Banffshire.—At 3.10 in the afternoon of the 27th of December, 1951, the coastguard telephoned that a fishing boat was ashore half a mile north-west of the Covesea Lighthouse, and at 3.40 the life-boat *Glencoe*, *Glasgow* was launched with the harbour master in charge. The sea was choppy, with a light south-easterly breeze blowing. The life-boat found the fishing boat *Cloud*, of Hopeman, with a crew of two. She was not in immediate danger, but the life-boat stood by her until she refloated and was taken in tow by another fishing vessel. She then returned to her station arriving at 9.30 that night.—Rewards, £16 15s.

TRAWLER LEAKING

Eyemouth, Berwickshire.—At 4.15 in the afternoon of the 27th of December, 1951, the fishing vessel *Dougals*, which was in the harbour, reported by wireless that she had picked up a message from the steam trawler *Olden Times*, of North Shields, that she had sprung a leak twelve miles east by north of Eyemouth. The life-boat *Clara and Emily Barwell* was launched on service for the first time at 4.28. A southerly gale was blowing, with a very heavy sea. The life-boat found the trawler with her pumps just about keeping pace with the leak, and escorted her to Redburgh Bay, reaching her station again at 9.25 that night.—Rewards, £17 10s. 6d.

LIFE-BOAT CARRIES THE CHRISTMAS MAIL

Mallaig, Inverness-shire.—At 11.0 in the morning of the 28th of December, 1951, the Post Office asked if the life-boat would take the Christmas mail to the islands of Eigg, Rhum and Canna as the regular steamer had not made its weekly call owing to the bad weather. At 11.30 the life-boat *Sir Arthur Rose* left her moorings, in a rough sea with a strong north-westerly wind blowing. She took not only the mail but stores to the islands and reached her station again at 9.0 that night.—Rewards, £19 5s.

BELGIAN VESSEL DRIFTING IN A GALE

Weymouth, Dorset.—At 5.25 in the evening of the 28th of December, 1951, the master of the motor vessel *Francine*, of Antwerp, who had come ashore to get stores, reported that the *Francine* was drifting ashore a hundred yards off Weymouth promenade, and at 5.40 the life-boat *William and Clara Ryland*, with Mr. Kenneth H. Mooring Aldridge, the honorary secretary, on board, left her moorings, taking the master of the *Francine* with her. A whole southerly gale was blowing, with a very rough sea. The life-boat found the *Francine* off Preston Beach. She got under way without help, and the life-boat put her master on board. She then escorted her to Portland Harbour, arriving back at her station at 7.15 that night.—Rewards, £7 8s.

MOTOR BARGE BROKEN DOWN IN A ROUGH SEA

Caister, Norfolk.—At 10.0 on the night of the 28th of December, 1951, the life-boat motor mechanic heard a vessel blowing V-signals on her siren, meaning "I require assistance", and five minutes later the Great Yarmouth coastguard reported a red flare off Caister Point. At 10.40 the life-boat *Jose Neville* was launched with the second coxswain in charge, in a rough sea with a strong south-easterly breeze blowing, and found the motor barge *Olive May*, of London, about two miles to the south-east. She was anchored, with her engine broken down, but the anchor was dragging and the skipper

asked for a tug. The life-boat wireless for one, and put two life-boatmen on board the barge. She then stood by while they helped the barge's crew to start their winch engine, and the tug took her in tow. The life-boat escorted her to Great Yarmouth Harbour, and then returned to her station arriving at 8.5 the next morning.—Property Salvage Case.

OVER THE SANDS OF THE WYRE

Fleetwood, Lancashire.—At 9.0 in the morning of the 30th of December, 1951, the Formby coastguard telephoned that he was keeping under observation a coaster on the east side of the River Wyre one and a half miles from the coastguard station. When he saw that she was driving over the Pilling Sands the life-boat *Ann Letitia Russell* was launched. It was then 10.15. A fresh westerly gale was blowing with a very rough sea. The life-boat found the s.s. *Ford Fisher*, of Barrow, with a crew of eight near No. 6 Buoy. The life-boat stood by her while she was driven right over the sands, the coxswain advising her how to clear them. When she reached deeper water the life-boat put a pilot on board, and he took her to dock, accompanied by the life-boat, which then returned to her station at 3.0 that afternoon. The owners made a gift to the funds of the Institution.—Rewards, £21 6s.

WIRELESS STATION DAMAGED

Valentia, Co. Kerry.—During bad weather in December, 1951, the Valentia Radio Station was damaged and the Department of Posts and Telegraphs decided to establish an emergency station at Cork. On the 30th it asked the life-boat station if it would bring off three wireless operators from the Valentia Station as the weather was too bad for ferry boats to put out, and at 4.45 in the afternoon the life-boat *A.E.D.* left her moorings. She brought the operators and their equipment to the mainland and reached her station again at 6.0 that night.—Rewards, £6 8s.

The following life-boats went out on service, but could find no ships in

distress, were not needed or could do nothing:

Portrush, Co. Antrim.—December 4th.—Rewards, £8 4s.

Weymouth, Dorset.—December 7th. Rewards, £10 19s.

Walmer, Kent.—December 7th.—Rewards, £16 6s. 6d.

Galway Bay, Co. Galway.—December 8th.—Rewards, £8 7s. 6d.

Helwick Head, Co. Waterford.—December 9th.—Rewards, £7 11s.

Eastbourne, Sussex.—December 10th.—Rewards, £23 19s.

Newhaven, Sussex.—December 11th.—Rewards, £11 9s. 6d.

Humber, Yorkshire.—December 12th.—Paid Permanent Crew.

Walmer, Kent.—December 15th.—Rewards, £25 4s.

Aldeburgh, Suffolk.—December 18th.—Rewards, £29 12s. 6d.

Whitby, Yorkshire.—December 21st.—Rewards, £14 13s. 6d.

TWO LIVES LOST

Tenby, Pembrokeshire, and The Mumbles, Glamorganshire.—At 10.45 on the night of the 26th of December, 1951, the Tenby coastguard telephoned the Tenby life-boat station that the Helwick Lightvessel had reported that an ex-R.A.F. boat, which was towing a motor fishing vessel, appeared to be drifting westwards half a mile south-west of the lightvessel, but that she had made no distress signals. The life-boatmen assembled. At 2.30 in the morning of the 27th the coastguard reported that a red flare had been seen about three miles north by east of the Rhossili coastguard station, and at 2.45 the Tenby life-boat *John R. Webb*, was launched, with the honorary secretary, Mr. D. B. Bancroft, on board. A strong south-south-west gale was blowing, with a very rough sea and heavy squalls of rain and hail. The life-boat searched Rhossili Bay and Burry Holms, but found nothing and her compass was damaged by the seas.

The life-boat then decided to return to her station, and informed the Tenby coastguard by radio telephone. At 7.10 he informed the coastguard at The Mumbles who passed on the message to the life-boat station at

The Mumbles, and at 7.38 the life-boat *William Gammon—Manchester and District XXX* was launched to the help of the Tenby life-boat, but the help was not needed. The Tenby boat reached her station at 8.30 that morning, after a very rough trip, and The Mumbles life-boat reached hers an hour later, but the seas were too heavy for her to be rehoused, so she made for Swansea and returned to her station next morning.

The Tenby life-boat replaced her compass, refuelled and put out again at 9.45, but owing to the very heavy seas she gave up the search and returned to Tenby again at eleven o'clock. Later that day the wreckage of the ex-R.A.F. boat and the motor fishing vessel were found inside the bar of Llanelly Harbour. There had been two men on board. They were both drowned.—Rewards, Tenby £48 12s.; The Mumbles, £33 15s. 6d.

Plymouth, Devon.—December 28th.—Rewards, £13 10s.

Broughty Ferry, Angus.—December 30th.—Rewards, £12 12s. 6d.

JANUARY

DURING January, 1952, life-boats went out on service 46 times and rescued 61 lives.

FOOD TO AN ISLAND

Valentia, Co. Kerry.—At 11.30 in the morning of the 4th of January, 1952, the Kerry County Council asked if the life-boat would take food and medical supplies to the Great Blasket Island as no other boat had been able to call there for a month, and at 12.15 that afternoon the life-boat *A.E.D.* left her moorings. She had on board the honorary secretary, Mr. K. O'Driscoll, and his wife, Dr. O'Driscoll, besides the stores. A north-westerly gale was blowing with a very rough sea running. The life-boat landed the stores and reached her station again at 7.30 that night. No expense to the Institution.—Rewards, £21 6s.

TAKING DOCTORS TO AN OPERATION

Sennen Cove, Cornwall.—At 9.22 in the morning of the 6th of January,

1952, the Scilly Islands medical officer telephoned that a patient at St. Mary's needed an immediate operation and, owing to fog, the surgeon and his staff could not fly from the mainland. He asked for the life-boat, and at 11.20 the *Susan Ashley* was launched with three doctors and a sister from the West Cornwall Hospital, Penzance, on board. She took them to St. Mary's, in a slight swell and a light westerly breeze, with patches of fog, and arrived back at her station at 8.30 that night. The patient's life was saved and the medical officer thanked the life-boatmen.—Rewards, £28 16s.

LIFE-BOAT, FRIGATE AND NAVAL TUG TO THE RESCUE

Portrush, Co. Antrim.—At 5.42 in the morning of the 8th of January, 1952, the coastguard telephoned that the fishing boat *Maeve*, of Killybegs, had wirelessly that she was drifting ashore at Inistrahull Island and needed help, and at 5.50 the life-boat *Lady Scott, Civil Service No. 4*, was launched. The sea was very choppy, with a very strong westerly breeze blowing. The life-boat found the *Maeve*, with a crew of four, six miles east of the island. Her engine had broken down. The life-boat took her in tow, but a frigate arrived and took over the tow. The frigate's tow line parted several times and a naval tug which had put out from Derry, then towed the *Maeve* to Derry. The life-boat reached her station again at 4.20 that afternoon.—Rewards, £26 2s. 6d.

YACHT AND LAUNCH IN DISTRESS

Angle, Pembrokeshire.—At 7.10 in the morning of the 9th of January, 1952, the Tenby coastguard telephoned that a vessel was in distress fifteen miles south-south-west of Smalls, but that a steamer was standing by her. Then the steamer wirelessly that she could not lower her boats, as the sea was very rough, with a moderate west-north-west gale blowing, and the life-boat *Elizabeth Elson* was launched at 7.45. She found the motor launch *Solent Swan* twenty-five miles south-west of St. Ann's Head. She had been towing the yacht *Oriana*, from Falmouth to Cork, but in the gale had been compelled to cut her adrift after

taking off her crew of two. The life-boat escorted the launch to Milford Haven and then returned to her station, arriving at 5.30 that evening. The yacht sank.—Rewards, £32 16s.

DRIFTING IN THE ATLANTIC

The Lizard, Cadgwith, and Falmouth, Cornwall.—The S.S. *Flying Enterprise*, of New York, had been drifting helplessly in the Atlantic Ocean for over a week, with only her captain on board. She was listing very heavily. On the 5th of January, 1952, the tug *Turmoil* put her mate on board the steamer, to help the captain and then took the steamer in tow, making for Falmouth in very bad weather. The tow rope parted on the 9th, about forty miles south-south-east of The Lizard, and at 1.15 in the morning of the 10th the owners of the tug asked for a lifeboat. At 2.40 the Lizard life-boat *Duke of York*, was launched, with Mr. F. G. Chapman, the honorary secretary, on board. A strong west-north-west gale was then blowing, with a rough sea. The life-boat reached the *Flying Enterprise* at eight in the morning and found her lying on her side, but the captain and the mate of the tug would not leave her. An American destroyer, the tug *Turmoil* and other tugs were standing by her and the life-boat circled her closely for four hours. At noon, as her fuel was getting low, and as the *Flying Enterprise* did not appear to be in imminent danger of sinking, she made for her station.

The Lizard station informed the Cadgwith station, and at 12.20 the Cadgwith life-boat *Guide of Dunkirk* was launched to take over the duty of the Lizard life-boat, but before she arrived on the scene, she learnt that the *Flying Enterprise* had sunk at four in the afternoon and that her captain, and the mate of the *Turmoil*, had been rescued by the *Turmoil*.

Meanwhile the Falmouth life-boat *Crawford* and *Constance Conybeare* had been launched at three in the afternoon with the intention of relieving the Lizard life-boat, but shortly after four o'clock she was recalled when the news reached her station that the *Flying Enterprise* had sunk.

The Lizard life-boat, which had started to return to her station at

noon, altered course for Falmouth, on account of the bad weather, and arrived there at 7.50 that night, the 10th. She returned to her station the next morning. The Cadgwith life-boat arrived back at her station at 9.15 on the night of the 10th, and the Falmouth life-boat arrived at her station at 4.30 in the afternoon.—Rewards, The Lizard, £76 5s. 6d.; Cadgwith, £34 1s.; Falmouth, £7.

ALL NIGHT FIXING A TOW

Dover, Kent.—At 10.10 on the night of the 13th of January, 1952, the Eastern Harbour Arm Signal Station reported that the tanker *Sovac Radiant*, of Panama, had gone aground in Fan Bay, and at 10.30 the life-boat *Southern Africa* left her moorings. A strong south-south-west gale was blowing, with a very rough sea. The life-boat found the tanker near South Foreland, stood by her, and early next morning passed a line to her from a tug. Heavy seas were breaking over the tanker and the line parted. Then the life-boat passed a line across from another tug, but this also carried away. She passed a third line, and this held. Other tugs arrived. The life-boat took soundings, guided the tugs close to the tanker, passed more tow lines, which were made fast, and stood by while the tugs started to pull, but a motor pilot boat *June Rose* fouled her propeller and when day broke it was seen that she was lying on top of some of the towing lines. The life-boat towed her clear, berthed her in the Camber at Dover at 9.5, and returned to the tanker. She stood by until she refloated at noon and then returned to her station, arriving at 1.30 in the afternoon.—Service to the *Sovac Radiant*, Property Salvage Case; rewards for the service to the *June Rose*, £6.

MEDAL SERVICE AT WALMER

On the 14th of January, 1952, the Walmer life-boat rescued the crew of 38 of the French steamer *Agen*, of La Rochelle. For a full account of this service, and the rewards, see page 317.

GREEK STEAMER AGROUND

Redcar, Yorkshire.—At 3.22 in the afternoon of the 14th of January, 1952,

the life-boat coxswain reported that a vessel was aground on the West Scar, and at 3.45 the life-boat *City of Leeds* was launched in a moderate westerly breeze, with a moderate sea running. She found the S.S. *Taxiarchis*, of Syra, Greece, with a crew of thirty-five. The coxswain boarded her and the life-boat then stood by while tugs tried unsuccessfully to refloat her in the ebbing tide. As there was no immediate danger to life the life-boat then returned to her station arriving at 6.55 that night. The Teesmouth life-boat crew assembled, but were not needed.—Rewards, £15 8s.

SAND BOATS IN DISTRESS IN A GALE

Broughty Ferry, Angus.—At 3.5 in the morning of the 15th of January, 1952, a resident of Newport telephoned that a sand boat had been driven ashore off Newport, and at 3.30 the life-boat *Mona* was launched. A westerly gale was blowing, with a very rough sea. The life-boat found the sand boat *David P.*, of Leith, with a crew of four, between Newport and Tayport High Light, anchored very close inshore. She was waterlogged and the seas were breaking right over her. Her crew beached her and the life-boat rescued them. She then received a wireless message that another boat had rescued two men from the sand boat *Harfat*, but that a third man was missing. She landed the crew of the *David P.* at Dundee and then searched for the missing man until eight o'clock the next morning. She found nothing and returned to Dundee at 8.15. There she remained for some hours owing to the bad weather, and arrived back at her station at 2.45 that afternoon. The owner of the *David P.* made a gift to the Institution.—Rewards, £12 13s. 6d.

DUTCH VESSEL WITH HEAVY LIST

Lowestoft, Suffolk.—At 3.57 in the afternoon of the 17th of January, 1952, the coastguard telephoned that a Dutch motor vessel was in distress twelve miles east-south-east of Lowestoft. She was listing heavily. At 4.15 the life-boat *Michael Stephens* left her moorings. A north-westerly gale was blowing, with a heavy sea and squalls

of sleet. The life-boat found that the motor vessel was the *Seaham*, of Rotterdam, of 399 tons, laden with coal. Her cargo had shifted, and four of her crew of eight had abandoned her, but their boat had been swamped. The Trinity House vessel *Warden* was standing by, and had rescued one of the four, but the other three had been swept away. The *Warden* wirelessly the life-boat that the *Seaham's* three engineers wanted to abandon ship.

The life-boat attempted to get alongside, but the *Seaham's* leeward side was awash, her davits were rolling into the sea, it was difficult and dangerous to approach her. It was not until the fourth attempt, and with her wireless mast carried away, that the life-boat succeeded, and rescued the three engineers. The master refused to leave his ship, and the life-boat went in search of the three missing men, while the *Warden* continued to stand by the *Seaham*. She searched for two hours, but could not find them. The master now signalled that he wished to abandon ship, so the life-boat went alongside, took him off, and made for her station, where she arrived at 12.15 the next morning. The owners of the *Seaham* made gifts to the life-boatmen and to the Institution.—Rewards, £16 6s.

AGROUND ON THE TRAINING WALL

Teesmouth, Yorkshire.—At 10.25 on the night of the 17th of January, 1952, the South Gare Lighthouse keeper telephoned that a ship had gone aground on the training wall in the mouth of the River Tees, and at eleven o'clock the life-boat *John and Lucy Cordingley* was launched. A strong north-westerly gale was blowing, with a rough sea. The life-boat found the motor vessel *Futurity*, of London, with a crew of six. She stood by her until she refloated, but the *Futurity* was then blown across the wall and over the Brand Sands. After a time her anchors held her, and when the tide rose sufficiently she was able to make for the main channel and went on her way to Middlesbrough. The life-boat then went to Middlesbrough, as the weather was too bad for her to be hauled up her slipway at her

station, and was taken back to Tees-mouth on the 19th.—Rewards, £27 6s. 6d.

GERMAN CADET TRAINING SHIP IN DISTRESS

Margate, Kent, Walton and Frinton, Essex, and Ramsgate, Kent.—At 1.33 in the morning of the 18th of January, 1952, the Margate coastguard telephoned the Margate life-boat station that the North Foreland Radio Station had reported a message from the four-masted barque *Pamir*, of Germany, a cadet training ship. She was at anchor twenty-nine miles east-northeast of North Foreland and needed a tug. A fresh north-westerly gale was blowing, with a very rough sea and heavy snow squalls. At 2.12 the life-boat *North Foreland, Civil Service No. XI* was launched. The *Pamir*, which was making heavy weather, wirelessly to the life-boat asking her to take off forty-nine boys. The life-boat then wirelessly the Ramsgate coastguard asking that the Walton and Frinton life-boat should come out and stand by the vessel while she took the boys on board. The Walton-on-the-Naze coastguard telephoned this message to the life-boat station at 6.30, and at 7.10 the life-boat *E.M.E.D.*, left her moorings.

Meanwhile the Margate life-boat had asked the *Pamir*, by wireless, to burn flares, but in the heavy snow squalls the life-boat missed her. It was not until nine o'clock that she found her, with the help of a trawler's direction finder, but the master of the *Pamir* hailed the life-boat that he had decided to keep the boys on board. The Walton and Frinton life-boat arrived at 11.40 and the two life-boats stood by. Then, about 3.30 in the afternoon a tug arrived, but the weather was so heavy that it was not possible to pass across a tow-rope. Shortly after 3.30, as the weather was moderating, it was agreed that the Walton and Frinton life-boat should return to her station while the Margate life-boat continued to stand by.

At 6.15 she saw the *Pamir* move quickly in a southerly direction and thought that her cable had parted. The life-boat wirelessly this news to Ramsgate and at 7.30 the Ramsgate

life-boat *Prudential* left her moorings. Meanwhile the Margate life-boat and the tug chased the barque and, using her searchlight, the life-boat saw that the ship had set storm canvas and was resuming her voyage. This news was wirelessly ashore and the Ramsgate life-boat was recalled, arriving back at her station at 7.26. The Walton and Frinton life-boat arrived at her station at ten o'clock that night and the Margate life-boat made for Ramsgate, arriving at 12.10 on the morning of the 19th. She returned to her station that afternoon. The master of the *Pamir* later wirelessly his thanks to the Margate life-boatmen.—Rewards, Margate, £68 16s. 2d.; Walton and Frinton, £46; Ramsgate, £13 3s.

EIGHT FISHING BOATS ESCORTED INTO HARBOUR

Scarborough, Yorkshire.—On the afternoon of the 20th of January, 1952, a strong and increasing north-easterly wind was blowing, with a heavy sea, and at 2.20 the life-boat *E.C.J.R.* was launched to escort in the returning fishing boats. She met the *Constance*, *Pilot Me II*, *Betty*, *Premier*, *Hilda II*, *Rachel*, *Betty Sheader* and *Courage*, gave life-belts to two of them, escorted them all to the harbour, and returned to her station at 4.15.—Rewards, £13 1s.

RESCUE BOAT HERSELF IN DISTRESS

Humber, Yorkshire.—At 9.45 on the night of the 21st of January, 1952, the Spurn Point coastguard telephoned that the *S.S. Don*, of Goole, which was at anchor half a mile west of the Middle Light Buoy, had reported that her second officer had fallen overboard at 9.15, that she had lowered a boat with three men to search for him, and that the strong tide had swept the boat away. At 10.5 the life-boat *Edward Z. Dresden*, on temporary duty at the station, was launched. She did not find the second officer, but another steamer at anchor signalled that the boat had made fast to her. The life-boat took the three men on board, towed their boat back to the *Don*, and returned to her station at one o'clock next morning. The



By courtesy of]

[Keystone Press Agency

FORTY-NINE BOYS IN PERIL

The Pamir and the Margate life-boat

(See page 334)



By courtesy of]

BROKEN ON THE GOODWINS

The French Steamer *Agen*

(See page 317)

[Graphic Photo Union



By courtesy of]

AGROUND OFF THE CLIFFS OF DOVER

The *Sovac Radiant*, with the Dover life-boat and three tugs at work

(See page 332)

[Graphic Photo Union



By courtesy of]

[Barratts' Photo Press

OUTSIDE VICTORIA STATION

Life-boatmen up for the annual meeting



By courtesy of]

[Fox Photos

GIFT OF A SILVER LIFE-BOAT

H.R.H. the Princess Alexandra at the annual meeting

(See page 323)



By courtesy of]

ENGLISH, SCOTTISH, AND WELSH LIFE-BOATMEN
 Second Coxswain William Dop, of Porthdinllaen, Caernarvonshire; Coxswain Edward C. Larbalestier, of St. Helier, Jersey; Coxswain Alfred Johnston, of Longhope, Orkneys; Coxswain Edward A. Slaughter, the Motor Mechanic, of Dover, Kent; Coxswain Leslie C. Pennycord, of Selsey, Sussex; Coxswain John Walker, of Dover, Kent; Coxswain John N. Sheder, of Torbay; Coxswain Henry O. Thomas, of Torbay.



H, AND WE H LIFE-BOTMEN IN LONDON

[Sport and General

C. Larbalestier, St. Helier, Jersey; Coxswain Frederick Upton, of Walmer, Kent; C. Percy Cavell, the Motor Mechanic Slaughter, the Motor Mechanic at Flamborough, Yorkshire; Alfred R. Wilson, Life-boatman of Margate, Kent; Coxswain John N. Shearer, of Scarborough, Yorkshire; Thomas J. Mainprize, Assistant Motor Mechanic of Scarborough; in Henry O. Thomas, of Torbay, Devon



By courtesy of]

[Fox Photos

THE DUCHESS OF KENT AND THE WALMER MEDALLISTS

In the foreground, the Princess Alexandra and Lord Waverley; behind the Duchess, Colonel A. D. Burnett Brown, secretary of the Institution
(See page 323)



By courtesy of]

[Fox Photos

THE DUCHESS AND THE FLAMBOROUGH MOTOR MECHANIC

(See page 323)



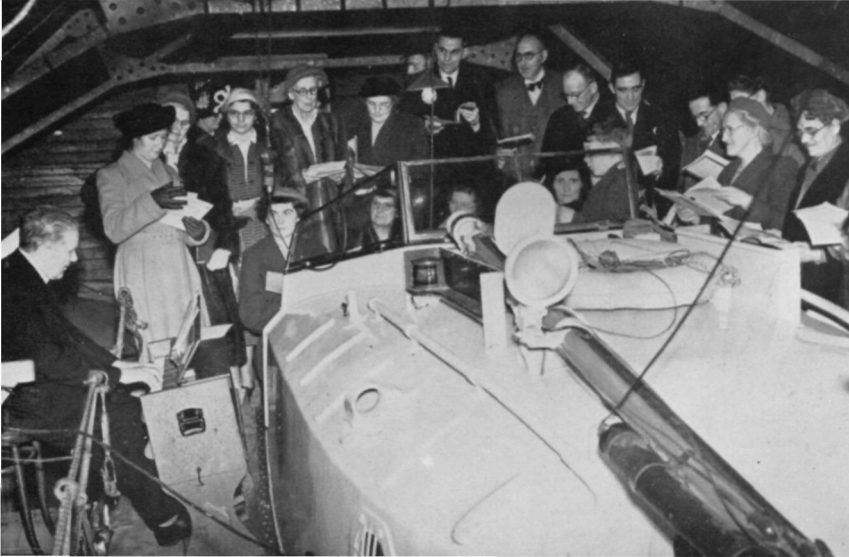
SIXTEEN YEARS AGO

The old Gourdon life-boat, Margaret Dawson, arriving at her station



TODAY

The new Gourdon life-boat, Edith Clauson-Thue. They are of the same type, the light Liverpool, but sixteen years have changed it



By courtesy of]

[Eastbourne Gazette and Herald

CAROL SINGING IN THE EASTBOURNE LIFE-BOAT

(See page 347)



By courtesy of]

[Northern Press, Ltd., South Shields

A HAPPY FEAST

Mrs. Bella Mattison, the Cullercoats fisherwife who has collected £2,000 for the Institution, with the Cullercoats coxswain (right) and second-coxswain

master of the *Don* expressed his thanks.—Paid Permanent Crew.

A FISHING BOAT ESCORTED IN

Whitby, Yorkshire.—At noon on the 26th of January, 1952, the second coxswain reported that the local motor fishing vessel *Pilot Me II* had wirelessed that she was making for the harbour. A strong northerly breeze was blowing, with a heavy sea. At 12.15 the No. 1 life-boat *Mary Ann Hepworth* was launched, found the fishing vessel off Whitby Rock Buoy, escorted her to the harbour, and reached her station again at 1.5.—Rewards, £10 2s. 6d.

MEDAL SERVICE BY TORBAY

On the 30th of January, 1952, the Torbay life-boat rescued the crew of eleven of the Royal Engineers steam tug *Trieste*. For full account of this service and the rewards given, see page 319.

DOCTOR TO A SICK MAN

Great Yarmouth and Gorleston, Norfolk.—At 1.30 in the afternoon of the 31st of January, 1952, the police reported that the S.S. *Capitol*, of London, wanted to land a sick man and would be off the harbour about four o'clock. She arrived at 4.30 and at 5.45 the life-boat *Louise Stephens* was launched in the charge of the second coxswain, with the police doctor on board, in a moderate sea with a west-south-west breeze. The doctor decided not to land the man, as the vessel was making for London. The life-boat brought the doctor ashore again, and returned to her station at seven o'clock that night.—Rewards, £10 16s.

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

Whitby, Yorkshire.—January 4th. Rewards, £11 0s. 6d.

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

Aberdeen.—January 7th.—Rewards £10 10s.

Llandudno, Caernarvonshire.—January 8th.—Rewards, £14 12s.

Tenby, Pembrokeshire.—January 9th.—Rewards, £13 11s.

ADRIFT IN A GALE

New Quay, and Aberystwyth, Cardiganshire.—At 9.23 in the morning of the 9th of January, 1952, the Fishguard coastguard telephoned the New Quay life-boat station that the tanker *Audacity*, of London, was in difficulties with a broken propeller sixteen and a half miles north-east by north of Bardsey Light and was drifting to the south-east, that the Trinity House vessel *Argus* was standing by her and that a tug had put out to take her in tow. All day the New Quay station kept in touch with the coastguard. Meanwhile the Strumble Head coastguard had informed the Aberystwyth life-boat station at 10.40, and at 11.30 the life-boatmen assembled. They stood by on shore all day.

At 7.5 that night the New Quay coastguard telephoned the New Quay life-boat station that the *Audacity* had drifted to a position seventeen miles north-west of New Quay Head. At 7.35 he reported that she was in distress, and at 7.50 the life-boat *St. Albans* was launched. A fresh north-westerly gale was blowing with a rough sea. The life-boat found that the motor vessel *Alacrity* had taken the *Audacity* in tow, so she returned to her station, arriving at 4.30 in the morning of the 10th.

The Aberystwyth life-boatmen had remained on duty until 9.30 at night, but had not launched as the New Quay life-boat had put out. At 10.30 in the morning of the 10th the Aberystwyth life-boat station learned from the Tenby coastguard that the *Alacrity* had taken the *Audacity* in tow, but that the tow-rope had parted. At 11.25 the news came that the tug had secured a wire cable, and for the fourth time had the *Audacity* in tow. They were making steady progress forty-one miles north-east of Strumble Head, which was about four miles south-east of Aberystwyth Buoy, but should the tow part again they would be in a serious position, so at 11.50 the life-boat *Aguila Wren* was launched. She wirelessed the vessels, but they replied that her services were not needed and she returned to her station

arriving at 2.10 that afternoon.—
Rewards, New Quay, £27 0s. 6d.;
Aberystwyth, £28 18s. 6d.

Falmouth, Cornwall.—January 10th.
—Rewards, £7.

Port Erin, Isle of Man.—January
13th.—Rewards, £27 19s.

Penlee, Cornwall.—January 14th.—
Rewards, £10 12s.

Stornoway, Outer Hebrides.—Janu-
ary, 17th.—Rewards, £14 5s.

Ramsgate, Kent.—January 17th.—
Rewards, £8 12s. 6d.

Sennen, Cove Cornwall.—January
17th.—Rewards, £30 2s.

Donaghadee, Co. Down.—January
18th.—Rewards, £12 5s.

Weymouth, Dorset.—January 22nd.
—Rewards, £7.

Islay, Inner Hebrides.—January 24th.
—Rewards, £9 18s.

Cromer, Norfolk.—January 28th.—
No expense to the Institution.

Walton and Frinton, Essex.—January
28th.—Rewards, £16 5s.

Great Yarmouth and Gorleston,
Norfolk.—January 29th.—Rewards,
£11.

Caister, Norfolk.—January 29th.—
Rewards, £12 13s.

Howth, Co. Dublin.—January 30th.
—Rewards, £11 8s.

TWO LIFE-BOATMEN LOST WHILE FISHING

Wells, Norfolk.—At 6.0 on the night
of the 30th of January, 1952, the life-
boat coxswain received a message that
two life-boatmen had fallen overboard
from their fishing boat *Tony* while
working on their nets, and at 6.44 the
life-boat *Cecil Paine* was launched.
The sea was smooth with a light south-
westerly breeze blowing. The life-
boat searched widely, and found the
Tony's gear, but there was no trace
of the men. They were both drowned.
The life-boat returned to her station
at 9.15.—Rewards, £20 4s.

Workington, Cumberland.—January
31st.—Rewards, £9 15s. 6d.

Moelfre, Anglesey.—January 31st.
—Rewards, £24 6s.

FEBRUARY

DURING February, 1952, life-boats
went out on service 19 times but
rescued no lives.

FISHING BOAT ESCORTED IN

Whitby, Yorkshire.—During the
morning of the 4th of February, 1952,
a strong north-easterly gale was blow-
ing and the sea was heavy. The
Whitby fishing vessel *Lead Us* was at
sea, and at noon she wirelessly asked
if it were possible to make Whitby.
She was told that the life-boat would
meet her off Whitby Rock Buoy. At
1.5 that afternoon the No. 1 life-boat
Mary Ann Hepworth was launched,
escorted in the *Lead Us*, and reached
her station again at 2.55.—Rewards,
£9 12s.

A LONDON BARGE TOWED IN

Clacton-on-Sea, Essex.—At 2.26 in
the afternoon of the 4th of February,
1952, the life-boat *Sir Godfrey Baring*
was launched on exercise in a rough
sea with a moderate north-north-west
breeze blowing. At three o'clock she
was four miles south-by-west of Clac-
ton and there found the motor barge
Delce, of London, with a crew of three.
She was drifting, with her engine
broken down. At the request of her
skipper the life-boat stood by. The
Delce then anchored, but the anchor
did not hold her, and the skipper asked
the life-boat to take her in tow. This
she did, brought the *Delce* to Bright-
lingsea, and then brought her engineer
to Clacton. She reached her station
again at 7.15 that night.—Property
Salvage Case.

ANOTHER INJURED MAN LANDED

Great Yarmouth and Gorleston,
Norfolk.—At 1.36 in the afternoon of
the 5th of February, 1952, the Gorles-
ton coastguard telephoned that the
S.S. *Poole Channel*, of London, had
wirelessly asked that she was making for
Great Yarmouth with an injured man.
She expected to arrive at five o'clock
and asked that the man might be
landed. The life-boat *Louise Stephens*
was launched at 4.45 in charge of the
second coxswain, with a doctor on
board. A light west-north-west breeze
was blowing, with a slight swell. The
life-boat met the steamer off the
harbour, took on board her boatswain,
who had injured his collar-bone,
wirelessly for an ambulance to meet
her at her station, and arrived there
again at 5.23.—Rewards, £14 8s. 6d.

THIRTY-THREE HOURS AT SEA

Tynemouth, and Cullercoats, Northumberland.—At 11.43 in the morning of the 9th of February, 1952, the coastguard telephoned that the motor vessel *Hans Hoth*, of Hamburg, of 370 tons, with a crew of nine, had wirelessed that she was listing and needed a life-boat. She was fifty-six miles east-north-east of the Tyne. At 12.15 that afternoon the Tynemouth life-boat *Tynesider* was launched in a rough sea with a strong northerly wind blowing. The tug *Hendon* also put out and passed the life-boat, but the weather got worse, the seas increased, and she reduced speed. The life-boat maintained full speed, overtook the tug and passed her. Guided by an aeroplane and a flare burnt by the *Hans Hoth*, she found the motor vessel eighty-eight miles north-north-east of the Tyne. It was then 12.38 in the morning of the 10th. The master said that the list was less than it had been and asked the life-boat to stand by. This she did, and two hours later the tug arrived. The tug had already arranged with the *Hans Hoth* by wireless to take her in tow at daybreak, so at 2.30 in the morning the life-boat made for her station.

As she was approaching Tynemouth at nine o'clock that night, a wireless message came from the tug that the crew of the *Hans Hoth* wished to abandon ship and had asked the life-boat to return. She replied that she would put into Tynemouth to refuel and return immediately to the *Hans Hoth's* help, but shortly afterwards she picked up a message from the Cullercoats station to the tug which said that the Cullercoats life-boat was launching. The Tynemouth life-boat continued on her way and moored at 9.55. She had then been out for 33 hours 40 minutes.

Meanwhile the Cullercoats life-boat *Isaac and Mary Bolton* had launched at 9.35, in a moderate breeze, with a swell, but when she was fourteen miles out a message came from the tug that she herself had taken off the *Hans Hoth's* crew, and she made for North Shields where she arrived at 12.15 next morning the 11th. There her crew left her, as the weather would have made it difficult to rehouse her, and returned

to Cullercoats. Just after nine o'clock a message came through the Tynemouth coastguard that the tug now wanted a life-boat to take over the rescued crew from her, so that she herself could try to salve the *Hans Hoth*. At that the Cullercoats men returned to North Shields and the life-boat put out again at 9.20. The tug and the *Hans Hoth* were now only twenty miles from the Tyne, but the sea was rough, and the life-boat arrived to find only the tug. The *Hans Hoth* had foundered. She returned to North Shields, arriving at two in the afternoon. There she remained until the morning of the 13th when she was taken to Cullercoats and arrived at 11.40.—Rewards, Tynemouth, £77 3s.; Cullercoats, first service, £30 10s., second service, £18 8s.

FALLEN OVER THE CLIFF

New Quay, Cardiganshire.—At 9.0 in the morning of the 10th of February, 1952, the police telephoned that a man had been missing from his home since five o'clock the previous evening and was thought to have fallen over a cliff. Search parties had gone out but had not found him, and at ten o'clock the life-boat *St. Albans* was launched in a smooth sea with a light westerly breeze blowing. She found the man's body on Coybal beach, two miles west of New Quay, brought it to the harbour and reached her station again at 12.15 that afternoon.—Rewards, £13 12s. 6d.

TWO GIRLS ON A ROCK

Arbroath, Angus.—At 7.22 on the night of the 17th of February, 1952, the coastguard telephoned that two girls were marooned on a rock east of Auchmithie, about four miles north of Arbroath, and at 7.33 the life-boat *Robert Lindsay* was launched. The weather was fine, with a calm sea. Using her searchlight, the life-boat found the two girls. With them were five men who had tried to get them ashore. The life-boat took them all on board and landed them at her station at 9.15.—Rewards, £10 16s.

FISHING BOAT BROKEN DOWN

Portpatrick, Wigtownshire.—At 10.47 in the morning of the 18th of February,

1952, the coastguard telephoned that the local fishing boat *Frigate Bird* had broken down one and a half miles to the southward and at 11.12 the life-boat *Jeanie Speirs* was launched. The sea was moderate with a fresh north-north-west breeze blowing. The life-boat found the *Frigate Bird*, with a crew of three, four miles south of Portpatrick, towed her to the harbour and reached her station again at 12.30 that afternoon.—Rewards, £4.

AGROUND IN A FOG

Campbeltown, Argyllshire.—At 6.25 in the morning of the 28th of February, 1952, a life-boatman picked up on his wireless set a message from the motor fishing boat *Pride o' the Clyde*, of Tarbert, that she was aground at Skipness Point and needed help. At 6.47 the life-boat *City of Glasgow* left her moorings. The sea was slight, and the east-south-east breeze was light, but there was fog. The life-boat found the fishing boat, with six on board, and towed her off. The fishing boat then made for Tarbert, and the life-boat returned to her station, arriving at 12.45 that afternoon.—Rewards, £16 7s. 6d.

ON THE ROCKS IN A FOG

Anstruther, Fifeshire.—At 10.17 in the morning of the 28th of February, 1952, the coastguard telephoned that a fishing boat had gone ashore at Path Head, and at 10.40 the life-boat *James and Ruby Jackson* was launched. The sea was calm but there was a dense fog. The life-boat found the motor fishing boat *A.J.J. & M.*, of Pittenweem, with a crew of four, on the rocks, and towed her clear. The fishing boat then made for Pittenweem under her own power, and the life-boat returned to her station, arriving at 12.20 that afternoon.—Rewards, £12 16s. 6d.

LIFE-BOAT ACTS AS RUDDER

St. Helier, Jersey.—At 6.5 in the morning of the 29th of February, 1952, the harbourmaster reported that the S.S. *Lyntre*, of Jersey, had wirelessed that she had hit rocks off Noirmont Point, and at 6.25 the life-boat *Elizabeth Rippon* left her moorings. The sea was smooth. The life-boat found the *Lyntre*, laden with coal, drifting in St. Aubin's Bay. She had

damaged her propeller and rudder, was out of control and was making water. The harbour tug put out, and the life-boat and a pilot boat took the steamer in tow, but they could not hold her. The *Lyntre* then anchored and waited for the tug, which took her in tow. The skipper's wife and ship's papers were first transferred to the life-boat, and the life-boat made a line fast to the stern of the steamer and helped to steer her. She was berthed in St. Helier and the life-boat reached her station again at 8.40.—Property Salvage Case.

LIFE-BOATMEN DIG IN THE SAND

Caister, Norfolk.—At ten o'clock in the morning of the 29th of February, 1952, the coastguard reported that a vessel had gone aground off Waxham, and at 10.15 the life-boat *Jose Neville* was launched. The sea was calm, with a fresh north-easterly breeze blowing, but there was fog. The life-boat found the motor vessel *Serenity* of London, with a crew of nine, on Waxham beach. The *Serenity's* boat tried to pass a line from her to a tug, but the wind and tide prevented her, so the life-boat passed it. The tide was ebbing and the *Serenity* could not be moved until the next high tide. While waiting for it the life-boatmen dug away a large amount of sand round the *Serenity*. As the tide rose she was pulled off the beach and made for Great Yarmouth under her own power. The life-boat returned to her station arriving at ten o'clock that night. The owner thanked the life-boatmen.—Property Salvage Case.

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

Arranmore, Co. Donegal.—February 6th.—Rewards, £70 10s.

Stromness, Orkneys.—February 11th.—Rewards, £52 17s.

Stromness, Orkneys.—February 16th.—Rewards, £40 19s. 6d.

Barrow, Lancashire.—February 18th.—Rewards, £10 12s. 6d.

Ramsgate, Kent.—February 25th.—Rewards, £12 14s.

Redcar, Yorkshire.—February 27th.—Rewards, £10 8s.

Life-boat Broadcasts in 1951

THE principal life-boat broadcast in 1951 was in November, when "The Life-boat Story" was told in a series Science and Life in the programme London Calling Asia. Colonel A. D. Burnett Brown, the secretary, Commander T. G. Michelmores, R.N.R., the chief inspector, Mr. R. A. Oakley, the surveyor of life-boats, a recording of ex-Coxswain Henry Blogg of Cromer, Coxswain G. Tart of Dungeness, Mrs. Tart and the Dungeness motor mechanic all took part in it.

There were three broadcasts to schools. In June, the story of the life-boat service was told "for the fourteens". It included a talk with Coxswain Douglas Kirkaldie of Ramsgate. In the same month the programme "The Life-boats" which

was given to Scottish schools in October, 1947, was repeated with revisions. In November in News Commentary for Schools there was a general talk about the Life-boat Service, with a description of its boats and of the service by the Walmer life-boat to the *Captain Andrew*, which had taken place four days before, on the night of the 24th of November.

In Children's Hour in the northern regional programme, there was a talk in August about the New Brighton life-boat, and another talk in September about the first life-boat built at South Shields in 1789.

The first life-boat broadcast of the year was in January, in the Welsh programme, about the Moelfre station.

A Life-boat Christmas

ON the evening of Sunday the 23rd of December, last, a choir of over twenty voices, and a harmonium, gathered on the deck and in the cockpit of the Eastbourne life-boat *Beryl Tollemache* in her boat-house, and over the life-boat's radio telephone sang carols for half an hour to the men on the *Royal Sovereign* Lightship, seven miles out at sea.

At the end of the concert the director of the choir asked the men of the lightship "to give them a carol." They replied that they were "a little shy," but they sent their thanks.

The Weymouth life-boat took Christmas gifts to the Shambles Lightship, Selsey to the Owers Lightvessel, and Clacton to the Mid Barrow and Barrow Lightships in the Thames.

The Clacton life-boat crew were themselves presented with hampers by the chairman of the council from the people of Clacton, and were entertained to dinner.

The Mallaig life-boat carried the Christmas mail, and stores, to the islands of Eigg, Rhum and Canna, in a rough sea, as the regular steamer had been prevented by the weather from making her weekly call.

The Forest Row branch of the Institution arranged a carol party which collected £52 3s. 1d. in the course of a week's singing. The whole sum went to the funds of the branch, as the expenses, £5 10s., were paid by a worker for the branch, an officer of the Guards home on leave from Malaya.

Captain William James Oxley, M.B.E.

CAPTAIN WILLIAM JAMES OXLEY, who has been honorary secretary of the Walton and Frinton life-boat station for twenty-three years, and who has

been awarded the Institution's inscribed binoculars, has been appointed a Member of the Order of the British Empire for his life-boat work.

A Scottish Life-boat Visits Nottingham

THE new Aberdeen life-boat *Hilton Briggs*, of the 52-foot Barnett (Stromness) type, which left the building yard at Cowes on the 17th of August of last year, broke her journey by sea to her station, to travel up the River Trent from Hull and visit Nottingham. She was manned by Aberdeen life-boatmen with the northern district inspector in charge. She arrived on the 23rd of August and was welcomed at Trent Bridge by the Sheriff, the Lord Mayor and a crowd of 3,000 people. She stayed for three days, and on the afternoon of the last day she gave a demonstration of life saving by breeches buoy. The life-boat was in mid-stream between Trent Bridge

and the Suspension Bridge, and the line-throwing pistol was fired at the Suspension Bridge, which represented the wrecked ship. The City Fire Brigade threw up a 30-foot curtain of water to represent a rain storm; Nottingham boys played the part of the rescued; and the district inspector gave his orders, and described the rescue, through the life-boat's loud-hailer. The Sheriff entertained the crew and showed them over the Council House.

The life-boat left Nottingham on the 26th; resumed her journey by sea from the Humber on the 28th; and arrived at Aberdeen two days later.

Capt. R. L. Hamer, D.S.O., R.N.

CAPTAIN RICHARD LLOYD HAMER, D.S.O., R.N., who died on the 16th of December, 1951, at the age of 67, was for twenty years in the service of the Institution. When he came to it in 1925, he had served for many years, before and during the war of 1914 to 1919, in destroyers, had been flag lieutenant to the commander-in-chief on the Cape Station, and flag lieutenant and flag commander to the commander-in-chief on the East Indies Station, and for two years the naval assistant secretary to the Committee of Imperial Defence. He was appointed district inspector of life-boats for the southern district, where he served until 1929, when he went to

the northern district. In the following year, he became deputy chief inspector of life-boats. Nine years later, on the outbreak of war in September, 1939, he was recalled to the Navy, at the age of fifty-five. He served throughout the war, winning the D.S.O. for "courage and resource in successful attacks on enemy submarines." When the war ended he was 61. He did not return to the Institution, and retired at the end of 1945. The Committee of Management sent him a letter expressing their "high appreciation" of his services to the Institution, and their congratulations on "his distinguished service" with the Navy during the war.

Centenary of the Danish Life-boat Service

THE Danish Life-boat Service completed its first hundred years on March 26th, 1952. In these hundred years it has rescued 12,414 lives at the cost of 59 lives of its life-boatmen.

The Institution sent it the following telegram:

"The Royal National Life-boat

Institution sends its heartiest congratulations to the Danish Life-boat Service on the completion of the first hundred years of its work, its heartfelt thanks for the English lives which during those hundred years have been rescued by Danish life-boatmen and its warmest good wishes to the Service for its second century."

Four Members of the Committee of Management

THE EARL OF HOME

LIEUT.-COL. THE EARL OF HOME died on the 11th of July, 1951, at the age of 77. He had been a vice-president of the Institution since 1923. He was elected chairman of the executive committee of the Scottish Life-boat Council at its inception in 1945, and served on the committee until 1948, when he resigned.

MR. WALTER RIGGS, M.B.E., OF ALDEBURGH

MR. WALTER RIGGS, M.B.E., M.I.E.E., who died on the 10th of November, 1951, at the aged of 74, had given many years to the Life-boat Service. From 1924 until his death he was the honorary secretary of the station at Aldeburgh, Suffolk. He became a member of the Committee of Management in September, 1932, and served on the boat and construction committees, the establishment committee, the wreck and rewards committee, the general purposes and publicity committee, and various sub-committees. In March, 1951, he resigned from the Committee of Management, on account of ill health, but he continued to be honorary secretary of the Aldeburgh station until his death. It was in recognition of his devoted work for the Life-boat Service that he was made a Member of the Order of the British Empire in 1941.

SIR HAROLD PINK, OF PORTSMOUTH

SIR HAROLD PINK, J.P., a freeman and alderman of the City of Portsmouth, three times its Mayor, and

once its Lord Mayor, died on the 3rd of January at the age of 93. As Mayor for the third time, in 1917 and 1918, he was president of the Portsmouth branch of the Institution, and in 1919 he became its chairman. In 1934, when he was Lord Mayor, he became its president as well as chairman, and from July, 1940, until the end of the war he acted also as its honorary secretary. He was chairman until his death. In 1939 he was awarded the Institution's gold badge, given only for long and distinguished honorary services. In 1942 he was appointed an honorary life-governor, the highest honour which the Institution can give to an honorary worker. In 1944 he was appointed a vice-president of the Institution. It is an appointment made by the Committee of Management only when they feel that something is still due to an honorary worker—even after the bestowal of the highest honour, and it has been made for that reason only once before. Sir Harold Pink left £200 to the Institution.

ADMIRAL SIR ARTHUR DUFF, K.C.B.

ADMIRAL SIR ARTHUR ALLEN MORISON DUFF, K.C.B., who died on the 5th of April, 1952, at the age of 77, became an *ex-officio* member of the Committee of Management in 1927, when he was appointed Admiral Commanding Reserves, and remained on the Committee when that command ended in 1929. From 1929 until 1946 he was a member of the boat committee, and its vice-chairman for fifteen years. In 1950 he was appointed a vice-president of the Institution in recognition of his services to it.

Portrait on the Cover

THE portrait on the cover is of Holden N. Sheader, who has been the motor mechanic at the Scarborough station for 28 years. On the 9th of December, 1951, he won the Institution's thanks

on vellum for his part in the service to the Dutch motor vessel *Westkust*, in which three bronze medals were won, and the bowman lost his life.

Five Honorary Workers

MRS. EDITH MANBY

MRS. EDITH MANBY of Codsall, Staffordshire, died in February, 1951, at the age of nearly 86. For almost fifty years she had been an active life-boat worker in the Codsall area, and for some years was president of the Codsall district branch. In April, 1935, Mrs. Manby began the work of knitting woollen scarf helmets for all the life-boat crews of the Institution. She had the help of 491 knitters and subscribers, and the work cost £1,250, of which she herself contributed over £100. The work was finished on New Year's Day, 1936. Mrs. Manby and her party had then knitted 1,525 helmets, and the wool used weighed a quarter of a ton. In 1937, she was awarded the Institution's gold badge for her distinguished honorary service. She gave up working for the Life-boat Service, on account of her age, only a few years before her death.

Mrs. Manby was a relative of Captain G. W. Manby who over a century ago was awarded the gold medal of the Institution for the life-saving apparatus which he invented for rescuing shipwrecked people from the shore.

SIR CHARLES McRAE

SIR CHARLES McRAE, Sheriff of London in 1936-37, and a member of the Coal Exchange, died on the 19th of June, 1951, at the age of 76. He was for many years an active member of the Institution's City of London Branch. He joined its committee in 1927, was chairman from 1935 to 1946, and continued to serve on the committee until his death. In 1947 he was appointed an honorary life-governor of the Institution, the highest honour which it can give to an honorary worker.

CAPTAIN KELGWIN, OF SHOREHAM

CAPTAIN C. T. KELGWIN, R.D., R.N.R. the honorary secretary of the

Shoreham Harbour station, died in October, 1951, at the age of 74. He had been honorary secretary since December, 1936, and in 1949 was awarded the Institution's inscribed binoculars, in gratitude for his services.

LIEUT.-COLONEL E. V. HUGO, OF RICHMOND

LIEUT. - COLONEL EDWARD VICTOR HUGO, who died on Christmas Eve, 1951, at the age of 86, had devoted himself for many years to the work of the Richmond and Kew branch of the Institution. He became honorary treasurer in 1929, and besides doing the treasurer's work he was indefatigable in organising the appeals of the branch. He held the post for 21 years, and in 1950 became the president of the branch. In 1951 he was awarded the gold badge, given only for long and distinguished honorary service.

MR. WILLIAM STANTON, OF BOULMER

MR. WILLIAM STANTON, of Boulmer, who died on the 3rd of January, 1952, at the age of 55, came of a family which has played a long and active part in the history of the Boulmer station. At one time Stantons and Stephensons made up the greater part of the crew. Mr. William Stanton became the honorary secretary in 1935, and in 1948 he was awarded the Institution's inscribed binoculars in gratitude for his services. He often went out in the life-boat as one of the crew, and last year, very soon after leaving hospital, where he had had an operation, he took command when the coxswain and most of the crew were at sea, collected a scratch crew and stayed out for two hours searching for an aeroplane. His son is the motor mechanic of the Boulmer life-boat.

Awards to Coxswains and Life-boatmen

To EDWIN W. DISTIN, on his retirement, after serving for 29½ years as coxswain of the Salcombe life-boat, a coxswain's certificate of service and an annuity.

The late GEORGE S. KELLY, who for 15 years was coxswain and 6 years bowman of the Port St. Mary life-boat, his coxswain's certificate of service to his widow.

To ERNEST S. STEPHENS, on his retirement, after serving for 13½ years as coxswain and 9 months as second coxswain of The Lizard life-boat, a coxswain's certificate of service and an annuity.

To GEORGE N. DAWSON, on his retirement, after serving for 12½ years as coxswain of the North Sunderland life-boat, a coxswain's certificate of service and an annuity.

To EDWARD F. ADAMS, on his retirement, after serving for 8½ years as coxswain, 3 months as second coxswain and 15 years as a member of the crew of the Hastings life-boat, a life-boatman's certificate of service.

To MALCOLM CHISHOLM, on his retirement, after serving for 8½ years as coxswain and 2 years as a member of the crew of the Stornoway life-boat, a life-boatman's certificate of service and a gratuity.

To THOMAS PATTON, who for 5½ years was coxswain, 13 years assistant motor mechanic and 7 years a member of the crew of the Runswick life-boat, a life-boatman's certificate of service and an annuity.

To PRIDEAUX P. LOUGH, B.E.M., on his retirement, after serving for 6½ years as coxswain, 15½ years as second coxswain and 11 years as a member of the crew of the Berwick-on-Tweed life-boat, a coxswain's certificate of service and an annuity.

To ERNEST STARKEY, on his retirement, after serving for 5½ years as coxswain, 15½ years as assistant motor mechanic and 11 years as a member of the crew of the Ramsey life-boat, a life-boatman's certificate of service and an annuity.

To JOHN FINDLAY, on his retirement, after serving for 5 years as coxswain and 11 months as second coxswain of the Whitehills life-boat, a gratuity.

To BENJAMIN S. ARMITAGE, on his retirement, after serving for 2½ years as coxswain, 2½ years as second coxswain and 39 years as a member of the crew of the Hoylake life-boat, a life-boatman's certificate of service and a gratuity.

To PATRICK FLAHERTY, on his retirement, after serving for 2½ years as coxswain, 6½ years as second coxswain, and 4½ years as bowman of the Galway Bay life-boat, a life-boatman's certificate of service and an annuity.

To ROBERT TAYLOR, who for 18 years was second coxswain, 2½ years bowman and 8 years a member of the crew of the Runswick life-boat, a life-boatman's certificate of service and an annuity.

To WILLIAM BIGGS, on his retirement, after serving for 16½ years as second coxswain and 15½ years as a member of the crew of the Blyth life-boat, a life-boatman's certificate of service and an annuity.

The late HENRY E. PARKER, who for 6 years was second coxswain, 12 years bowman and 22 years a member of the crew of the Margate life-boat, his life-boatman's certificate of service to his widow.

To JOSEPH WALTON, on his retirement, after serving for 6 years as second coxswain, 4½ years as bowman, and 1½ years as a member of the crew of the Teesmouth life-boat, a life-boatman's certificate of service and an annuity.

To EDWARD A. A. OXLEY, on his retirement after serving for 5 years as second coxswain, 10½ years as bowman and 3 years as a member of the crew of the Walton and Frinton life-boat, a life-boatman's certificate of service and an annuity.

To FRANK JOHNSON, on his retirement after serving for 2 years as second coxswain 5½ years as bowman and 4 years as a member of the crew of the Bridlington life-boat, a life-boatman's certificate of service and a gratuity.

To BENJAMIN P. STEPHENS, on his retirement, after serving for 12½ years as bowman of The Lizard life-boat and as a member of the crew of the Cadgwith life-boat between 1930 and 1939, a life-boatman's certificate of service and a gratuity.

To JOHN MCPHEE, on his retirement, after serving for 7½ years as bowman and 8 years as a member of the crew of the Islay life-boat, a life-boatman's certificate of service and a gratuity.

To ROBERT OLIVER, on his retirement, after serving for 7½ years as bowman and 25 years as a member of the crew of the Cullercoats life-boat, a life-boatman's certificate of service and a gratuity.

To EVAN ARTHUR, on his retirement, after serving for 4½ years as bowman and 43 years as a member of the crew of the Ferryside life-boat, a life-boatman's certificate of service and a gratuity.

To ARTHUR L. BAKER, on his retirement, after serving for 2½ years as bowman and 15 years as a member of the crew of the Hoylake life-boat, a life-boatman's certificate of service.

TO WILLIAM J. STEPHENS, on his retirement after serving for 31½ years as motor mechanic and 3 years as a member of the crew of The Lizard life-boat, a life-boatman's certificate of service, a gratuity and a retirement allowance.

TO EVAN H. EVANS, on his retirement, after serving for 23½ years as motor mechanic, 1½ years as assistant motor mechanic and 3 years as a member of the crew of the Porthdinllaen life-boat, a life-boatman's certificate of service, a gratuity and a retirement allowance.

TO JOHN E. CAMERON, on his retirement, after serving for 20½ years as motor mechanic of the Boulmer life-boat, a life-boatman's certificate of service, gratuity and a retirement allowance.

TO FRANK H. DOYLE, on his retirement, after serving for 19½ years as motor mechanic of the Hoylake life-boat, a life-boatman's certificate of service, gratuity and a retirement allowance.

TO THOMAS TAYLOR, who for 18½ years was motor mechanic and 7 years a member of the crew of the Runswick life-boat, a life-boatman's certificate of service and an annuity.

TO WILLIAM J. MOWATT, on his retirement, after serving for 17½ years as motor mechanic and 11½ years as assistant motor mechanic of the Wick life-boat, a life-boatman's certificate of service, gratuity and a retirement allowance.

TO WILLIAM CARTER, on his retirement, after serving for 27½ years as assistant motor mechanic and 2 years as a member of the crew of the Teesmouth life-boat, a life-boatman's certificate of service and an annuity.

TO WILLIAM THOMAS, on his retirement, after serving for 23½ years as assistant motor mechanic and 8 years as a member of the crew of the Porthdinllaen life-boat, a life-boatman's certificate of service and an annuity.

TO JOHN B. WARREN, on his retirement, after serving for 22½ years as assistant motor

mechanic and 10 years as a member of the crew of the Troon life-boat, a life-boatman's certificate of service and an annuity.

TO HERBERT HUTCHINSON, on his retirement, after serving for 20½ years as assistant motor mechanic, 6 years as bowman and 6 years as a member of the crew of the Bridlington life-boat, a life-boatman's certificate of service.

TO JOHN DOUGLAS, on his retirement, after serving for 16½ years as assistant motor mechanic and 25 years as a member of the crew of the Gourdon life-boat, a life-boatman's certificate of service and an annuity.

TO WILLIAM SCOTT, on his retirement, after serving for 4½ years as assistant motor mechanic and 5½ years as a member of the crew of the Eyemouth life-boat, a life-boatman's certificate of service.

TO JOHN MCGRATH, on his retirement, after serving for 50 years as a member of the crew of the Youghal life-boat, a life-boatman's certificate of service and a special gratuity.

TO ALFRED MADDRELL, on his retirement, after serving for 50 years as a member of the crew of the Port Erin life-boat, a life-boatman's certificate of service.

TO PIERCE JONES, on his retirement, after being associated with the Llandudno life-boat for 50 years as a member of the crew and head launcher, a life-boatman's certificate of service.

TO GEORGE BEADIN, on his retirement, after serving for 25½ years as a member of the crew of the Blyth life-boat, a life-boatman's certificate of service.

TO WILLIAM G. P. HOPPER, on his retirement, after serving for 15 years as a member of the crew of the Margate life-boat, a life-boatman's certificate of service.

TO ERNEST R. COPEMAN, A.M.I.Mech.E., who for 11 years was a member of the crew of the Teesmouth life-boat, a life-boatman's certificate of service.

Awards to Honorary Workers

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. G. N. CRAIGHEAD, M.B.E., of Peterhead. (Also awarded Binoculars for twelve years service as honorary secretary.)

MR. FERGUS DEARDEN, of Lytham St. Annes.

MR. A. G. DOGGART, M.A., of Selsey.

MR. P. H. JAMES, of Youghal.
MR. A. J. MAIN, of Caister.

Binocular Glass

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

MR. DAVID CHAPEL, Arbroath.

MR. G. N. CRAIGHEAD, M.B.E., Peterhead. (Also awarded Thanks of the Institution on Vellum on his retirement as honorary secretary.)

MR. R. J. S. CROWE, Weston-super-Mare.
 MR. E. SELBY DAVIDSON, Tynemouth.
 MAJOR E. P. HANSELL, Cromer.
 DR. E. W. HICKS, M.R.C.S., Wells.
 MR. A. O. KERNICK, Penlee and Sennen Cove.

MR. W. ROBT. MCFERRAN, Dun Laoghaire.
 MR. A. C. ROBINSON, Margate.

Gold Badge

The Gold Badge has been awarded to:

MRS. J. E. ADDISON, honorary secretary, Holyhead Ladies' Life-boat Guild.

MISS I. BAINBRIDGE, honorary worker, Eastbourne Ladies' Life-boat Guild.

MISS T. BLOOMFIELD, honorary secretary, Gt. Yarmouth and Gorleston Ladies' Life-boat Guild.

MR. W. M. BRIMS, honorary treasurer, Thurso branch.

MRS. G. DOGGART, honorary secretary, Selsey Ladies' Life-boat Guild.

MRS. E. M. EASTWOOD, honorary secretary, Oldham Ladies' Life-boat Guild.

MR. W. P. FULTON, honorary secretary and treasurer, Isle of Bute branch.

MISS T. HAYLETT, honorary worker, Caister branch.

MRS. WM. HEATON, chairman and honorary secretary, Clitheroe Ladies' Life-boat Guild.

MRS. OSCAR HENDERSON, member of committee, Belfast branch.

ADMIRAL C. L. LEWIN, chairman, Jersey branch.

MR. C. ERNEST LINK, C.C., chairman, City of London branch.

MRS. I. P. MACINTYRE, honorary secretary, Airdrie Ladies' Life-boat Guild.

DR. C. W. PRESTON-HILLARY, M.R.C.S., L.R.C.P., deputy chairman, Nottingham branch.

LADY E. M. ROBINSON, J.P., honorary secretary, Manchester Ladies' Life-boat Guild, and president and chairman, Stretford branch.

Silver Inkstand

The Silver Inkstand has been awarded to:

MR. A. R. BRETHERICK, Leeds.

Statuette of a Life-boatman

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

MRS. M. I. ADAMSON, Sevenoaks.

MRS. M. H. ALMOND, Adlington, Cheshire.

MRS. M. E. ANTHONY, Tenby.

SURG.-COMMANDER H. A. BROWNING, R.N., Dawlish.

MRS. IAN COATS, Paisley.

MRS. I. CLEMENT, Wadebridge, Padstow.

MRS. E. COOKE, St. Helens.

MISS M. R. DREYFUS, Welwyn.

MRS. E. M. L. ELSE, St. Helens.

MISS E. GRAMLICK, Trowbridge.

MRS. W. GREEN, Frome.

MRS. L. M. HANNA, Bacup.

MR. F. P. HENSON, Rhyl.

MRS. T. HEYWOOD, Middleton.

ALDERMAN MISS E. M. LISTER, Leeds.

MRS. D. LONGLEY, Saltburn.

CAPTAIN A. PETHERICK, M.C., Bude.

MR. L. T. H. PICKERSGILL, Rhyl.

MRS. C. J. SCOTT, Kelsco.

MRS. G. B. SYMONS, Totnes.

MR. R. WILKS, Urmston, Manchester.

Record of Thanks

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

MR. P. A. ADAMS, Markinch.

MRS. M. B. AINSWORTH, Barnet.

MR. and MRS. J. W. BAKEWELL, Diss.

MISS M. BANKS, York.

MR. G. W. BARRON, J.P., Douglas, Isle of Man.

MRS. E. A. BEST, Reigate.

MRS. L. BICKLE, Ossett and Horbury.

MRS. BOLISING, Central Wandsworth.

MRS. C. BOTTOMLEY, Connah's Quay and Shotton.

MISS E. V. BROMHAM, Paignton.

MR. J. V. BROOKES, Farnworth.

MRS. T. J. BROWN, Paisley.

MRS. T. CORLETT, Peel, Isle of Man.

MR. D. CORMACK, Lockerbie.

MRS. E. M. DEWICK, Wolverton.

MRS. R. A. DOBSON, Seaham.

MRS. B. EDEN-SMITH, Grange-over-Sands.

MRS. V. M. FISHER, Wellington, Salop.

MRS. A. FOOTE, Elie.

MRS. I. E. GLEN, S.R.N., S.C.M., Barnolds-wick.

MRS. C. S. GRANT, Stockport.

MRS. C. GREY, J.P., Stalybridge.

MRS. S. I. HARRIS, Connah's Quay and Shotton.

MRS. E. HUGHES, Huyton, Liverpool.

MRS. R. Y. KNAGG, Wallasey, Liverpool.

MRS. M. H. LANDER, Wellington, Salop.

MRS. M. LEAKE, Wellington, Salop.

MISS N. LUMLEY, Chelsea.

MRS. M. B. LYTCHOE, Wallasey, Liverpool.

MR. and MRS. G. A. MACDONALD, Emsworth.

MRS. E. L. MATTHEWS, Moelfre.

MR. H. L. A. MAY, Bermondsey and South-wark.

MRS. R. E. H. MILLER, Seaham.

MRS. M. OLDRYD, Ossett and Horbury.

MRS. M. PARK, Dalton-in-Furness.

MRS. T. PRICE, Connah's Quay and Shotton.

CANON J. P. RICHMOND, M.A., Hyde.

MRS. E. I. ROSS, Invergordon.

ROUND TABLE No. 111, Southgate.

MISS F. E. H. SHACKLETON, J.P., Rochdale.

MR. M. SHARP, Penrith.

MRS. D. A. SHONE, Hoylake, Liverpool.

MR. P. A. SIMPSON, J.P., Whitburn.

MR. R. STARK, Lanark.

MRS. K. STOTHERT, Culcheth.

MRS. M. A. SUMMERS, Connah's Quay and Shotton.

MRS. F. E. THOMPSON, Alford.

MRS. P. TOWNSON, J.P., Bolton.

MRS. S. A. TURNER, Grimsby.

MRS. J. P. UNDERWOOD, St. Andrews.

MRS. E. WADE, Urmston, Manchester.

MRS. P. WARWICK, Southwell.

MISS E. E. WILD, Formby, Liverpool.

MRS. S. WILMORE, Colne.

MISS D. M. L. WILSON, Hoylake, Liverpool.

MRS. A. WORRALL, Kendal.

MRS. M. E. WRIGHT, Bathgate.

Services of the Life-boats of the Institution during 1951

		Time of Launching.		Persons rescued from shipwreck
1951.				
Jan.	1.	7.3 p.m.	Kilmore life-boat landed a sick man from the Coningbeg light-vessel.	
"	2.	4.15 p.m.	Fishing coble <i>Premier</i> , of Scarborough. Scarborough life-boat escorted coble.	
"	3.	2.10 p.m.	Fishing boat <i>Isa Simpson</i> , of Johnshaven. Gourdon life-boat gave help.	
"	6.	9.43 p.m.	Steam trawler <i>Siluria</i> , of Grimsby. Humber life-boat stood by vessel.	
"	7.	10.45 a.m.	St. Mary's life-boat landed a sick man from the Bishop Rock lighthouse.	
"	9.	11.20 a.m.	Motor cruiser <i>Dimcyl</i> , of Lowestoft. Cromer No. 1 life-boat gave help.	
"	10.	1.5 p.m.	Four fishing boats, of Gourdon. Gourdon life-boat escorted boats.	
"	10.	8.40 p.m.	Motor vessel <i>Vaderland</i> , of Rotterdam. Helvick Head life-boat gave help.	
"	11.	1.46 a.m.	Motor vessel <i>Cornel</i> , of Cardiff. Porthdinllaen life-boat gave help.	
"	11.	8.10 p.m.	Motor coaster <i>Thorium</i> , of Liverpool. Fleetwood life-boat - - - - -	7
"	13.	1.45 a.m.	Barge in tow of tug <i>Ganges</i> , of Holland. Newhaven life-boat -	2
"	14.	4.30 p.m.	Humber life-boat landed a sick man from the Humber light-vessel.	
"	17.	11.15 a.m.	Motor barge <i>Rowena</i> , of Barnstaple. Appledore life-boat saved barge and rescued - - - - -	2
"	17.	10.30 p.m.	S.S. <i>Rita</i> , of Sweden. Fleetwood life-boat gave help.	
"	17.	11.0 p.m.	Motor vessel <i>Tapti</i> , of London. Barra Island life-boat stood by vessel.	
"	17.	11.52 p.m.	Motor vessel <i>Tapti</i> , of London. Mallaig life-boat - - - - -	62
"	18.	1.35 p.m.	Motor vessel <i>Tatra</i> , of Tonsberg. Stromness life-boat gave help.	
"	19.	3.30 p.m.	Motor fishing boat <i>Grace Stuart</i> , of Girvan. Girvan life-boat stood by boat.	
"	25.	7.30 p.m.	Motor fishing boat <i>Venture</i> . Stornoway life-boat saved boat and rescued - - - - -	2
"	26.	5.15 a.m.	Motor vessel <i>Van Brakel</i> , of Rotterdam. Boulmer life-boat stood by vessel.	
"	27.	6.37 p.m.	Cable ship <i>Ariel</i> . Penlee life-boat landed a sick man.	
"	28.	8.8 p.m.	S.S. <i>Warren Field</i> , of Liverpool. Margate life-boat gave help.	
"	30.	3.0 p.m.	Dredger <i>Samphire</i> , of Fenit. Fenit life-boat escorted vessel.	
"	31.	5.50 p.m.	Fishing boat <i>Mizpah</i> . Stornoway life-boat stood by boat.	
Feb.	2.	7.1 p.m.	Motor vessel <i>Kronsberg</i> , of Hamburg. The Lizard life-boat stood by vessel.	
"	3.	4.50 a.m.	Motor vessel <i>Ward</i> , of Amsterdam. Margate life-boat stood by vessel.	
"	4.	10.10 a.m.	S.S. <i>Flamma</i> . Great Yarmouth and Gorleston life-boat landed sick man.	
"	4.	3.17 p.m.	L.S.T. <i>Stalker</i> . Campbeltown life-boat gave help.	
"	4.	9.46 p.m.	Motor vessel <i>Drakedene</i> , of Cardiff. Plymouth life-boat stood by vessel.	
"	5.	4.30 a.m.	Trawler <i>Lt. Alphonse Herbez</i> , of Concarneau. Galway Bay life-boat gave help.	
"	5.	7.20 a.m.	Motor vessel <i>Tanga</i> , of Rotterdam. Aith life-boat gave help.	
"	10.	10.14 a.m.	Punt. New Brighton life-boat gave help.	
"	12.	10.17 a.m.	Fishing vessel <i>Castle Mail</i> , of Broadford. Cromarty life-boat escorted vessel.	
"	14.	7.10 p.m.	Motor fishing vessel <i>Glen</i> , of Aberdeen. Aberdeen No. 1 life-boat gave help.	
"	15.	11.25 a.m.	Three fishing boats, of Holy Island. Holy Island life-boat escorted boats.	
"	15.	2.25 p.m.	Four fishing cobs. Scarborough life-boat escorted cobs.	
"	15.	10.40 a.m.	Ten fishing vessels. North Sunderland life-boat escorted vessels.	
"	16.	5.5 a.m.	S.S. <i>Jetblack</i> , of London. Great Yarmouth and Gorleston life-boat landed a sick man.	
"	16.	1.27 p.m.	Motor fishing vessel <i>Dainty Lady</i> , of Bridlington. Bridlington life-boat escorted vessel.	
"	19.	1.45 p.m.	Three motor fishing cobs, of Newbiggin. Newbiggin life-boat escorted cobs.	
"	24.	12.25 p.m.	Motor fishing vessel <i>Ringdove</i> , of Wick. Thurso life-boat escorted vessel.	
"	26.	2.0 p.m.	Motor fishing boat <i>Favourite</i> , of Rye. Hastings life-boat gave help.	

		Time of Launching.		Persons rescued from shipwreck.
1951.				
Mar.	1.	7.37 p.m.	S.S. <i>British Dragoon</i> , of London. New Brighton life-boat gave help.	
	3.	9.15 a.m.	S.S. <i>Stieve More</i> , of London. Newcastle, Co. Down, life-boat stood by vessel.	
	3.	11.20 p.m.	Trawler <i>Lotos</i> , of Aberdeen. Longhope life-boat escorted vessel.	
	8.	12 noon.	Four fishing vessels. Whitby No. 1 life-boat escorted vessels.	
	8.	4.15 p.m.	Steam trawler <i>St. Philip</i> , of Fleetwood. Barra Island life-boat landed 15 and gave help.	
	10.	8.20 a.m.	Trawler <i>King Athelstan</i> , of Lowestoft. Lowestoft life-boat stood by vessel.	
	15.	11.15 a.m.	Fishing coble <i>Ocean Vanguard</i> . Amble life-boat stood by coble.	
	17.	1.30 p.m.	S.S. <i>Southport</i> , of Glasgow. Caister life-boat gave help.	
	17.	6.20 p.m.	S.S. <i>Sodality</i> , of London. Walton and Frinton life-boat landed a sick man.	
	18.	1.15 p.m.	Keel boat <i>Courage</i> , of Scarborough. Scarborough life-boat escorted boat.	
	18.	11.29 p.m.	H.M.S. <i>Brave</i> . Tynemouth life-boat stood by vessel.	
	21.	7.30 a.m.	Ex-R.N.L.I. life-boat <i>Elsie</i> . Rosslare Harbour life-boat gave help.	
	23.	12.11 p.m.	S.S. <i>Helfrid</i> , of Helsingborg. Ramsgate life-boat gave help.	
	23.	2.15 p.m.	Motor boat <i>Capwood</i> , of Guernsey. St. Peter Port life-boat gave help and landed 16.	
	23.	3.0 p.m.	Yacht <i>Buzey</i> . Clacton-on-Sea life-boat gave help.	
	23.	6.18 p.m.	S.S. <i>Wirral Bank</i> , of London. Margate life-boat escorted vessel.	
	23.	7.50 p.m.	Yacht <i>Kayak</i> , of the Royal Yacht Squadron. Newhaven life-boat saved yacht and rescued — — — — —	4
	24.	1.35 p.m.	Motor fishing boat <i>Lead Us</i> , of Whitby. Scarborough life-boat escorted boat.	
	26.	7.25 p.m.	Trawler <i>Christiane II</i> , of Ostende. Newhaven life-boat — — —	6
	28.	12.55 p.m.	Trawler <i>Christiane II</i> , of Ostende. Newhaven life-boat stood by vessel.	
	31.	11.20 a.m.	Five fishing cobbles, of Newbiggin. Newbiggin life-boat escorted cobbles.	
April	1.	3.12 a.m.	S.S. <i>Lord Citrine</i> . Great Yarmouth and Gorleston life-boat landed a sick man.	
	3.	7.15 p.m.	Motor yacht <i>Paddy Moya</i> , of Christchurch. Weymouth life-boat saved yacht and rescued — — — — —	2
	6.	11.20 a.m.	Lightship <i>Scarweather</i> . The Mumbles life-boat landed a sick man.	
	7.	7.15 p.m.	Motor trawler <i>Notre Dame de Calais</i> , of Calais. Ramsgate life-boat gave help.	
	10.	9.15 a.m.	Motor fishing vessel <i>Seagull</i> , of Portpatrick. Portpatrick life-boat escorted vessel.	
	10.	1.10 p.m.	Fishing vessels <i>Provider A</i> and <i>Lead Us</i> . Whitby No. 1 life-boat escorted vessels.	
	12.	1.40 a.m.	Motor tanker <i>Oljaren</i> , of Gothenburg. Longhope life-boat — —	24
	12.	10.50 a.m.	Lerwick life-boat brought a sick man from Fair Isle, thereby saving his life — — — — —	1
	13.	2.45 p.m.	Motor tanker <i>Oljaren</i> , of Gothenburg. Longhope life-boat — —	16
	17.	7.45 a.m.	Keel boat <i>May Lily</i> , of Scarborough. Flamborough life-boat saved boat and rescued — — — — —	4
	17.	2.0 p.m.	S.S. <i>Fort Enterprise</i> , of London. Valentia life-boat landed a sick man.	
	18.	6.50 p.m.	St. Goven's Lightvessel. Tenby life-boat landed a sick man.	
	19.	4.20 p.m.	Anson aeroplane. Torbay life-boat — — — — —	4
	21.	10.0 a.m.	Motor boat <i>Runa</i> , of Port Erin. Port Erin life-boat landed 4.	
	24.	12.15 p.m.	Motor trawler <i>Naom Caot</i> , of Dublin. Valentia life-boat escorted vessel.	
	28.	2.10 a.m.	Steam trawler <i>Queen Alexandra</i> , of Fleetwood. Islay life-boat stood by vessel.	
	30.	1.30 p.m.	Motor tanker <i>Oljaren</i> , of Gothenburg. Stromness life-boat escorted vessel.	
	30.	11.52 p.m.	Motor fishing boat <i>Maid of Honour</i> , of Lerwick. Lerwick life-boat gave help.	
May	1.	10.15 p.m.	Motor vessel <i>Ludwig</i> , of Germany. Amble life-boat escorted vessel.	
	2.	11.15 a.m.	Motor fishing vessel <i>Laurel</i> , of St. Abbs. St. Abbs life-boat escorted vessel.	
	5.	9.30 a.m.	Motor fishing boat <i>Pride of Cahirciveen</i> . Valentia life-boat saved boat and rescued — — — — —	4
	6.	7.0 p.m.	Auxiliary ketch <i>Fortis</i> , of Portsmouth. Weymouth life-boat saved yacht and rescued — — — — —	2
	6.	10.30 p.m.	Motor barge <i>Glenway</i> , of Rochester. Caister life-boat stood by vessel.	

		Time of Launching.		Persons rescued from shipwreck.
1951.				
May	7.	1.13 p.m.	Four fishing boats of Sheringham. Sheringham life-boat escorted boats.	
	8.	9.56 a.m.	Motor fishing vessels <i>Pilot Me II</i> and <i>Lead Us</i> , of Whitby. Whitby No. 1 life-boat escorted vessels.	
	8.	5.28 p.m.	Motor fishing boat <i>Westmark</i> , of Milford Haven. Aberystwyth life-boat escorted boat.	
	10.	2.55 a.m.	Yacht <i>Fortoyn II</i> , of Rotterdam. Walton and Frinton life-boat saved yacht and rescued - - - - -	6
	12.	12.45 p.m.	S.S. <i>Kentwood</i> , of London. Lowestoft life-boat landed a sick man.	
	13.	1.0 p.m.	Motor yacht <i>Lady Gay</i> . Ilfracombe life-boat gave help.	
	13.	8.35 p.m.	Pleasure motor boat <i>Gladina</i> . Torbay life-boat gave help.	
	13.	9.10 p.m.	Motor fishing vessel <i>Lead Us</i> , of Whitby. Whitby No. 1 life-boat escorted vessel.	
	15.	5.25 a.m.	Sailing cutter <i>Margaret</i> . Cromarty life-boat gave help.	
	15.	4.0 p.m.	Boy fell over a cliff at Flamborough. Flamborough life-boat assisted to rescue - - - - -	1
	15.	7.0 p.m.	Motor yacht <i>Sudoria</i> , of Troon. Walmer life-boat gave help.	
	15.	8.0 p.m.	Fishing boat <i>Ocean Pride</i> , of Liverpool. Porthdinllaen life-boat gave help.	
	16.	1.31 p.m.	Motor fishing boat <i>Khaki</i> , of Ramsgate. Ramsgate life-boat saved boat and rescued - - - - -	2
	22.	6.15 p.m.	Motor fishing vessel <i>Brighter Hope</i> , of Belfast. Ramsey life-boat gave help.	
	27.	9.40 p.m.	Yacht <i>St. Helier</i> , of Burnham. Clacton-on-Sea life-boat gave help.	
	30.	9.45 a.m.	Yacht <i>Smew I</i> , of Southampton. Helvick Head life-boat gave help.	
	31.	1.45 p.m.	Motor vessel <i>Le Cap</i> , of Cartaret, France. St. Helier life-boat	3
June	1.	2.35 a.m.	Motor fishing vessel <i>Harvest Hope</i> , of Lerwick. Longhope life-boat stood by vessel.	
	2.	8.39 a.m.	Fishing boat <i>Happy Returns</i> , of Eastbourne. Newhaven life-boat save boat and rescued - - - - -	2
	3.	9.32 a.m.	Motor boat <i>Angelo</i> , of Peel. Port St. Mary life-boat saved boat and rescued - - - - -	2
	3.	9.30 p.m.	Sailing dinghy. Tenby life-boat saved boat and landed 2.	
	7.	9.45 a.m.	Motor yacht <i>Jaymac</i> , of London. Dungeness life-boat gave help.	
	15.	5.22 p.m.	Motor cruiser <i>Shamrock Cruiser II</i> , of London. Ramsgate life-boat gave help.	
	17.	4.30 p.m.	Yacht <i>Idler</i> , of Great Yarmouth. Caister life-boat gave help.	
	17.	4.30 p.m.	Yacht <i>Pauline</i> , of Howth. Howth life-boat gave help.	
	17.	9.30 p.m.	Motor cruiser <i>Wendy</i> , of Preston. Lytham-St. Annes life-boat saved boat and rescued - - - - -	10
	18.	5.24 p.m.	Seventeen French fishing vessels. Ramsgate life-boat gave help.	
	23.	4.37 a.m.	Motor vessel <i>Dagny</i> , of Groningen. Whitby No. 1 life-boat saved vessel and rescued - - - - -	7
	23.	1.11 p.m.	Yacht <i>Spray</i> . Clacton-on-Sea life-boat gave help.	
	24.	9.20 a.m.	Motor fishing coble <i>Hilda II</i> , of Scarborough. Scarborough life-boat escorted coble.	
	25.	6.17 p.m.	Sailing dinghy. Troon life-boat saved dinghy and rescued - -	2
	25.	6.30 p.m.	Motor fishing boat <i>Moby Dick</i> , of Shoreham. Shoreham Harbour life-boat gave help.	
	26.	4.55 a.m.	Fishing boat <i>C.E.61</i> , of Portstewart. Portrush life-boat saved boat and rescued - - - - -	4
	28.	4.7 p.m.	S.S. <i>Sea Cloud</i> , of America. Hastings life-boat landed an injured man.	
July	1.	10.30 a.m.	Rosslare Harbour life-boat took provisions to Tuskar Rock lighthouse.	
	4.	10.30 a.m.	Nine fishing boats, of Wells. Wells life-boat escorted boats.	
	8.	9.20 a.m.	S.S. <i>Hampton Ferry</i> , of Dover. Dover life-boat stood by vessel.	
	10.	7.10 p.m.	Rubber dinghy. Skegness life-boat saved dinghy and rescued -	6
	11.	6.30 p.m.	H.M.S. <i>St. Kitts</i> . Portrush life-boat transferred two ratings and stores.	
	16.	9.15 a.m.	Boat <i>Grainne</i> , of Clontarf. Howth life-boat gave help.	
	16.	1.0 p.m.	Sailing dinghy <i>Tarka</i> , of Ballymoney. Porthdinllaen life-boat saved dinghy.	
	18.	11.3 p.m.	Motor boat <i>Togo</i> , of Guernsey. St. Peter Port life-boat saved boat and rescued - - - - -	1
	20.	7.42 p.m.	Ketch yacht <i>Josue III</i> , of France. Ramsgate life-boat gave help.	
	21.	3.10 p.m.	Rowing boat <i>Linda</i> , of Moelfre. Moelfre life-boat saved boat and rescued - - - - -	2
	21.	8.7 p.m.	Sailing yacht <i>Ragna</i> , of London. Margate life-boat saved yacht and rescued - - - - -	4

		Time of Launching.		Persons rescued from shipwreck.
1951.				
July	22.	6.30 p.m.	Sailing yacht, of Chiswick. Walton and Frinton life-boat saved yacht and rescued - - - - -	4
"	22.	8.30 p.m.	Trawler <i>May Blossom</i> , of Shoreham. Eastbourne life-boat saved vessel and rescued - - - - -	2
"	23.	3.47 p.m.	Sailing boat <i>Kestrel</i> . Margate life-boat saved boat and rescued -	1
"	27.	3.7 p.m.	Persons cut off by the tide. New Brighton life-boat gave help.	
"	30.	3.20 p.m.	Motor cruiser, of Bridgwater. Padstow No. 1 life-boat gave help.	
Aug.	1.	5.50 a.m.	Motor vessel <i>Barrule</i> , of Castletown. Holyhead life-boat stood by vessel.	
"	2.	6.15 p.m.	Motor boat <i>Seran</i> . Tenby life-boat saved boat.	
"	4.	4.10 a.m.	Rowing boat from yacht <i>Teal</i> . Yarmouth, Isle of Wight, life-boat landed 2 and rescued - - - - -	2
"	5.	2.20 p.m.	Sailing yacht <i>Serento</i> , of St. Osyth. Clacton-on-Sea life-boat gave help.	
"	5.	7.50 p.m.	Motor vessel <i>Questa</i> , of London. Margate life-boat stood by vessel.	
"	5.	9.35 p.m.	Motor boat <i>Two Sisters</i> . Donaghadee life-boat gave help.	
"	7.	9.55 a.m.	Sea Cadets' sailing whaler, of Newport, Mon. Weston-super-Mare life-boat saved boat and rescued - - - - -	7
"	7.	10.55 a.m.	Sailing yacht <i>Calypso</i> , of Burnham. Hastings life-boat landed 2.	
"	7.	1.47 p.m.	Sailing boat <i>Permit</i> . New Brighton life-boat saved boat and rescued - - - - -	3
"	7.	7.25 p.m.	Yacht <i>St. Helier</i> , of Maldon. Clacton-on-Sea life-boat landed 2 and gave help	
"	8.	6.40 a.m.	Sailing yacht <i>Calypso</i> , of Burnham. Hastings life-boat gave help.	
"	8.	9.35 a.m.	S.S. <i>Afterglow</i> , of London. Humber life-boat landed an injured man.	
"	8.	7.50 p.m.	Yacht <i>Duet</i> , of Burnham-on-Crouch. Walton and Frinton life-boat stood by yacht.	
"	8.	7.59 p.m.	Cabin cruiser <i>Aphrodite</i> . Shoreham Harbour life-boat gave help and landed 1.	
"	8.	9.50 p.m.	Motor fishing boat <i>Golden Bough</i> , of Newcastle. Newcastle, Co. Down, life-boat saved boat and rescued - - - - -	9
"	8.	10.10 p.m.	Yacht <i>Waterbell</i> . Porthdinllaen life-boat - - - - -	3
"	9.	7.45 a.m.	Motor yacht <i>Dimcyl</i> , of Lowestoft. Caister life-boat saved yacht and rescued - - - - -	6
"	11.	1.50 p.m.	Yacht <i>Hilary</i> . Hastings life-boat landed 2 and gave help.	
"	11.	6.33 p.m.	Sailing yacht <i>Malabar</i> 13, of New York. Yarmouth, Isle of Wight. life-boat saved yacht and rescued - - - - -	10
"	11.	7.0 p.m.	Motor yacht <i>Dimcyl</i> , of Lowestoft. Lowestoft life-boat escorted yacht.	
"	12.	8.30 a.m.	Yacht <i>Siglinde</i> , of Maldon. Walton and Frinton life-boat gave help.	
"	12.	9.8 a.m.	Fishing cobsles <i>Hilda II</i> and <i>Rachel</i> , of Scarborough. Scarborough life-boat escorted cobsles.	
"	12.	12.30 p.m.	Yacht <i>Christine</i> , of Burnham. Clacton-on-Sea life-boat saved yacht and rescued - - - - -	2
"	13.	9.28 p.m.	Barge <i>Cornelia</i> , of Hull. Whitby No. 1 life-boat gave help.	
"	17.	8.57 p.m.	Yacht <i>Jewel</i> . Ramsgate life-boat gave help.	
"	18.	2.20 p.m.	Fishing boat <i>C.A.5</i> , of Aberayron. New Quay, Cardigan, life-boat saved boat and rescued - - - - -	3
"	18.	5.0 p.m.	Metal motor dinghy. Filey life-boat saved dinghy and rescued	2
"	18.	7.15 p.m.	Sailing yacht <i>Kirawan</i> , of Benfleet. Margate life-boat stood by yacht.	
"	19.	11.3 a.m.	Motor cruiser <i>Marie</i> , of Faversham. Selsey life-boat saved vessel and rescued - - - - -	2
"	19.	1.15 p.m.	Sailing dinghy, of Littlestone. Dungeness life-boat saved dinghy and rescued - - - - -	1
"	20.	10.7 p.m.	Motor cruisers <i>Sea Gull</i> and <i>Bill</i> . New Brighton life-boat stood by vessels.	
"	21.	6.15 a.m.	Motor boat <i>Cornucopia</i> , of Lossiemouth. Caister life-boat gave help.	
"	21.	10.55 p.m.	Yacht <i>Marguerite T.</i> , of Lowestoft. St. Peter Port life-boat saved yacht and rescued - - - - -	3
"	23.	3.20 p.m.	Four yachts. Dunmore East life-boat gave help and rescued -	3
"	24.	7.0 p.m.	Amphibious jeep <i>Half Safe</i> . Walmer life-boat gave help.	
"	25.	5.38 p.m.	Yacht <i>Sirius</i> . New Brighton life-boat gave help.	
"	25.	6.0 p.m.	Motor yacht <i>Desina</i> , of Kingstown. Wicklow life-boat saved yacht and rescued - - - - -	3
"	26.	5.30 a.m.	Yacht <i>Albatross</i> , of Bordeaux. Walmer life-boat saved yacht and rescued - - - - -	5

		Time of Launching.		Persons rescued from shipwreck.
1951.				
Aug.	26.	4.15 p.m.	Yacht <i>Ingrid II</i> . Clacton-on-Sea life-boat saved yacht and rescued — — — — —	2
„	27.	3.5 p.m.	Racing dinghy <i>Meringue</i> . Sheringham life-boat — — — — —	2
„	27.	4.10 p.m.	Motor cruiser <i>Thelas</i> . Clacton-on-Sea life-boat stood by vessel.	
„	28.	11.10 a.m.	Motor yacht <i>Aileena</i> , of Itchenor. Selsey life-boat gave help.	
„	28.	8.45 p.m.	Fishing boat <i>Comet</i> , of Aberdovey. Barmouth life-boat — — —	1
„	29.	9.10 a.m.	Yacht <i>Solent Sprite</i> , of Southampton. Selsey life-boat escorted yacht.	
„	31.	6.10 p.m.	Man fell over cliff. New Quay, Cardigan, life-boat landed 2 and a body.	
„	31.	11.0 p.m.	Motor boat <i>Lilian May</i> , of Watchet. Minehead life-boat gave help.	
Sept.	1.	10.46 p.m.	Motor yacht <i>Joles II</i> , of London. Southend-on-Sea life-boat —	2
„	2.	12.55 a.m.	Sailing yacht <i>Girlanda</i> , of Chichester. Margate life-boat saved yacht and rescued — — — — —	2
„	2.	2.25 a.m.	Sailing yacht <i>Sir Gobbo</i> , of Rochester. Margate life-boat — — —	2
„	2.	10.0 a.m.	Yacht <i>Althea II</i> , of Harwich. Aldeburgh No. 1 life-boat gave help.	
„	4.	7.45 a.m.	Motor yacht <i>Buccaboo</i> , of Buckeburg. Walmer life-boat landed 3 from the East Goodwin lightvessel.	
„	4.	7.35 p.m.	Motor fishing boat <i>Lanie</i> , of Hoylake. Hoylake life-boat saved boat and rescued — — — — —	1
„	5.	8.20 a.m.	Fishing coble <i>Silver Night</i> , of Douglas. Douglas life-boat gave help.	
„	7.	6.10 p.m.	Motor cruiser <i>Carron</i> , of Port St. Mary. Douglas life-boat gave help.	
„	8.	11.15 p.m.	Sailing dinghy <i>Kittiwake</i> , of Newhaven. Newhaven life-boat saved dinghy and rescued — — — — —	2
„	8.	11.18 p.m.	Yacht <i>Englyn I</i> , of Southampton. Fowey life-boat landed 4.	
„	9.	9.30 p.m.	Yacht <i>Sorato</i> , of Southwick. Falmouth life-boat saved yacht and rescued — — — — —	3
„	10.	2.16 p.m.	S.S. <i>Scillonian</i> , of St. Mary's. St. Mary's life-boat landed 30 and gave help.	
„	10.	4.10 p.m.	Boat from motor launch <i>Cleevly</i> , of London. Margate life-boat escorted boat.	
„	13.	9.0 a.m.	Motor vessel <i>Carpo</i> , of Rotterdam. Falmouth life-boat gave help.	
„	13.	8.12 p.m.	Yacht <i>Lassiette</i> , of Burnham-on-Crouch. Walton and Frinton life-boat gave help.	
„	15.	5.50 p.m.	Motor boat <i>Mona Lisa</i> , of Cambois. Blyth life-boat saved boat and rescued — — — — —	4
„	16.	9.30 p.m.	Yacht <i>Memory</i> , of Newhaven. Dungeness life-boat gave help.	
„	17.	4.47 p.m.	Fishing boat <i>Iolanthe</i> , of Salthurn. Redcar life-boat gave help.	
„	19.	9.27 a.m.	Ex-M.T.B. No. 102, of Birdham. Selsey life-boat gave help.	
„	22.	11.15 p.m.	Man marooned at Berridale Head. Wick life-boat — — — — —	1
„	24.	10.25 a.m.	Yacht <i>Elsa</i> . Dover life-boat saved yacht and rescued — — —	1
„	25.	9.50 a.m.	S.S. <i>Rocquaine</i> , of Guernsey. Clovelly life-boat landed three injured men.	
„	25.	11.30 a.m.	Yacht <i>Ayesha</i> , of Brightlingsea. Clacton-on-Sea life-boat saved yacht and rescued — — — — —	3
„	26.	3.0 p.m.	Motor barge <i>Thallata</i> , of Harwich. Margate life-boat gave help.	
„	27.	9.15 a.m.	Motor vessel <i>Skagerack</i> , of Oslo. Wick life-boat landed a sick man.	
„	27.	9.17 p.m.	Yacht <i>Santa Maria</i> , of Cartaret. St. Helier life-boat saved yacht and rescued — — — — —	3
„	27.	11.45 p.m.	Sailing yacht <i>Akeco</i> , of Amsterdam. Dover life-boat saved yacht and rescued — — — — —	1
„	28.	6.4 a.m.	Motor launch <i>Karagolo</i> , of Plymouth. Ramsgate life-boat gave help.	
„	28.	9.0 p.m.	Motor fishing vessels <i>Elizabeth Taylor</i> , of Hull, and <i>Incentive</i> , of Fraserburgh. Whitby No. 1 life-boat gave help.	
„	30.	8.45 p.m.	Motor yacht <i>Snafelle</i> , of London. Southend-on-Sea life-boat escorted yacht.	
Oct.	3.	9.45 a.m.	S.S. <i>Yewcroft</i> , of Glasgow. Southend-on-Sea life-boat stood by vessel.	
„	3.	Midnight.	Newcastle, Co. Down, life-boat landed a sick man from Haulbowline lighthouse.	
„	5.	1.10 p.m.	Two Meteor jet aeroplanes. Flamborough life-boat picked up a body.	
„	9.	5.28 p.m.	S.S. <i>Kardesler</i> , of Istanbul. Ramsgate life-boat gave help.	
„	9.	6.4 p.m.	S.S. <i>Matching</i> , of London. Great Yarmouth and Gorleston life-boat landed a sick man.	

Persons
rescued from
shipwreck.

	1951.	Time of Launching.		
Oct.	10.	1.20 p.m.	Motor cruiser <i>Yamilly</i> , of Brightlingsea. Ramsgate life-boat gave help.	
	12.	6.16 p.m.	S.S. <i>Mathilda</i> , of Bergen. Ramsgate life-boat gave help.	
	14.	11.28 a.m.	Yacht <i>Eve</i> . Shoreham Harbour life-boat landed a body.	
	17.	8.26 p.m.	Fishing boat, of Ballycastle. Portrush life-boat gave help.	
	19.	8.50 a.m.	Motor fishing boat <i>Blenheim</i> , of Wick. Longhope life-boat gave help.	
	20.	5.50 a.m.	Dinghy, and a boat from the North Goodwin lightvessel. Ramsgate life-boat gave help and landed 1.	
	20.	5.50 p.m.	Motor cruiser <i>Widgeon</i> , of Ramsgate. Clacton-on-Sea life-boat gave help.	
	22.	8.40 a.m.	Motor launch <i>Vanadia</i> , of Ayr. New Brighton life-boat escorted vessel.	
	22.	3.50 p.m.	S.S. <i>Gripfast</i> , of Newcastle. Whitby No. 1 life-boat stood by vessel.	
	30.	1.58 p.m.	Lerwick life-boat took a doctor to a sick man Fair Isle.	
Nov.	2.	3.30 p.m.	Fishing coble <i>Imperialist</i> , of Flamborough. Flamborough life-boat escorted coble.	
	4.	2.25 a.m.	S.S. <i>Mina Cantiquin</i> , of Gijon. Coverack life-boat - - - -	17
	4.	1.15 p.m.	Motor vessel <i>Geziena</i> , of Rotterdam, and motor fishing vessel <i>Courage</i> , of Scarborough. Whitby No. 1 life-boat gave help.	
	4.	2.15 p.m.	Yacht <i>Quickstep</i> , of Hayling Island. Bembridge life-boat saved yacht and rescued - - - -	2
	4.	6.20 p.m.	S.S. <i>Arcohaleno</i> , of Italy. Sunderland life-boat stood by vessel.	
	4.	6.24 p.m.	Schooner <i>Lamorna</i> , of Southampton. Yarmouth, Isle of Wight, life-boat - - - -	14
	4.	10.0 p.m.	Motor vessel <i>Trewidden</i> , of London. Falmouth life-boat stood by vessel.	
	5.	8.44 p.m.	Motor vessel <i>Geziena</i> , of Rotterdam. Whitby No. 1 life-boat gave help.	
	6.	2.30 a.m.	S.S. <i>Caslon</i> , of London. Donaghadee life-boat landed a sick man.	
	7.	8.30 a.m.	Motor fishing boat <i>Lydia Ann</i> , of Waterford. Helvick Head life-boat gave help.	
	11.	6.30 a.m.	S.S. <i>Trinity</i> , of Panama. Cromarty life-boat gave help.	
	11.	8.30 p.m.	Fishing boat <i>Wavell</i> , of Lowestoft. Lowestoft life-boat gave help.	
	15.	7.30 p.m.	Tanker <i>Merrimac</i> , of New York. Barrow life-boat landed a sick man.	
	17.	7.7 p.m.	Motor vessel <i>Swift</i> , of Costa Rica. Selsey life-boat - - - -	6
	19.	7.0 p.m.	Fishing boat <i>Edith</i> , of Arklow. Arklow life-boat gave help.	
	21.	10.5 a.m.	Motor fishing vessel <i>Speedwell</i> , of Macduff. Whitehills life-boat gave help.	
	21.	2.15 p.m.	Motor fishing boats <i>Girl Anne</i> , and <i>Maurcen</i> , of Girvan. Girvan life-boat escorted boats.	
	23.	6.6 p.m.	Fishing coble <i>Mildred</i> , of Middlesbrough. Teesmouth life-boat saved coble and rescued - - - -	1
	24.	7.10 p.m.	S.S. <i>Captain Andrew</i> . Walmer life-boat gave help.	
	26.	11.48 a.m.	Six fishing vessels, of Whitby, and fishing vessel <i>Girl Nan</i> , of Fraserburgh. Whitby No. 1 life-boat escorted vessels.	
	26.	3.4 p.m.	Fishing boat, of Aberystwyth. Aberystwyth life-boat gave help.	
	30.	4.50 p.m.	Yacht <i>Penguin</i> . Weymouth life-boat gave help.	
Dec.	5.	4.45 a.m.	Motor fishing boat <i>Forward</i> , of Beaumaris. Holyhead life-boat saved boat and rescued - - - -	3
	9.	11.30 a.m.	Motor vessel <i>Westkust</i> , of Rotterdam. Scarborough life-boat - -	10
	9.	12.35 p.m.	Fishing boat <i>Amy-Jim</i> , of Aldeburgh. Aldeburgh No. 2 life-boat gave help.	
	9.	12.48 p.m.	Fishing boat <i>Iris</i> , of Colchester. Clacton-on-Sea life-boat saved boat.	
	9.	2.30 p.m.	Motor vessel <i>Westkust</i> , of Rotterdam. Flamborough life-boat stood by vessel.	
	10.	9.25 a.m.	Five fishing vessels, of Whitby. Whitby No. 1 life-boat escorted vessels.	
	13.	11.45 a.m.	Fishing vessel <i>Crest</i> , of Wick. Wick life-boat landed 2.	
	13.	2.35 p.m.	Motor boat <i>Crusader</i> , of Margate. Margate life-boat saved boat and rescued - - - -	2
	14.	4.38 p.m.	S.S. <i>President Emile Marcesche</i> , of Lorient. Ramsgate life-boat gave help.	
	14.	6.20 p.m.	Trawler <i>St. Kieran</i> , of Kilronan. Galway Bay life-boat gave help.	
	21.	6.30 p.m.	S.S. <i>Noreg</i> , of Gothenburg. Walmer life-boat gave help.	
	23.	4.0 a.m.	Trawler <i>Lochpark</i> , of Grimsby. Stornoway life-boat gave help.	
	27.	3.40 p.m.	Fishing vessel <i>Cloud</i> , of Hopeman. Buckie life-boat stood by vessel.	

		Time of Launching.		Persons rescued from shipwreck.
1951.				
Dec. 27.	4.28 p.m.	Steam trawler <i>Olden Times</i> , of North Shields. Eyemouth life-boat escorted vessel.		
„ 28.	5.40 p.m.	Motor vessel <i>Francine</i> , of Antwerp. Weymouth life-boat gave help.		
„ 28.	10.40 p.m.	Motor barge <i>Olive May</i> , of London. Caister life-boat gave help.		
„ 30.	10.15 a.m.	S.S. <i>Ford Fisher</i> , of Barrow. Fleetwood life-boat gave help.		
„ 30.	4.45 p.m.	Valentia Radio Station. Valentia life-boat took three operators to the mainland.		

SUMMARY OF THE YEAR'S WORK

Lives rescued by life-boats - - - - -	350
Lives rescued in other ways for whose rescue the Institution gave rewards - - - - -	56
Total of lives rescued - - - - -	406
Persons landed from vessels on which they might have been in danger - - - - -	110
Boats and vessels which life-boats saved or helped to save	53
Boats and vessels which life-boats stood by, escorted to safety, or helped - - - - -	239
Total number of launches, including those in which for various reasons no services were rendered - - - - -	568

Notice

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

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

The next number of THE LIFE-BOAT will be published in September, 1952.

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