

THE LIFE-BOAT

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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 August 31st, 1952 - - - - 77,894

One Hundred Years Old

By I. O. Evans, F.R.G.S.

[The author of this article is writing a history of the Life-boat Service. He has made a close study of the Institution's Journal during its hundred years, and the Institution gratefully accepted his kind offer to write a centenary article about it.]

PERTURBED at the indifference shown by "a maritime country like Great Britain" to its work—which had already been in operation for twenty-eight years—just over a hundred years ago The National Institution for the Preservation of Life from Shipwreck, as it was then called, embarked on a new venture. With the aim of advancing "the great cause we advocate," the Institution published, on March 1st, 1852, the first number of its *Journal*. Now, a century later, it is interesting to see how far this has achieved its aim.

The first issue announced its programme. It was to notice new life-boat stations, to discuss improvements in the boats and their gear, and to record "all distinguished services of life-boats in going off to wrecks" and "all rewards of distinguished services in saving life." Except that the rocket life-saving apparatus, with which it had also proposed to deal, was, a year or so later, handed over to the Board of Trade and the Coast-guard, the *Journal* has faithfully ful-

filled its promise. Notices of new stations, technical improvements, services of life-boats, and awards have always filled the bulk of its space.

Its proposal to include the "reports and proceedings" of local life-boat committees, was manifestly impossible: there was not enough space. Instead, it reports in full the presidential and other addresses at its annual general meetings.

Wreck Charts

It meant also to include a complete register, based on Lloyd's List, of the wrecks round our islands, and to try to point out the probable cause of the wrecks and the means by which they might have been avoided. For many years it did, in fact, include lists of wrecks and even illustrated them with wreck charts. These charts continued until the beginning of the First World War. As to their "causes," the most that could be done was to discuss at some length individual wrecks of special importance.

Finally, it was to open its columns

to correspondence "on the subject of saving life from shipwreck." But here the results were disappointing: unlike most other technical periodicals, the *Life-boat Journal* has included singularly few letters on any subject. The first, in 1854, discussed life-belts; the most curious was a suggestion, in 1893, from the well-known author Dr. Gordon Stables, that the dog-lovers of the land should subscribe to purchase a "Dogs of Britain" life-boat!

It amply made up for the lack of correspondence, however, by including many authoritative articles on subjects related to its purpose. Among these were articles on Weather Wisdom by Admiral Fitzroy, one of the foremost meteorologists of the time. Other contributions dealt with the use of barometers, the Rule of the Road at sea, the magnetic compass; and several canvassed the rival merits of the various methods of artificial respiration then coming into use.

Criticisms Refuted

The provisions of the Merchant Shipping Acts were discussed in detail. Criticisms of the Life-boat Service were refuted; complaints of the predatory habits of "salvors" (fishermen who offered to help ships in difficulties) were examined; but the *Journal* had to deplore the low moral character of many seamen and to admit the existence of unscrupulous shipping lines which knowingly made use of unseaworthy vessels. There were also articles on coastal erosion and on wrecks and derelicts; detailed descriptions of light-houses; attempts to estimate the effects on small fishing communities of steam trawlers; and a very modern-sounding complaint of the high cost of fish in London!

An interesting series of articles described many life-boat stations and even gave historical notes on these; they paid special attention to local dangers and difficulties. The controversy between supporters of the two contrasting types of life-boat, the self-righting and the non-self-righting, received impartial treatment. Steam life-boats were discussed, and the conclusion regretfully arrived at that they were desirable but for the

time impracticable—only a year or so before they were invented!

The Life-boat in Verse

Such matters were diversified by occasional short stories, or extracts from contemporary novels, giving imaginative accounts of life-boat work. They were diversified, too, by nearly two hundred pieces of verse on various aspects of the Service: the cream of these, selected by Sir John Cumming and Mr. Charles Vince, have been reprinted to form that delightful anthology, *The Life-boat in Verse*.

A memorial article on Sir William Hillary, which appeared in an early issue, was quickly followed by another on Grace Darling. Thereafter as, with the effluxion of time, the Institution lost its leading figures, their work was similarly recounted. Outstanding members of the committee and technicians, local secretaries and benefactors, figured here equally with heroic coxswains and members of the crews.

Changing Customs

The early issues of the *Journal* have a special interest in making clear the great change which has taken place in the national customs and outlook. It seems strange to modern readers that articles should appear urging British youth to sea-bathe and to learn to swim! (*Male* youth was meant: the possibility that both sexes might do so does not seem to have been contemplated.) The practical hints on this subject, too, read strangely in these days; on entering the sea, inexperienced bathers were advised first to wet their hair and then to dip it under water, to avoid the "rush of blood" to the head. River-bathing, it seems, was practised in secluded backwaters, and costumes were unusual: one article glanced facetiously at the predicament of a bather swept by an eddy into the main stream just as a boat carrying "young ladies" (there was a touch of Victorian archness about the early issues of the *Journal*) happened to pass by!

Religious Feeling

These early issues also display a depth of religious feeling unknown in secular periodicals of the present day;

references to the Almighty are not uncommon—nor do they seem out of place or insincere. They are more-over far-reaching: the writers saw the Hand of Providence not only in the sudden wave which swept a life-boat to safety when it seemed to be lost, but in the human devotion and inventiveness which made possible the Service and its boats.

This faith not unnaturally produced a sturdy optimism which we can only envy. In discussing the moral deficiencies of the average seaman, the *Journal* abandoned the problem as almost hopeless but for the improvement which might be expected from the general moral advancement of our civilization. Nowadays that seems a very broken reed—in fact, we are tempted to turn the argument the other way and to suggest that one of the forces which may overcome the general degradation of moral life will be the splendid example given to landsmen in the devotion of the life-boat crews.

Literary Style

The very style of the early *Journals* is characteristic. Writing for a classically-educated public, its contributors may not have deliberately aimed at "well-turned periods" but they had traditional literary standards at the back of their minds. Sometimes they drop into rhetoric or tremble on the verge of bathos, but that is unusual.

The return of peace after the First World War produced great changes in the *Journal*. Not only was it now far better printed and illustrated than the early issues, it was, moreover, aiming at a wider public. Its style became less literary and more popular and journalistic—but never descended to

the meretricious or took refuge in jargon. It now restricted its articles to matters directly bearing on the Life-boat Service, and livened them up with a *causerie* under the title of "Notes and News." Among other interests it started a vigorous campaign to persuade—almost to shame—certain unsympathetic shipping concerns into supporting the Institution's work. In lighter vein, it discussed the problems and even the humours encountered by life-boat day collectors, and the ingenious methods of publicity they devised.

The *Journal* To-day

During the Second World War paper restrictions reduced the *Journal* to a mere leaflet, just sufficient to maintain its historical continuity. In 1947 it again became a magazine, well-written, well-illustrated, though somewhat narrowed in scope by production and financial considerations. Reduced as its available space is, however, it continues to utilize it upon the lines which have proved so satisfactory in the past—with accounts of the opening of new stations, of the latest mechanical contrivances which facilitate the work of the crews, accounts of all life-boat services, full narratives of deeds of heroism, and brief memorials to those who have given good service in this vital task.

From the small, poorly-printed first issue, void of illustrations and selling at three-halfpence, to the superior production of the present day seems almost as great a step as that from the old *Original* to the modern motor life-boat. Yet, old or modern, the aim of both is unchanged: that of the boats to rescue those in danger off our shores, that of the *Journal* to assist in this work by making it more widely-known.

A Converted Life-boat

A YACHTSMAN who bought and converted one of the Institution's 35-foot 6-inch life-boats writes of her to the *Yachting Monthly*.

"Sailing performance is far beyond

my expectations. With plate down she *never* misses stays, and is a good performer to windward, and in her 'weather' does much better than many other craft."

The Gratitude of Yachtsmen

ON the 25th of August, 1951, the Wicklow life-boat towed in the yacht *Desina* which had lost her rudder in heavy seas. One of the yacht's crew wrote to the coxswain:

"On behalf of the two other crew members and myself, I wish to express our appreciation of the successful efforts of the crew of the Wicklow life-boat under your command in extricating us from an extremely sticky position. I had always, in a vague sort of way, appreciated the yeomen work done by R.N.L.I. life-boats and their crews, but believe me I now admire the service as only one who owes his life to it can possibly do. The owner also joins us in thanking you, your crew and the R.N.L.I. for saving *Desina* and getting her into Wicklow Harbour intact under very difficult conditions, in token of which the owner, I think, sent you a donation towards the R.N.L.I. funds on our behalf.

"I might add that the courtesy and helpfulness of yourself and crew in getting *Desina* ready to complete her passage to Dun Laoghaire, and the moderation of your salvage claim will leave us further indebted to you—if such is possible.

"Finally, it is our wish that when

forwarding the subscription to the R.N.L.I., you send this letter with it, and assure them of our gratitude to them for providing the boat and such fine men to man it.

"I trust that I may never again have to call on your services, but know how readily they would be offered in the future as in the past."

A Mother's Thanks

On the night of September 8th last the Fowey life-boat landed four from the yacht *Englyn I*, in a rough sea, and the honorary secretary of the station had the following letter from the mother of one of the rescued:

"Just over a year ago, while living at Devonport, I was part of the organisation for collecting money by means of a flag day, for the R.N.L.I. Then, about the night of September 7th last the Fowey life-boat went to the rescue of my son and three others who had been sailing in the little boat *Englyn I*. My gratitude is very deep, much deeper than my pocket, and when I send you £5, I hope you will not think that I value my son's life at so small a sum. I would like in future to contribute a small sum yearly to the R.N.L.I. . . ."

The owner of the yacht and the others on board also sent gifts.

A Yacht Club Visits the Walmer Station

LAST December Coxswain Frederick Upton of Walmer gave a talk to the Thames Motor Yacht Club, and at the end of the month a party of over twenty members, with their ladies, visited Deal. They entertained the Mayor and Mayoress and the honorary secretary and coxswain at Walmer to dinner, and the crew and helpers to drinks and darts. Next day twelve of the club were taken out in the life-

boat to the Goodwins on her six-weekly exercise. The commodore of the club wrote afterwards:

"Everyone was delighted. The sea was far from being pleasant, but the confidence which your coxswain put into those who might have been scared was really amazing. I am full of admiration for the manner in which he handles his boat and crew."

Without Comment

EXTRACT from the deck log from a life-boat station: "Chief inspector of

life-boats and district inspector visited life-boat station. Dull and hazy."

Services to Yachts in 1951

IN 1951 life-boats went out to the help of yachts 120 times. That figure includes sailing dinghies, sailing boats, motor cruisers and motor yachts. It is nearly a quarter of the total of launches for the year, which was 567. From those yachts life-boats rescued

108 lives. Four of the rescues were marked by special danger and gallantry and medals were awarded. The total of medals for the year was eight, so that half were won for rescues from yachts. Life-boats also saved, or helped to save, thirty of the yachts.

The Boulogne Life-boat Society

ON the 16th of September, 1951, the Boulogne Life-boat Society inaugurated the new life-boat and station which have replaced those destroyed in the war. The ceremony was attended by the Dover life-boat, *Southern Africa*, and her crew, Mr. H. T. Hawksfield, the chairman, Mr. Douglas Stewart, the honorary secretary of the station, and Commander S. W. F. Bennetts, D.S.O., D.S.C., R.N., the deputy chief inspector life-boats. They crossed that morning, arriving at 10.30, and were most hospitably welcomed and entertained.

The Boulogne Society was founded in 1825, a year after the Royal National Life-boat Institution, by two members of the English colony, and ever since its committee has been half French and half British.

The Minister of Mercantile Marine presided at the ceremony. The Calais life-boat, which had visited Dover a few weeks before, was also present, and representatives of the French and Belgian Life-boat Services.

There was a reception at the Mairie, luncheon at the restaurant of the harbour railway station, and the laying of flowers on a shrine dedicated to the memory of sailors lost at sea. The

new life-boat, *Marie Georgina Felicie*, was then blessed and named, and speeches were made by the president of the Boulogne Society, the representative of the French Life-boat Society, Commander Bennetts and the Minister of Marine. At the end of the Minister's speech the "Marseillaise" was played, and at the end of Commander Bennetts's, "God Save the King."

The life-boat left Boulogne again at 7.30 that evening in heavy rain, with a fresh west-north-west wind blowing and a moderate sea. After two and a half hours she received a wireless message from the Dungeness life-boat, which was out at sea to the help of the yacht *Memory*, of Newhaven, broken down, with a crew of four. Dungeness was towing the yacht to Dover and asked if the Dover life-boat would take over the tow, so saving her four hours at sea. A rendezvous was arranged at 11.30 off Sandgate. There the Dover life-boat took the yacht in tow and arrived at Dover just after midnight. It had been a long day. She had left at 7.45 that morning. But twenty minutes were spent with a zealous Customs Officer before those on board could get to bed.

A Spanish Medal for Coverack

THE silver prize medal which the Spanish Life-boat Society awarded to Coxswain W. A. Rowe, of Coverack, for the rescue of the crew of seventeen of the steamer *Mina Cantiquin*, on the 4th of November, 1951, and the diplomas awarded to him and the six members of his crew, were presented at Coverack on the 18th of April

by Captain Rafael Fernandez de Bobadilla, S.N., the naval attaché at the Spanish Embassy in London. With him was the Spanish consul-general from Southampton. One of the crew, Arthur Pengilly, had died a week before. His diploma was presented to his son, and the audience stood in silence in his memory.

Calais-Dover: Dover-Calais

ON the 4th of August, 1951, the Calais life-boat, *Marechal Foch*, paid a visit to Dover. She had on board Dr. P. Drujon, president of the Calais life-boat station, and members of his committee. They were welcomed by Mr. H. T. Hawksfield, chairman of the Dover branch, Mr. D. Stewart, honorary secretary, and members of the committee, Coxswain J. Walker, the second coxswain and the two mechanics. The French visitors were shown over the Dover life-boat *Southern Africa* and they showed their hosts the *Marechal Foch*. Mr. Hawksfield then entertained the party to luncheon. Before the visitors left for Calais Dr. Drujon invited the Dover crew and

members of the committee to Calais the next year.

This return visit was paid on the 15th of September, 1952. The *Southern Africa* had on board Mr. Hawksfield, Mr. K. H. T. Wheeler, honorary treasurer of the Dover station, the French consul for Dover and Folkestone, Commander E. W. Middleton, V.R.D., R.N.V.R., district inspector, and Coxswain J. Walker and his crew. They were most cordially welcomed, were received by the Mayor of Calais at the Town Hall, and were entertained to a luncheon, at which the Mayor, Dr. Drujon, the Calais life-boat crew and some thirty other people were present.

A Swedish Award

IN April, 1951, the Longhope life-boat rescued the crew of forty of the motor tanker *Oljaren*, of Gothenburg, in a service lasting twenty-three hours. The Institution awarded its bronze

medal for gallantry to the coxswain and £6 14s. to him and each member of the crew. The Swedish Government has sent £10 to the coxswain and £5 to each member of the crew.

A Life-boat for Turkey

A 35-feet 6-inches twin screw self-righting life-boat has been built at Cowes, to the plans and specification of the Institution, for the Turkish

State Railways and Harbour Administration. She left Cowes for Istanbul in April. It is there that she will be stationed.

Portrait on the Cover

THE portrait on the cover is of Coxswain Stanley Smith, of Yarmouth, Isle of Wight, who retired in August of this year, after twenty-seven years of service in the life-boat. He has been in it since the station was established in 1924. He was appointed second-coxswain in 1933, and cox-

swain in 1944, so that he has been an officer of the boat for nineteen of his twenty-seven years. In 1949 his two sons, Stanley and Colin, who had both been members of his crew, sailed across the Atlantic in a twenty-foot yacht which they had built themselves.

A Life-boat Christmas

IN the article "A Life-boat Christmas," in the last issue of the Journal, it should have been recorded among the visits of life-boats to lightvessels, that

the Walton and Frinton boat also went out and took Christmas gifts to the Sunk and Kentish Knock Lightvessels.

Services of the Life-boats in March, April, May and June, 1952

53 Lives Rescued

MARCH

DURING March life-boats were launched 63 times and rescued 12 lives.

FISHING BOATS IN DANGER ON THE NORTH-EAST COAST

Holy Island, and North Sunderland, Northumberland.—At 5.22 on the evening of the 5th of March, 1952, the Holy Island coastguard reported to the Holy Island life-boat station a message received from the North Sunderland life-boat station that the Seahouses fishing boats *Faithful II* and *Sovereign* were making for Holy Island harbour as the seas were very heavy at Seahouses. The Holy Island life-boat *Gertrude* was launched at 5.32. A rough sea was running, with a south-westerly wind blowing, and the harbour bar was too dangerous for the fishing boats to cross it. The life-boat escorted them to the shelter of the Inner Farne Island, and there they anchored for the night. The life-boat remained with them until the next morning. She then escorted them to Seahouses, and at 9.55 the North Sunderland life-boat *W.R.A.* was launched, with Mr. T. W. A. Swallow, the honorary secretary, on board, in a heavy swell with a moderate south-south-east breeze blowing, to escort the two fishing boats into harbour. The Holy Island life-boat returned to her station arriving at 11.30, but the North Sunderland life-boat put out again and made for the Inner Farne Island where a Trinity House tender, with four men from the Farne Lighthouse, was in difficulties. She took the four men on board, leaving the tender at anchor, and arrived back at her station at noon.—Rewards: Holy Island, £46. 9s.; North Sunderland, £26 17s.

Whitby, Yorkshire.—At eleven in the morning of the 7th of March, 1952,

fishermen reported that conditions on the outer harbour bar were very dangerous for returning fishing boats, and at 11.15 the No. 1 life-boat *Mary Ann Hepworth* was launched, in a rough sea with a south-easterly gale blowing. She made for the Whitby Rock Buoy. The life-boat met eight local fishing boats, the *Endeavour*, *Faith Star*, *Progress*, *Venus*, *Lead Us*, *Provider A*, *Pilot Me II* and *Success*, at various times, and escorted them in separately, reaching her station again at 3.20 that afternoon.—Rewards, £14 13s. 6d.

Scarborough, Yorkshire.—At one in the afternoon of the 7th of March, 1952, the coastguard reported that the fishing boat *Progressive*, of Filey, had been at sea since dawn and anxiety was felt for the safety of her crew of six. The seas were heavy and a strong easterly breeze was blowing. At 1.10 the life-boat *E.C.J.R.* was launched, found the *Progressive* one and a half miles out, escorted her into Scarborough harbour and reached her station again at 2.15.—Rewards, £12 10s.

FALLEN INTO THE HOLD

St. Ives, Cornwall.—At 1.40 in the afternoon of the 8th of March, 1952, the coastguard telephoned that a tanker entering St. Ives Bay was signalling for a doctor. No other boat was available, so at 2.5, in fine weather and a calm sea, the life-boat, *Edgar*, *George*, *Orlando* and *Eva Child* was launched with a doctor and three ambulance men on board. She put them on the tanker *British Diligence*, of London, and they found that a man had been injured falling into the ship's hold. He was taken into the life-boat, which landed him at 2.50, and an ambulance took him to Penzance hospital.—Rewards, £10 15s.

DOCTOR TO AN ISLAND

Aith, Shetlands.—At ten in the morning of the 10th of March, 1952, a doctor at Walls asked if the life-boat would take him to the island of Foula where a woman was seriously ill. The weather was too bad for an ordinary boat to put out. The life-boat *The Rankin* left with the doctor at eleven o'clock. The sea was very heavy with a moderate north-north-west gale blowing. The life-boat reached Foula at three that afternoon. The doctor found that the patient was too ill to be taken to Aith, so he treated her, left her in the charge of the island's nurse and was brought back by the life-boat which reached her station again at 10.30 that night. Rewards, £26 18s.

COAL BOAT ON THE ROCKS

Campbeltown, Argyllshire.—About 11.25 on the night of the 10th of March, 1952, a life-boatman reported that he had heard a wireless message from the motor vessel *Saint Kentigern*, of Glasgow, laden with coal with a crew of eight. She had gone on the rocks south of Sanda Island, and was asking for a life-boat. At 11.30 the Southend coastguard telephoned the same to the life-boat station, and at 11.42 the life-boat *City of Glasgow* left her moorings. The sea was choppy with a light south-easterly breeze and fog. Helped by a steamer, which had picked them both up on her radar set, the life-boat found the *Saint Kentigern* early the next morning. She was bumping on the rocks. Three other steamers were standing by. The first rope which the life-boat passed to the *St. Kentigern* parted, but she succeeded in towing her off. She then took off two of her crew who were in a small boat, took the boat itself in tow, and escorted the *St. Kentigern* to Campbeltown. One of the three steamers kept them company. On the way the small boat sank, but the life-boat brought the *St. Kentigern* safely into harbour. There the *St. Kentigern* anchored, but it was found that she was leaking only slightly, and she resumed her passage to Kinlochleven. The life-boat arrived back at her station at five o'clock that morning.—Property Salvage Case.

LOST IN THE FOG

New Brighton, Cheshire.—On the morning of the 10th of March, 1952, the fishing boat *Speedwell*, with the life-boat's second coxswain and a life-boatman on board, had gone out. On the following morning, as she had not returned, the life-boat *Norman B. Corlett* left her moorings at 8.15. The sea was smooth, the south-westerly breeze light, but there was fog. The life-boat found the *Speedwell* off R.3 Buoy at the entrance to Rock Channel. The men had lost themselves in the fog. The life-boatmen gave them food and towed the boat to New Brighton, reaching her station again at 10.5.—Rewards, £6 12s.

Ballycotton, Co. Cork.—At eleven in the morning of the 13th of March, 1952, a man left Cork for Ballycotton in a motor punt. He had not arrived by eight o'clock that night. The keepers of the Power Head Lighthouse, eight miles west of Ballycotton, reported that he had passed Power Head at 6.30, but he was still missing at nine o'clock, and the life-boat *Mary Stanford* left her moorings. There was a heavy swell, with an easterly breeze and thick fog. The life-boat found the punt one and a half miles south-south-west of Ballycotton Light, escorted her to harbour and reached her station again at 10.10 that night. The owner thanked the life-boatmen.—Rewards, £7 11s.

REFLOATING A TRAWLER

Stromness, Orkneys.—At 2.45 in the morning of the 14th of March, 1952, the Kirkwall coastguard reported a trawler ashore between Noup Head and Start Point and at 3.38 the life-boat *J.J.K.S.W.* left her moorings. There was a moderate swell with a light south-easterly breeze blowing. The life-boat found the steam trawler *Peter Carey*, of London, at Whitmill Skerry, Sanday, with a crew of twelve. She secured a rope to the trawler's bow and pulled the bow into deeper water enabling the *Peter Carey* to refloat herself. She was not damaged and went on her way. The life-boat returned to her station, arriving at 3.30 that afternoon.—Rewards, £27 17s.

ENGINES BROKEN DOWN

Ramsey, Isle of Man.—At four in the afternoon of the 16th of March, 1952, the coastguard telephoned that a motor fishing boat two miles east-north-east of Queen's Pier was flying a flag "I am disabled; communicate with me," but that she did not reply to signals made to her. At 4.40 the life-boat *Thomas Corbett* put out, but in the work of launching her the head launcher broke his elbow. A light south-easterly breeze was blowing, with a moderate sea running. The life-boat found the fishing boat *Nabro*, of Dublin, anchored, with her engines broken down. Life-boatmen boarded her to help the crew of five weigh the anchor, but they could not move it, so they slipped it. The life-boat then towed the *Nabro* to Queen's Pier where she moored her to await the tide. She remained with her and towed her into the harbour at 12.30 the next morning, reaching her station again at 1.45. The owner made a donation to the Institution.—Rewards, £36 18s.

NAVAL LAUNCH AGROUND IN FOG

Bembridge, Isle of Wight.—At four in the afternoon of the 19th of March, 1952, the Foreland coastguard telephoned that a naval motor launch had run ashore at Black Rock, Whitecliff Bay, and at 4.13 the life-boat *Milburn*, on temporary duty at the station, was launched in a slight sea, with a light south-south-west breeze and fog. She found H.M. motor launch *RC. 83*. The life-boat towed her clear, handed her over to motor launches which had been sent from Portsmouth, and returned to her station, arriving at 5.30 that evening.—Rewards, £7 5s.

COLLISION IN THE STRAITS OF DOVER

Dover, Kent.—At 7.37 on the night of the 21st of March, 1952, the Sandgate coastguard telephoned that two ships had been in collision in a fog four miles south-east of Dover. They were the S.S. *Benwyvis*, of Leith, and the S.S. *Guecho*, of Bilbao. The *Guecho* had been badly damaged and the *Benwyvis* was standing by her. The life-boatmen assembled. The *Guecho* wirelessed for a tug. The German tug

Wotan took her in tow, and as the life-boat was not needed the life-boatmen were dismissed. At 2.34 next morning, the 22nd, the *Guecho*, now one mile north-north-east of the South Goodwin Lightvessel, again wirelessed. This time she asked for the life-boat. At 2.47 the coastguard telephoned the life-boat station, and at 3.30 the life-boat *Southern Africa* left her moorings, with the second coxswain in charge. A rough sea was running, with a fresh south-westerly breeze blowing. The life-boat found the *Guecho*, a vessel of 3,372 tons laden with potash, about four miles east of Dover. Her port bow had been stove in. She was in danger of sinking, and the pilot aboard her asked the life-boat to stay alongside in case her forward bulkhead should give way. The *Wotan* still had her in tow and a tug from Dover had also made fast to her. The tow continued, and once the wire rope from the *Wotan* swept across the life-boat and damaged her, but without injuring anyone. At 6.10 that morning the *Guecho* anchored in the Downs. The life-boat took the pilot and two officers from her to the *Wotan*, then took them and the tug-master back to the *Guecho*, and finally put them all aboard the Dover tug. Later she took the master of the Dover tug to the *Guecho* and then to the *Wotan*. At 3.20 that afternoon the tugs towed the *Guecho* into Dover, escorted by the life-boat, which reached her station again at 5.45 that evening.—Rewards, £25 10s.

SHRIMP BOAT'S PROPELLER FOULED

Lowestoft, Suffolk.—At 9.52 in the morning of the 22nd of March, 1952, the coastguard telephoned that a fishing boat was flying a black flag about one mile to the eastward and at ten o'clock the life-boat *Michael Stephens* left her moorings in a moderate sea, with a strong westerly breeze blowing. She found the local shrimp boat *Trade Winds*, with a crew of four. Her nets and ropes had fouled her propeller. At the request of her skipper the life-boat towed her to the harbour and reached her station again at eleven o'clock. The skipper thanked the life-boatmen.—Rewards, £7 15s.

SICK MAN ON A LIGHTVESSEL

Tenby, Pembrokeshire.—At 9.15 in the morning of the 23rd of March, 1952, the Swansea Superintendent of Trinity House asked if the life-boat would fetch a sick man from the Helwick Lightvessel as the Trinity House vessel could not make the trip until the afternoon. At 9.30 the life-boat *John R. Webb* was launched with a doctor in a moderate south-south-west breeze with a moderate sea running. She took the sick man on board and landed him at Tenby at 1.35 that afternoon.—Rewards, £21 17s. Refunded to the Institution by Trinity House.

FISHING BOAT ON THE MERSEY REVETMENT

New Brighton, Cheshire.—At three in the afternoon of the 24th of March, 1952, the Mersey Docks and Harbour Board telephoned that a fishing boat had been reported aground on the revetment near C.16 buoy in the Crosby Channel and listing dangerously. At 3.15 the life-boat *Norman B. Corlett* left her moorings. The sea was smooth, with a light easterly breeze, but there was fog. The life-boat found the fishing boat *Emma*, of Rock Ferry, with a crew of two. The skipper asked her to stand by until high tide. A salvage vessel had also arrived, and she put two men on board with a pump. When the *Emma* refloated, the life-boat escorted her up the River Mersey and reached her station again at 7.45 that night.—Rewards, £12 8s.

NORTH-EAST FISHING BOATS AGAIN IN PERIL

Filey, Yorkshire.—At 10.20 on the morning of the 27th of March, 1952, the life-boat coxswain reported that the weather was deteriorating and that five fishing cobles were at sea. At 10.37 the life-boat *The Cuttle* was launched in a moderate sea and strong north-easterly wind, escorted the cobles to Filey Bay and reached her station again at 1.0 that afternoon.—Rewards, £13 18s.

Scarborough, Yorkshire.—On the morning of the 27th of March, 1952,

two local cobles, the *Rosemary* and the *Rachel*, were at sea. A strong north-north-east wind was blowing, with snow showers. The sea was rough and the harbour entrance dangerous. At 10.40 the life-boat *E.C.J.R.* was launched and found the cobles about three miles north-north-east of Scarborough Castle. She escorted them to the harbour and reached her station again at 11.55.—Rewards, £14 7s.

Whitby, Yorkshire.—At 12.30 in the afternoon of the 28th of March, 1952, the coastguard reported that a local fishing vessel was making heavy weather as she approached the harbour, and at 12.50 the No. 1 life-boat *Mary Ann Hepworth* was launched. The sea was very heavy with an easterly gale blowing and snow showers. The life-boat found the *Lead Us* off the harbour bar, escorted her in, put to sea again, escorted in the *Pilot Me II*, and reached her station again at 2.25.—Rewards, £9 4s.

A STRUGGLE IN SNOW-STORMS

Walton and Frinton, Essex.—At 10.2 on the night of the 28th of March, 1952, the Walton-on-the-Naze coastguard telephoned a wireless message from the motor vessel *Seniority*, of London, that she had lost an anchor and was drifting towards Rough Tower. At 10.45 the life-boat *Mary Scott*, on temporary duty at the station, was launched. A fresh east-north-east gale was blowing with a rough sea. The life-boat found the *Seniority* at 12.30 the next morning with one anchor down one mile north of the tower. She had dragged towards the Cork Sands, but the one anchor was now holding her and the skipper said that he would make for Harwich at daybreak. The life-boat remained with her for a while then told the skipper that she would go to Harwich, but would be ready to put out again if he needed her. She reached Harwich at 3.30 that morning and left for her station at 10.30. At 11.17 the Walton-on-the-Naze coastguard reported that the *Seniority*, now two miles west-south-west of Rough Tower, had asked for the life-boat in case her remaining anchor parted. A man was immediately sent

out in a motor boat to take petrol to the life-boat and tell the coxswain. She reached the life-boat at 11.55 just as she arrived at her moorings. The life-boat took on board the petrol and at once put to sea again. The weather was still bad and the snow-storms made visibility very poor, but a steamer helped the life-boat to find the *Seniority*. The skipper asked the life-boat to stand by until a tug arrived. This the life-boat did for an hour and a half. The skipper then said that he thought he was all right, and the life-boat returned to her station which she reached at 5.30 that evening.—Rewards, 1st service, £40 5s.; 2nd service, £32 1s. 6d.

ADrift IN A STRONG GALE WITH ENGINES BROKEN DOWN

St. David's, and Angle, Pembroke-shire.—At 10.25 on the night of the 28th of March, 1952, the St. David's coastguard telephoned the St. David's life-boat station that red flares had been seen eight miles north-west by north of the coastguard station and at 11.0 the life-boat *Civil Service No. 6* was launched. The sea was very rough, with a strong east-north-east gale blowing. The life-boat found the motor vessel *Globe*, of Groningen, drifting ten miles north-north-west of St. David's Head with her engines broken down. She needed a tug. The life-boat stood by her until she had anchored about four miles south by west of Smalls. She then returned to her station, arriving at 9.30 on the morning of the 29th. The tug *Dexterous* towed the *Globe* to Falmouth.

The Angle life-boatmen had assembled at ten o'clock in the morning of the 29th, but a tug left Pembroke Dock and they were dismissed at 10.25. At 6.32 that night the Tenby coastguard telephoned the Angle life-boat station that the *Globe* was in distress twenty-two miles west-by-north of St. Annes Head, and at seven o'clock the life-boat *Elizabeth Elson* was launched. She searched widely, but did not find the vessel and reached her station again at seven o'clock the next morning. —Rewards, St. David's, £26 10s.; Angle, £40 6s. 6d.

RUDDER FAILED IN A WHOLE GALE

Aldeburgh, Suffolk.—At 7.46 in the morning of the 29th of March, 1952, the coastguard telephoned a wireless message from the motor vessel *Scarcity*, of London, that her rudder was not working. She was ten miles north-east-by-east of Orfordness and needed help. At 8.15 the No. 1 life-boat *Abdy Beauclerk* was launched. A whole easterly gale was blowing, with a rough sea. The life-boat found the *Scarcity* three miles east of Aldeburgh, stood by her and accompanied her to Harwich, where they arrived at 12.22 in the afternoon. The life-boat remained at Harwich, as the weather was too severe for her to land on the beach at Aldeburgh, and was taken back to her station on the 31st.—Rewards, £54 18s.

A TOW IN HEAVY SNOW

Southend-on-Sea, Essex.—During the morning of the 29th of March, 1952, the local motor pleasure vessel *Southend Britannia* parted her moorings in bad weather and was driven ashore a hundred yards east of the pier. The owner asked for the life-boat as no other boat was available, and at 11.20 the life-boat *Greater London Civil Service No. 3* was launched. The sea was very heavy with a fresh north-easterly gale blowing and heavy snow. The life-boat towed the *Southend Britannia* to safety and reached her station again at 2.5 that afternoon.—Property Salvage Case.

AGROUND ON THE GOODWINS IN AN EASTERLY GALE

Walmer, and Ramsgate, Kent.—At 6.42 in the morning of the 30th of March, 1952, the Deal coastguard telephoned to the Walmer life-boat station a wireless message from the S.S. *Jankiki*, of Panama, that she was aground on the north-east Varne Sands. At 7.10 the life-boat *Charles Dibdin*, *Civil Service No. 2* was launched. An easterly gale was blowing with a heavy swell. A second message from the *Jankiki* gave a different position. She was between the North and East Goodwin Light-vessels. This the Ramsgate coastguard passed to the Ramsgate life-boat station, and at 7.20 the life-boat

Prudential left her moorings. The Walmer life-boat, not being needed, returned to her station, arriving at 7.50. The *Prudential* found the steamer high and dry on the northern end of the Goodwin Sands, stood by her until the tide had risen sufficiently, closed her and passed a rope across. Two life-boatmen then boarded her, but owing to heavy seas the life-boat had to cast off. The seas drove the steamer over the sands, and she re-floated. The life-boat guided her to navigable water, took on board her two men and returned to her station, arriving at 3.30 in the afternoon.—Rewards: Walmer, £18 13s.; Ramsgate, 16s. 6d.—Property Salvage Case.

TAKING OUT A PILOT

Torbay, Devon.—At 10.15 in the morning of the 30th of March, 1952, the life-boat shore attendant reported that a ship at the mouth of Torbay had asked for a pilot. The breeze from the east-north-east was moderate, but the sea was rough and the weather was too bad for an ordinary boat to put out. A boat attempted it but was driven back, and at 10.45 the life-boat *Hearts of Oak*, on temporary duty at the station, embarked the pilot and left her moorings. She found the motor vessel *Taranaki*, of Southampton, put the pilot on board and reached her station again at noon.—Rewards, £5 8s. No expense to the Institution.

TWELVE FISHING BOATS BROUGHT IN THROUGH HEAVY SEAS

Whitby, Yorkshire.—In the morning of the 31st of March, 1952, a strong north-easterly wind was blowing. It was increasing, and very heavy seas were breaking on the outer harbour bar. Several fishing boats were at sea, and at ten o'clock the No. 1 life-boat *Mary Ann Hepworth* was launched. She escorted in twelve local fishing boats, and the Filey life-boat, which was on passage to Whitby. She reached her station again at 4.10 that afternoon.—Rewards, £18 16s. 6d.

RELIEF MEN TO LIGHTVESSEL

Kilmore, Co. Wexford.—The Commissioners of Irish Lights asked if the

life-boat would take relief men to the Coningbeg Lightvessel as their own boats were unavailable, and at ten o'clock on the morning of the 31st of March, 1952, the life-boat *Ann Isabella Pyemont* was launched in a choppy sea, with a moderate east-north-east breeze blowing. She put the relief men aboard the lightvessel and reached her station again at five o'clock that evening.—Rewards, £26 13s. Refunded to the Institution by the Commissioners of Irish Lights.

ANOTHER SICK MAN BROUGHT ASHORE

Great Yarmouth and Gorleston, Norfolk.—At 12.40 in the afternoon of the 31st of March, 1952, the Gorleston coastguard telephoned that the motor vessel *Capacity*, of London, had anchored off Britannia Pier and wanted to land a man with a broken arm. No other boat was available, and at 12.55 the life-boat *Louise Stephens* was launched, in a moderate sea, with a fresh north-north-east breeze blowing. She took the injured man on board, landed him in the harbour, where an ambulance was waiting, and arrived back at her station at 1.47.—Rewards, £12 12s.

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

Great Yarmouth and Gorleston, Norfolk.—March 1st.—Rewards, £28 9s. 6d.

Humber, Yorkshire.—March 3rd.—Paid permanent crew.

THREE LIFE-BOATS SEARCH FOR AN AIR PILOT

Cromarty, Whitehills, and Buckie, Banffshire.—About 1.30 in the afternoon of the 4th of March, 1952, the fishing boat *Guiding Star* returned to Whitehills with wreckage of a Firefly aeroplane which she reported had crashed about three and a half miles north of Cowhyth Point. She had not found the pilot. The Air Force later asked for a search to be made, and the coastguard telephoned the Whitehills life-boat station at 4.20. At 5.10 the *Thomas Markby* was launched, in

a calm sea and a light south-easterly breeze. The second coxswain was in command. At 4.40 the Cromarty coastguard told the Cromarty life-boat station and at 4.58 the *James Macfee* was launched. At five o'clock the Buckie coastguard told the Buckie life-boat station, and at 5.30 the *Glencoe, Glasgow*, was launched. An Air Sea Rescue launch also put out. The life-boats searched widely but they could not find the pilot and returned to their stations, Cromarty arriving at 6.30 that evening, Whitehills at eight o'clock, and Buckie at 9.20.—Rewards, Cromarty £5; Whitehills, £10 12s.; Buckie, £10 19s.

ANOTHER SEARCH FOR AN AEROPLANE

Cromer, Norfolk.—About three o'clock in the afternoon of the 6th of March, 1952, the police reported an aeroplane in difficulties and at 3.25 the coastguard telephoned a message from the R.A.F. No. 19 Group that the aeroplane was an Attacker of the R.N.A.S. and had last been seen twelve miles north of Cromer. At 3.30 the No. 1 life-boat *Henry Blogg* was launched. A strong south-easterly wind was blowing, with a moderate sea running. At 4.3 the coastguard wirelessed to the life-boat that a patch of oil had been reported six miles to the northward, but the life-boat found nothing. The search was abandoned at nightfall and the life-boat reached her station again at seven o'clock. At 5.30 the next morning the No. 2 life-boat *Harriot Dixon* was launched and at six o'clock the No. 1 life-boat put out again. They searched widely, but again found nothing and the life-boats returned to their stations, No. 1 arriving at two o'clock that afternoon and No. 2 at 2.30. The pilot's widow sent "deep thanks" of herself and her children to the Cromer life-boatmen.—Rewards: No. 1 station (two launches), £51 5s.; No. 2 station, £32 1s.

Wick, Caithness-shire.—March 7th.
—Rewards, £60 7s. 6d.

THREE LIFE-BOATS' LONG SEARCH FOR A SWEDISH STEAMER

**Montrose, and Broughty Ferry, Angus,
Eyemouth, Berwickshire, and Gourdon,**

Kincardineshire.—At 4.52 in the afternoon of the 7th of March, 1952, the S.S. *Rosso*, of Stockholm, bound for Sweden from Methie, wirelessed that she was leaking thirty miles to the south of May Island. At 5.40 the Usan coastguard telephoned the Montrose life-boat station, and at six o'clock the life-boat *The Good Hope* was launched. A south-easterly gale was blowing, with a heavy sea. The life-boat made for the position given, thirty miles south-east of Scurdyness and searched widely. At 5.45 the Carnoustie coastguard telephoned the Broughty Ferry life-boat station and the life-boatmen assembled. At 7.40 the coastguard asked them to search an area thirty-three miles south-east of the Abertay Lightvessel, and at 7.50 the life-boat *Mona* was launched. The Eyemouth coastguard telephoned the Eyemouth life-boat station at 8.34 that the *Rosso* was six and a half miles north-east-by-east of Eyemouth, and at nine o'clock the life-boat *Clara and Emily Barwell* was launched. The life-boats searched all night in very bad weather, but found nothing. At 9.42 the next morning the Gourdon coastguard asked the Gourdon life-boat to look for possible wreckage or boats six miles to the east of Gourdon and to search to the southward, and at 10.20 the *Margaret Dawson* was launched. She too found nothing. Aeroplanes joined in the search, but without result, and it was abandoned. The life-boats returned to their stations. Montrose and Broughty Ferry arrived back at 12.45 that afternoon and Eyemouth at two o'clock. The Gourdon life-boat also returned, but she could not enter the harbour in that heavy weather, and went to Stonehaven, where she arrived at 5.30 that evening. She remained there all night and returned to her station the next morning. The *Rosso* was assumed to have sunk with the loss of all her crew.—Rewards, Montrose, £48 13s.; Broughty Ferry, £38 2s. 6d.; Eyemouth, £43 4s.; Gourdon, £36 4s. 6d.

Cromer, Norfolk.—March 9th.—Rewards, £18 2s.

Dungeness, Kent.—March 9th.—Rewards, £24 2s.

Bembridge, Isle-of-Wight. — March 10th.—Rewards, £9 2s.

North Sunderland, Northumberland. — March 12th.—Rewards, £32 5s.

Boulmer, Northumberland. — March 12th.—Rewards, £11 5s.

WRECKAGE OF THE SWEDISH STEAMER FOUND

Gourdon, Kincardineshire. — At two o'clock in the afternoon of the 13th of March, 1952, the coastguard telephoned that a steamer reported seeing wreckage eleven miles east-south-east of Gourdon, believed to be of the S.S. *Rosso*, of Stockholm, which had foundered the previous week. At 2.15 the life-boat *Margaret Dawson* was launched in a slight swell with a light south-easterly breeze, and picked up a hatch and a small gangway. She arrived back at her station at seven o'clock that night. — Rewards, £22 12s. 6d.

Plymouth, Devon. — March 15th. — Rewards, £14.

Lytham - St. - Annes, Lancashire. — March 16th.—Rewards, £9 7s.

Clacton-on-Sea, Essex. — March 16th. — Rewards, £31 17s. 6d.

LIFE-BOAT'S ALL-NIGHT SEARCH FOR HER COXSWAIN

Hoylelake, Cheshire. — Early in the morning of the 18th of March, 1952, the motor fishing boat *Lilian*, with the life-boat coxswain and another man on board, put to sea. She did not return and at five o'clock the Formby coastguard telephoned that a fishing boat, apparently broken down, had been seen under sail and making little headway three and a half miles west of Formby Point. At 5.30 the life-boat *Oldham IV* was launched for the first time on service. The second coxswain was in command and the Western District Inspector was on board. The sea was slight, with a light south-easterly breeze, but there was fog. The life-boat searched widely, but found nothing. She arrived back at her station about three o'clock the next morning to re-fuel and put out again. Visibility was still poor. At 8.15 in the morning the news came that the *Lilian* had been towed in by

another fishing boat, and the life-boat was recalled. She reached her station again at nine o'clock. The two men of the *Lilian* had rowed for twenty-two hours before they were taken in tow.—Rewards, £50 11s.

Boulmer, Northumberland. — March 19th.—Rewards, £13 4s. 6d.

Bembridge, Isle-of-Wight. — March 21st.—Rewards, £9 2s. 6d.

Holyhead, Anglesey. — March 22nd. — Rewards, £11 8s.

Workington, Cumberland. — March 22nd.—Rewards, £18 17s. 6d.

Ramsgate, Kent. — March 23rd.—Rewards, £6 12s. 6d.

Margate, Kent. — March 23rd. — Rewards, £9 12s. 6d.

Southend-on-Sea, Essex. — March 26th. — Rewards, £12 19s.

Flamborough, Yorkshire. — March 27th.—Rewards, £19 15s. 6d.

Islay, Inner Hebrides. — March 28th — Rewards, £13 10s.

APRIL

DURING April life-boats were launched 31 times and rescued 2 lives.

ANOTHER RELIEF FOR IRISH LIGHTS

Rosslare Harbour, Co. Wexford. — The Commissioners of Irish Lights asked if the life-boat would take relief men to the Blackwater Lightvessel and the Tuskar Rock Lighthouse as the Commissioners' boats were not available. At 12.30 on the afternoon of the 1st of April, 1952, the life-boat *Douglas Hyde* was launched in a choppy sea with a light northerly breeze blowing. It was her first service. The second coxswain was in command. She put five men on the lightvessel and landed five, reaching her station again at five o'clock that evening. At 9.30 next morning she was launched again, in calm weather, put one keeper and stores on Tuskar Rock and landed a man, getting back to her station at 1.15 in the afternoon.—Rewards, 1st service, £7 1s.; 2nd service, £7 9s. Refunded to the Institution by the Commissioners of Irish Lights.

DUTCH BARGE SALVED

Humber, Yorkshire. — At 2.40 in the afternoon of the 1st of April 1952, the Mablethorpe coastguard telephoned that a small ship lying at anchor three and a half miles east-north-east of Mablethorpe appeared to be flying a distress signal, and at 2.45 the life-boat *Edward Z. Dresden*, on temporary duty at the station, was launched. The sea was rough with a moderate northerly breeze blowing. The life-boat found the barge *Zuversicht*, of Hamburg, with her engine broken down. Three of her crew had left her in a small boat. The life-boat towed it back to her. She then took the skipper to a British steamer which had arrived, took him back to his barge and passed a tow rope to her from the steamer. The steamer towed the *Zuversicht* to King's Lynn, and the life-boat returned to her station, arriving at 9.15 that night. —Property Salvage Case.

WHITBY FISHING BOATS AGAIN ESCORTED IN

Whitby, Yorkshire. — At 11.45 in the morning of the 2nd of April, 1952, the life-boat head launcher reported that the seas were very heavy on the harbour bar, making the conditions bad for returning fishing cobles. Four cobles were at sea, and the No. 2 pulling life-boat *Robert and Ellen Robson* was launched at once, in a strong north-north-east wind. She stood by the bar, escorted in the cobles *Floral Queen*, *Silver Line*, *Little Lady*, and *Margaret*, and reached her station again at 1.30 that afternoon. —Rewards, £10 3s.

MAROONED ON AN ISLAND

Port St. Mary, Isle of Man. — At 9.15 on the night of the 8th of April, 1952, the life-boat coxswain reported that four persons had gone to the Calf of Man in the motor boat *Leprechaun* during the day, and had not returned, and at 9.30 the life-boat *Civil Service No. 5* left her moorings. The sea was rough, with a fresh south-easterly breeze blowing. The life-boat found the persons on the island. Their boat had broken down and her rudder was damaged. The life-boat took them on board, towed the boat to Port St.

Mary and reached her station again at one o'clock next morning. The owner thanked the life-boatmen and made a gift to the Institution. —Rewards, £9 19s. 6d.

MAN AND DOG RESCUED

Llandudno, Caernarvonshire. — At 2.45 in the afternoon of the 10th of April, 1952, the coastguard telephoned that a fishing boat was in distress two miles north-by-west of Great Orme Lighthouse, and at 3.36 the life-boat *Thomas and Annie Wade Richards* was launched. The sea was choppy with a fresh south-westerly breeze blowing. The life-boat found the fishing boat *Liver Bird*, of Conway, with a man and his dog on board. The man had badly injured his finger and his boat had broken down. The life-boatmen gave him first aid, towed the boat to Conway, and reached their station again at 9.15 that night. —Rewards, £18 10s.

YACHT AGROUND

Hoylelake, Cheshire. — At six o'clock in the evening of the 12th of April, 1952, the life-boat motor mechanic told the coxswain that a vessel was on the West Hoyle Bank. The coxswain told the Formby coastguard and kept watch on her. She made no distress signals, but she did not move. Flashing lights were seen later, and at 10.30 that night the life-boat *Oldham IV* was launched in a slight sea with a light north-easterly breeze blowing. She found the yacht *Clarissa*, an ex-fishing boat, with a crew of five, between Buoys HE.4 and HE.1. The owner said that he was unable to weigh anchor and would stay there until daybreak, but the yacht was in a dangerous position, so three life-boatmen boarded her and helped to get the anchor up. The life-boat then escorted her to an anchorage off Hilbre Island, reaching her station again at one o'clock the next morning. —Rewards, £14 1s.

SCHOONER ON FIRE

Dunmore East, Co. Waterford. — At seven o'clock in the morning of the 14th of April, 1952, the keeper of the Hook Tower Lighthouse telephoned that the schooner *Saint Austell*, of

Howth, bound for New York with a crew of two, was between three and four miles east of Hook. She appeared to be burning flares from her stern. Later he telephoned that she was on fire. The life-boat *Annie Blanche Smith* was launched at 7.45, with the honorary secretary, Mr. A. Westcott-Pitt, on board. A moderate sea was running with a moderate southerly breeze blowing. The light-keeper had also telephoned Slade for a fishing boat, and a boat immediately put out. She rescued the two men. They had been in the sea for about an hour, and were suffering from exhaustion and shock. The life-boatmen passed rum over to them, but they were not fit to be transferred to the life-boat, so she accompanied the fishing boat to Slade and returned to her station, arriving at 10.15.—Rewards, £3 16s.

AN ALL-NIGHT SEARCH

Shoreham Harbour, Sussex. — At 11.25 on the night of the 14th of April, 1952, the Kingston-on-Sea coastguard telephoned that the Brighton police had reported an auxiliary yacht apparently in distress, half a mile off shore and a quarter of a mile west of the Palace Pier, Brighton. At 11.45 the life-boat *Rosa Woodd* and *Phyllis Lunn* was launched in a swell, with a light south-westerly breeze blowing. She found the yacht, the *Cuban*, of Southampton. There was no one on board. Four sailors had hired her. They had been rowing out to her in a dinghy, but it had capsized and they had been flung into the sea. A shore-boat rescued two of them and the life-boat searched for the other two until three o'clock the next morning, but she did not find them. She then towed the *Cuban* to Shoreham, and resumed the search, but she still found no trace of the men and returned to her station, arriving at 6.35 that morning.—Property Salvage Case.

FRENCH TRAWLER RESCUED IN A FOG

Margate, Kent.—At 6.52 in the morning of the 16th of April, 1952, the coastguard telephoned that a French fishing vessel had anchored about half

a mile east-north-east of the Tongue Lightvessel and was flying a flag at half mast. A later message said that she was the trawler *Mont Cassel*, of Boulogne, and needed help. At 7.30 the life-boat *North Foreland, Civil Service No. XI* was launched, with the second coxswain in command. A slight north-easterly breeze was blowing, with a moderate swell, and there was fog. The life-boat found that the trawler had broken down. She took her in tow and anchored off Margate about noon on account of the fog. The life-boat then escorted in the pilot boat *Foreness*, and when, at 2.15, the fog lifted, she towed in the *Mont Cassel*, and reached her station again at 3.0.—Rewards, £17 14s.

MAN AND WIFE TOWED IN

Weymouth, Dorset.—At 1.20 in the afternoon of the 17th of April, 1952, the Wyke Regis coastguard telephoned a wireless message from a steamer that the motor yacht *Coila*, of Plymouth, on passage to Yarmouth, Isle of Wight, was flying distress signals nineteen miles south of Portland Bill, and needed fuel. At 1.45 the life-boat *William and Clara Ryland* was launched, in a slight swell with a light south-easterly breeze blowing, and found the *Coila* with the owner and his wife on board. She towed her to Weymouth and reached her station again at 8.30 that night. The owner thanked the life-boatmen.—Rewards, £12 15s. 6d.

CANADIAN AIRMAN RESCUED

Skegness, Lincolnshire.—At 3.32 in the afternoon of the 18th of April, 1952, the coastguard telephoned that two Sabre aeroplanes of the R.C.A.F. had collided near the Wainfleet bombing range and that a parachute had been seen to come down. The life-boat *Anne Allen* was launched at four o'clock in a smooth sea with a light south-easterly breeze blowing. She found one of the pilots in a rubber dinghy about three miles south-east of Gibraltar Point, rescued him and put him aboard an Air Sea Rescue launch. She then returned to her station at 7.20 that evening.—Rewards, £13 6s.—The Royal Canadian Air Force sent their thanks.

ANOTHER FRENCH FISHING BOAT HELPED

Ramsgate, Kent.—At 5.49 in the evening of the 20th of April, 1952, the coastguard telephoned that a French fishing boat had been seen to go aground on the Brake Sands, and at 5.57 the life-boat *Prudential* left her moorings. The sea was smooth with a light south-westerly breeze blowing. The life-boat found the fishing boat *Notre Dame des Flots*, of Gravelines, with a crew of nine. She refloated without help and the life-boat guided her clear of the sandbanks and escorted her to Ramsgate, reaching her station again at 6.35. — Rewards, £6 12s. 6d.

TANKER GUIDED AMONG THE SANDS

Ramsgate, Kent.—At 6.25 in the evening of the 23rd of April, 1952, the shore attendant on the East Pier reported a ship aground near the Quern Buoy on the Brake Sands, and at 6.39 the life-boat *Prudential* left her moorings in a smooth sea. She found the motor tanker *Caldergate*, of London, bound for Sandwich. The coxswain pointed out the correct channel to the master and the life-boat stood by her until she refloated under her own power. The tanker went on her way and the life-boat returned to her station arriving at 8.4.—Rewards, £6 13s.

STEAMER ON FIRE

St. Ives, Cornwall.—At 9.40 in the morning of the 24th of April, 1952, the coastguard telephoned that the S.S. *Rocquaine*, of Guernsey, had reported an explosion on board. She was on fire, and her master had been badly burnt. She asked for the life-boat. At 10.5 the life-boat *Edgar, George, Orlando and Eva Child* embarked a doctor and an ambulance man and was launched into a moderate sea with a light north-westerly breeze blowing. She found the *Rocquaine* four miles off St. Ives. The fire had been put out. The life-boat took the master on board, landed him at St. Ives, where an ambulance was waiting, and reached her station again at 11.10.—Rewards, £11 1s.

ANOTHER INJURED MAN LANDED

Bridlington, Yorkshire.—At 1.50 in the morning of the 25th of April, 1952, the harbour office reported that the S.S. *Colonel Crompton*, of London, was making for Bridlington Bay with an injured man and asked that a doctor be sent out to her. No boats were afloat owing to the low tide, and at 2.55 the life-boat *Tillie Morrison, Sheffield*, was launched in a calm sea with a light north-westerly breeze blowing. She took a doctor with her and brought ashore the injured man at 4.5.—Rewards, £9 8s.

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

Margate, Kent. — April 1st. — Rewards, £14.

Cromarty. — April 1st. — Rewards, £6 13s.

Stornoway, Outer Hebrides.—April 5th.—Rewards, £8 1s.

Troon, Ayrshire. — April 9th. — Rewards, £19 13s.

Campbeltown, Argyllshire. — April 9th.—Rewards, £9 6s. 6d.

Ramsgate, Kent.—April 10th.—Rewards, £11 12s.

Ramsgate, Kent.—April 14th.—Rewards, £5 18s.

Torbay, Devon.—April 17th.—Rewards, £3 15s.

Peterhead, Aberdeenshire. — April 19th.—Rewards, £10 9s.

Bembridge, Isle of Wight. — April 22nd.—Rewards, £6 7s.

Swanage, Dorset.—April 23rd.—Rewards, £9 8s.

The Mumbles, Glamorganshire. — April 23rd.—Rewards, £10 10s.

Bridlington, Yorkshire.—April 24th.—Rewards, £13 8s.

Berwick-on-Tweed, Northumberland.—April 25th.—Rewards, £7 4s.

Ilfracombe, Devon.—April 28th.—Rewards, £14 6s. 6d.

MAY

DURING May life-boats were launched 46 times and rescued 17 lives.

SAILING DINGHY CAPSIZED

Lowestoft, Suffolk.—At 6.55 in the evening of the 1st of May, 1952, the

coastguard telephoned that a fourteen-foot international class sailing dinghy, with a crew of two, had capsized half a mile south-east of the harbour, and at 7.15 the life-boat *Mary Scott*, on temporary duty at the station, left her moorings. There was a heavy swell with a strong easterly breeze blowing. The life-boat found the two men clinging to the dinghy with the sea washing right over them. They were nearly exhausted. The life-boatmen rescued them, applied artificial respiration, and landed them in the harbour, where an ambulance was waiting, at 8.55.—Rewards, £7 11s.

AGROUND IN A VERY HEAVY SEA

Caister, Norfolk.—At 2.15 in the morning of the 2nd of May, 1952, the Gorleston coastguard telephoned that the *S.S. Craig*, of Leith, had gone aground and was bumping heavily on the beach three miles north-west of Cockle Buoy. A very heavy sea was running with a strong easterly wind blowing. The life-boat *Jose Neville* was launched at 2.45 and found the *Craig* hard aground, with seas breaking right over her. She was a vessel of 114 tons bound for Rotterdam with a cargo of coal, and had a crew of eight. Her master asked the life-boat to stand by, but the tide was ebbing and the ship steadied, so the life-boat left her and went to Great Yarmouth, arriving about 7.50. At eleven o'clock she put out again to help refloat the *Craig* and passed ropes to her from a tug. The life-boat stood by while the tug pulled her clear and when it was learned that the *Craig* was not damaged, she returned to her station, arriving at 4.45 that afternoon.—Property Salvage Case.

BROKEN DOWN AT THE HARBOUR MOUTH

Valentia, Co. Kerry.—About 10.45 in the morning of the 2nd of May, 1952, the trawler *Amazona*, of Camaret, with a crew of nine, left the harbour, but broke down and was in danger of being blown on the rocks at the harbour entrance. The sea was calm, but a fresh northerly breeze was blowing. At eleven o'clock the life-boat *A.E.D.* left her moorings. She stood by the trawler until her engines were re-

paired and she was able to return to the harbour. The life-boat then returned to her own station, arriving at 12.15 that afternoon.—Rewards, £5 13s.

SIX BOYS TRAPPED BY THE TIDE

Dover, Kent.—At 6.35 in the evening of the 3rd of May, 1952, the police reported that six boys were trapped by the tide between Fan Bay and St. Margaret's, and at 8.50 the life-boat *Thomas Markby*, on temporary duty at the station, left her moorings. The sea was moderate with a moderate easterly breeze blowing. The life-boat found five of the boys on a ledge. They had tried to walk to Dover along the foot of the cliffs. The life-boat went as close to them as she could, but grounded thirty feet from them. A life-boatman waded to the ledge and carried the boys to the life-boat. They said that the sixth boy was to the east of the South Foreland Lighthouse. The life-boat searched along the coast, and found him. The life-boatman again waded ashore, and carried the boy out to the life-boat. She reached her station again at 8.35.—Rewards, £5 15s.

TUG TO THE RESCUE IN DISTRESS

Amble, Northumberland.—At 3.5 in the morning of the 6th of May, 1952, the coastguard telephoned that a vessel had run aground at the harbour entrance and needed help, and at 3.10 the life-boat *J. W. Archer* left her moorings. There was a heavy swell with a south-westerly breeze blowing. The life-boat found the local tug *T.I.D. 66* to the north-east of the harbour, with a wire round her propeller. She had been helping to refloat the *s.s. Holdernook*, of Hull, which also had a fouled propeller. The steamer went on her way, and the life-boat towed the tug to Amble, reaching her station again at 4.45.—Rewards, £5 5s.

COAL VESSEL BROKEN DOWN

Portpatrick, Wigtownshire.—At 6.25 in the morning of the 7th of May, 1952, the coastguard telephoned that the keepers of the Mull of Galloway Lighthouse had reported a motor vessel, a mile north of the Mull, drifting east-north-eastwards. She

had made an S.O.S. signal. At 6.45 the life-boat *The Brothers*, on temporary duty at the station, left her moorings in a moderate sea with a moderate south-south-east breeze blowing. She found the motor vessel *Hindlea*, of Dublin, laden with coal and carrying a crew of five. The *Hindlea* had broken down. At the request of her skipper, the life-boat stood by her until temporary repairs had been made and then returned to her station, arriving at 1.30 in the afternoon.—Rewards, £12 5s.

ROWING BOAT IN A GALE

Dover, Kent.—In the evening of the 8th of May, 1952, a moderate southerly gale was blowing with a rough sea, and at 6.5 Lloyd's Signal Station reported two men in a rowing boat outside the harbour. At 6.30 the life-boat *Thomas Markby*, on temporary duty at the station, left her moorings. She found the rowing boat *Elizebeth Mary* north-east of Dover. She rescued the men, who were soaked through, gave them hot soup, and towed their boat to Dover, reaching their station again at 7.20.—Rewards, £5 10s.

AMERICAN AIRMEN IN BROKEN-DOWN BOAT

Margate, Kent.—At 8.33 in the evening of the 10th of May, 1952, the coastguard telephoned that a small boat had burnt flares two and a half miles east of Margate, and at 8.40 the life-boat *North Foreland, Civil Service No. XI* was launched. A moderate south-south-east breeze was blowing, with a moderate sea running. The life-boat found four American airmen in the outboard motor boat *Doodle-Bug*. Her engine had broken down. One of the men had jumped overboard to recover an oar, had got cramp and been rescued by one of his companions. Both were exhausted. The life-boatmen rescued all four, gave them dry clothes, and towed the boat to Margate, arriving at 9.30 that night.—Rewards, £7 17s. 6d.

STANDING BY ALL NIGHT IN A GALE

Baltimore, Co. Cork.—At 1.5 in the morning of the 11th of May, 1952, the

S.S. *Moveria*, of Glasgow, wirelessly that she had broken down nineteen miles south-west of Mizen Head and needed tugs to take her to harbour. Valentia Radio Station passed this information to the life-boat station at 2.30. The life-boat kept in contact by wireless with the station on Mizen Head, and at 4.10 in the afternoon Mizen Head reported that the *Moveria* was now drifting helplessly eastwards. At 5.30 she was reported to be three miles from the Head, and at 6.45 in the evening the life-boat *Sarah Tilson* was launched. A very rough sea was running, with a strong south-westerly breeze blowing. The life-boat found the steamer at anchor, with several vessels standing by, but they made for harbour when they heard the bad weather forecast. The life-boat remained by the *Moveria* all night, and at 8.30 the next morning the tug *Turmoil* arrived from Falmouth. The *Moveria* weighed anchor, the *Turmoil* took her in tow, and the life-boat returned to her station, arriving at 3.45 that afternoon. She had been at sea twenty-one hours.—Rewards, £34 4s.

MULTIPLE RESCUE IN THE MOUTH OF THE THAMES

Southend-on-Sea, Essex.—At 1.10 in the afternoon of the 11th of May, 1952, a message was received from Leysdown that three women and a man in a small boat were in difficulties about two miles off shore, and at 1.30 the life-boat *Greater London, Civil Service No. 3*, was launched, with the second coxswain in command. A fresh south-south-west gale was blowing, with a very rough sea. The life-boat made for the position given, but when she was four miles south-east of Southend she found a boy in a waterlogged boat. He was exhausted. The life-boat rescued him just before the boat sank. She found the other boat two miles south-west of Redsand Fort, rescued the three women and the man and took their boat in tow. She then received a message from a R.A.F. launch that two children were adrift in Leysdown Bay, searched for them, but found nothing. She then made for her station. The boy was taken ill and the life-boatmen gave him first

aid and wirelessed for an ambulance to meet them at the life-boat station where they arrived at 5.45.—Rewards, £13 3s.

RESCUED IN A DENSE FOG

St. Mary's, Scilly Islands.—At 11.30 on the night of the 17th of May, 1952, the police reported that the local motor launch *Gannet* had left Tresco with passengers at 10.30 but had not reached St. Mary's. The sea was smooth, the easterly breeze light, but there was a dense fog. At 11.52 the life-boat *Cunard* was launched and found the *Gannet* with seven persons on board anchored two miles north-north-west of St. Mary's pier. She towed her to St. Mary's, arriving at 12.35 the next morning.—Rewards, £8 19s.

AEROPLANES IN COLLISION

Great Yarmouth and Gorleston, and Caister, Norfolk.—At 3.40 in the afternoon of the 20th of May, 1952, the Gorleston coastguard telephoned a report from the R.A.F. station at Uxbridge that two Meteor aeroplanes had collided twenty miles north-east by east of Gorleston and that the two men in one of them had parachuted into the sea. At four o'clock the life-boat *Louise Stephens* was launched. A strong south-easterly wind was blowing, with a heavy swell. An American seaplane also went to the rescue, landed in the sea, and picked up one of the men, but she could not take off again, so the life-boat escorted her as she taxied towards Great Yarmouth, beached her there, and returned to her station at 10.5 that night.

Meanwhile as it was thought that a doctor might be needed, the Great Yarmouth coastguard had telephoned to the Caister life-boat station at 5.40, and at 5.50 the life-boat *Jose Neville* had launched, with a doctor. She arrived to find that he was not needed. She then searched for the second man, but did not find him and returned to her station, arriving at 10.15 that night. Letters of appreciation were sent by the Air Ministry.—Rewards: Great Yarmouth and Gorleston, £25 15s.; Caister, £16 5s. 6d.

LOG LINE ROUND PROPELLER

Lowestoft, Suffolk.—At 3.56 in the afternoon of the 20th of May, 1952, the coastguard telephoned that a yawl was making distress signals about two and a half miles to the eastward, and at 4.45 the life-boat *Mary Scott*, on temporary duty at the station, left her moorings. A strong easterly breeze was blowing, with a choppy sea. The life-boat found the auxiliary yawl *Sheenan* bound from Denmark, with a crew of six. Her log line had fouled her propeller. The life-boat stood by until the crew cleared it, then, at their request, guided the yawl to the harbour and reached her station again at 6.15 that evening.—Rewards, £6 8s.

BOY FALLEN DOWN A CLIFF

Howth, Co. Dublin.—At 5.25 in the evening of the 22nd of May, 1952, the Civic Guard reported that a boy had fallen down a cliff about one and a half miles from the harbour to the east of Howth Head. The life-boat *R.P.L.* was launched at 5.35, taking a dinghy with her. The sea was calm. The life-boat found the boy lying on a rock about twenty feet above sea level. Three life-boatmen rescued him in the dinghy. His back was severely injured. The life-boat brought him to Howth, reaching her station again at 6.30.—Rewards, £4 2s. 6d.

SLEEPING BOY RESCUED

Minehead, Somerset.—At 7.50 in the evening of the 23rd of May, 1952, the police reported that a thirteen-year-old boy, who had run away from his home at Uphill and had taken a twelve-foot dinghy, had been seen by an aeroplane between six and seven miles off Lillstock. At 8.15 the life-boat *B.H.M.H.* was launched. It was her first service. The sea was calm and a light westerly breeze blowing. The life-boat made for the position given, helped by coast watchers, and in the early morning of the 24th she found the dinghy two hundred yards south of Gore Buoy in Bridgwater Bay. She was anchored and the boy asleep. The life-boatmen rescued him, but the dinghy fouled the side of the life-boat and sank. The life-boat took the boy to Minehead, arriving at eight o'clock.—Rewards, £28 1s. 6d.



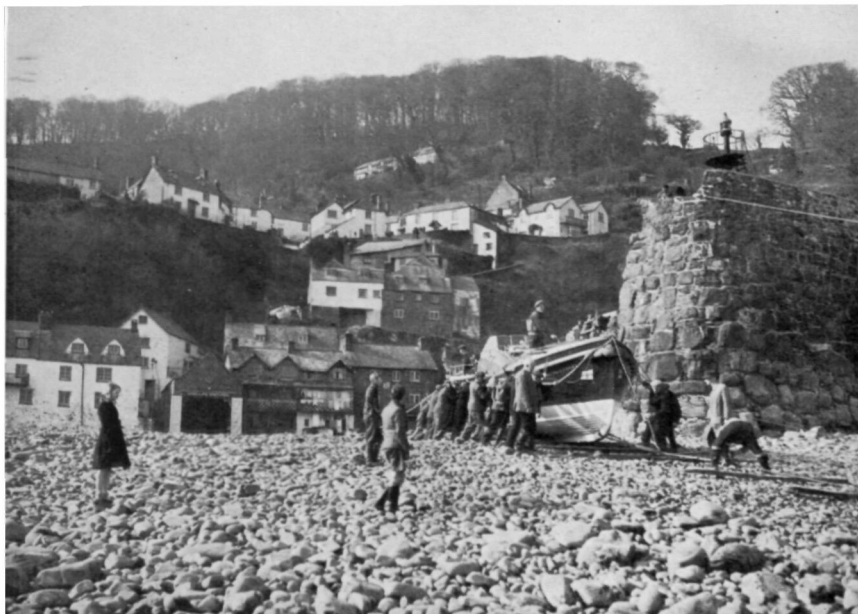
By courtesy of]

[J. F. Seaman, Scarborough

SCARBOROUGH LIFE-BOAT IN A ROUGH SEA

Escorting in a fishing boat on March 7th, 1952

(See page 367)



By courtesy of]

[Western Times Co.

THE DIFFICULTIES OF THE LAND

Launching the Clovelly life-boat



By courtesy of]

[Western Morning News

H.R.H. THE DUCHESS OF KENT AND THE PLYMOUTH CREW

At the naming ceremony of the *Thomas Forehead and Mary Rowse*. Behind the Duchess is the chief inspector of life-boats, Commander T. G. Michelmores, R.D., R.N.R.



By courtesy of]

[Clifford R. Clemens, Bodmin

THE DUCHESS OF KENT NAMES THE PADSTOW LIFE-BOAT

On the left, Commander T. G. Michelmores, T.D., R.N.R., chief inspector of life-boats; behind the Duchess, Colonel A. D. Burnett Brown, M.C., T.D., M.A., Secretary of the Institution (See page 399)



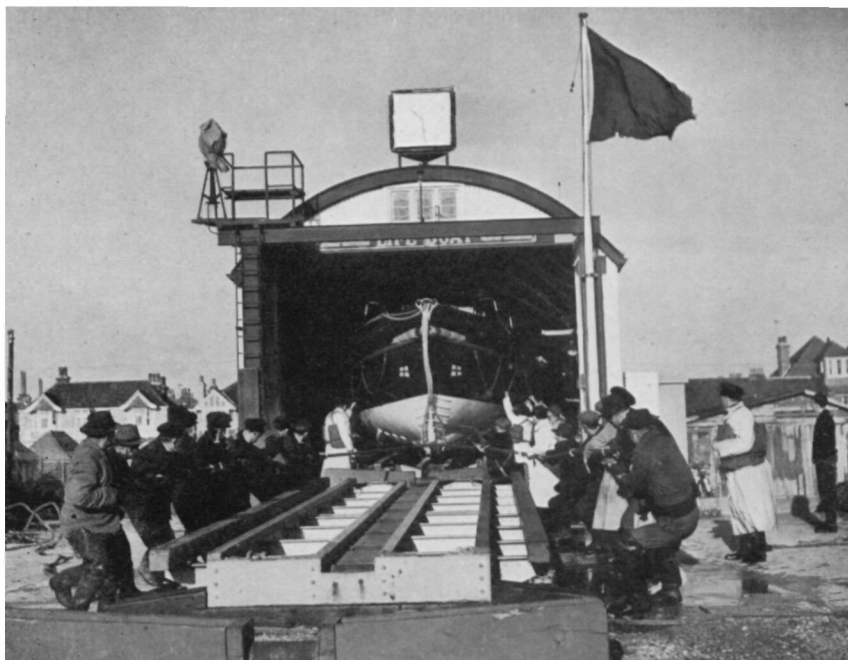
By courtesy of]

[Western Morning News

THE BOTTLE BREAKS

The Plymouth life-boat and her crew

A LAUNCH AT EASTBOURNE



By courtesy of]

[Fox Photos

OUT OF THE BOATHOUSE

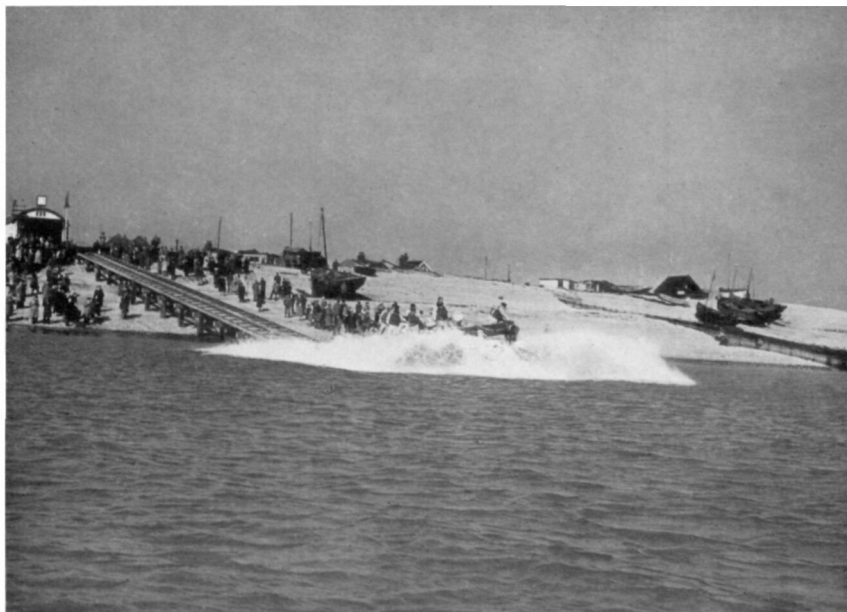


By courtesy of]

[Fox Photos

CREW ABOARD

A LAUNCH AT EASTBOURNE



By courtesy of]

[Fox Photos

DOWN THE SLIPWAY



By courtesy of]

[Eastbourne Gazette and Herald

THE RETURN



By courtesy of]

[H. L. Smerdon, Clacton-on-Sea

THE SIR GODFREY BARING, AT CLACTON-ON-SEA

Sir Godfrey Baring, Bt., K.B.E., chairman of the Institution, presenting the life-boat to the station. On his right is Lady Baring
(See page 403)



By courtesy of]

[Irish Press

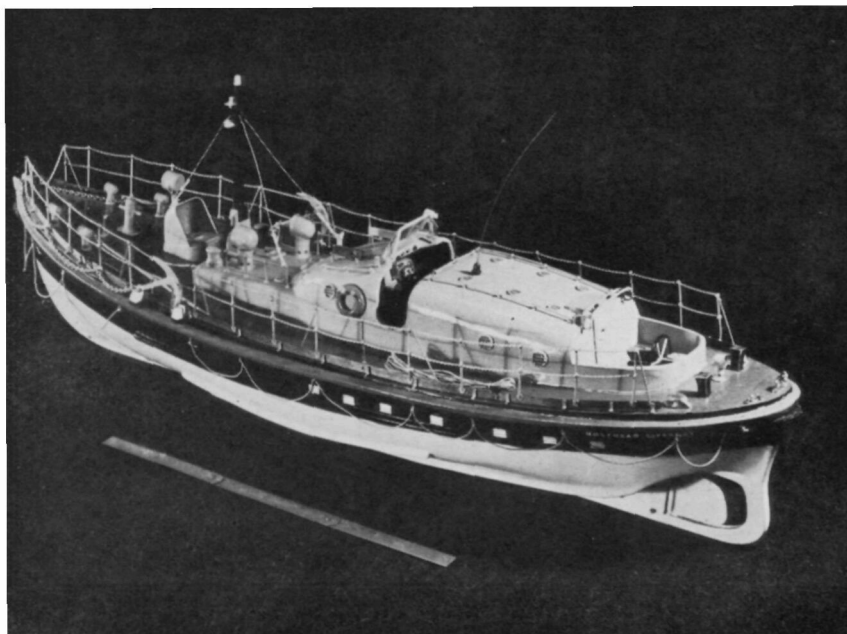
THE ROSSLARE HARBOUR NAMING CEREMONY

Left to right: The Bishop of Ferns, Mrs. Sean O'Kelly, the Mayor of Wexford, Commodore the Earl Howe, C.B.E., V.R.D., P.C., R.N.V.R., deputy chairman of the Institution
(See page 401)



WHAT IS IT?

No, it is not a real life-boat, but a model, radio-controlled, of the 41-foot Beach life-boat *Abdy Beauclerk*, at Aldeburgh, Suffolk, made by Mr C. W. Morley, of London



THE ST. CYBI, CIVIL SERVICE NO. 9

A model of the 52-foot Barnett Stromness life-boat at Holyhead, made by Mr. F. A. Gordon of the Royal Air Force Establishment, Farnborough, and presented by him to the Institution

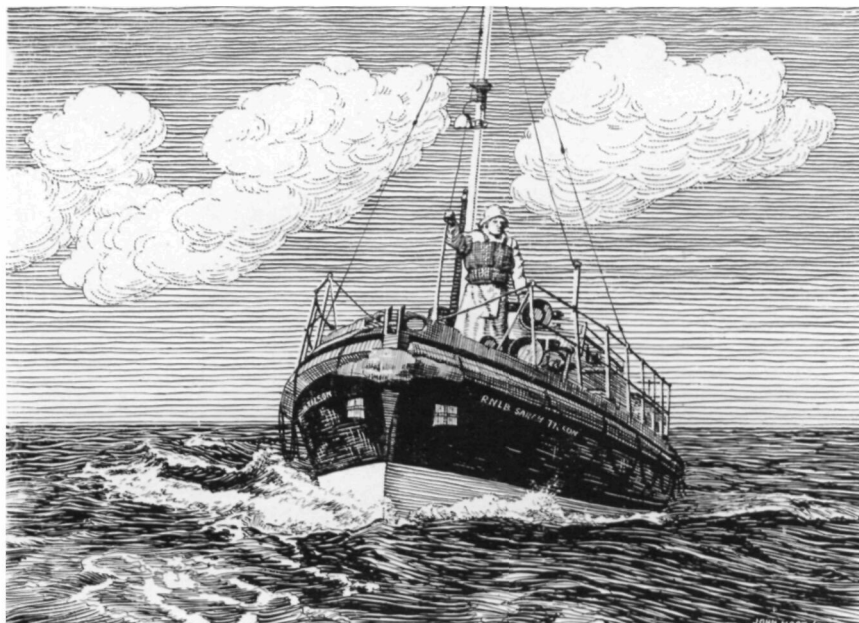
(See page 405)



THE 1952 CHRISTMAS CARD IN COLOUR

From the painting "The Southsea Life-boat," by W. L. Wyllie, R.A.

(See page 406)



THE 1952 CHRISTMAS CARD IN BLACK AND WHITE

From a drawing by John Hart

(See page 406)

TRAWLER ASHORE

Stromness, Orkneys.—At 11.35 on the night of the 24th of May, 1952, the Kirkwall coastguard telephoned a wireless message from the steam trawler *Unitia*, of Aberdeen, that she had gone ashore in Rousay Sound and needed help. At 11.45 the life-boat *J.J.K.S.W.* was launched in a smooth sea, with a light north-westerly breeze blowing. She found the *Unitia* in Ullis Skerry. The sea was choppy there. As the life-boat could not get alongside her in the shallow water, the coxswain spoke through his loudhailer. The skipper said that his ship was not making water and his crew of twelve were in no danger, so the life-boat anchored nearby. Later she was able to go alongside the *Unitia*, and, at the request of the skipper tried, but unsuccessfully, to tow her clear. The skipper then asked the life-boat to stand by until the next high water. Two steamers now arrived. They both tried to pull the trawler clear, but their tow ropes parted. The life-boat again went alongside and the coxswain asked the skipper if he and his crew wished to abandon ship, but as they were in no danger and the weather had improved, they refused and the life-boat returned to her station, arriving at five o'clock in the morning of the 26th. —Rewards, £48 12s. 6d.

INJURED SEAMAN LANDED

Humber, Yorkshire. — At 12.10 in the morning of the 27th of May, 1952, the Spurn Point coastguard telephoned that the tug *Scotsman*, of Hull, which had been helping H.M. tug *Mediator* to tow a naval vessel, was making for the River Humber with an injured man on board, and at 12.40 the life-boat *City of Bradford II* was launched with a doctor. The sea was choppy, with a moderate westerly breeze blowing. The life-boat met the tug near Chequer Buoy, and put the doctor on board. She then embarked the injured man, a seaman from the *Mediator*, with a badly injured leg, and landed him at 2.30 at Grimsby, where an ambulance was waiting. She returned to her station, arriving at 6.30 that evening. —Paid Permanent Crew.

ENGINE BROKEN DOWN, SAIL
BLOWN AWAY

Clacton-on-Sea, Essex.—At 10.42 in the morning of the 28th of May, 1952, the coastguard telephoned that a yacht was in distress one and a half miles west-south-west of Clacton pier, and at 10.50 the *Sir Godfrey Baring* was launched. The sea was moderate, with a strong north-westerly breeze blowing. The life-boat found the motor cruiser *Susie*, of Maldon, with a crew of two. Her engine had broken down, her sail and mast had been blown away and she was drifting. The life-boat towed her to Brightlingsea and reached her station again at three o'clock that afternoon.—Rewards, £12 4s. 9d.

RACING YACHT AGROUND

Yarmouth, Isle of Wight.—At 8.10 in the evening of the 30th of May, 1952, the Needles coastguard telephoned that two yachts, taking part in the Cowes to Cherbourg race, had gone aground on Shingles Bank near Elbow Buoy, but they had signalled that help was not needed. One of them refloated. The other, the *Rosemary IV*, of Southampton, remained fast. At 1.18 next morning the coastguard reported that she had asked for the life-boat, and at 1.30 the *S.G.E.* left her moorings. A light northerly breeze was blowing, with a moderate ground swell. The life-boat towed the yacht clear, and she went on her way signalling her thanks to the life-boatmen. The life-boat reached her station again at four o'clock.—Rewards, £7 1s. 6d.

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

FOUR LIFE-BOATS SEARCH FOR AN
AIR PILOT

Fishguard, Pembrokeshire, Aberystwyth, Cardiganshire, Barmouth, Merionethshire, and Pwllheli, Caernarvonshire.

At 3.19 in the afternoon of the 5th of May, 1952, the Fishguard coastguard telephoned to the Fishguard

life-boat station a call from No. 19 Group R.A.F., at Plymouth, that a pilot of a Meteor aeroplane was baling out six miles east of Strumble Head. A little later the position was given as Newport Bay, and at 3.50 the life-boat *M.O.Y.E.*, on temporary duty at the station, was launched, and went in search of the pilot. A light south-westerly breeze was blowing, and the sea was smooth.

At four o'clock the New Quay coastguard informed the Aberystwyth life-boat station, giving the airman's position as about seventeen miles west of Aberystwyth. The life-boatmen assembled, but the life-boat *Aguila Wren* was not launched at once because other vague positions were given. At 4.35 the R.A.F. at Pembroke Dock said that the position was between Strumble Head and Newport, but could not confirm it. At 7.30 the Fishguard life-boat, which had found nothing, was recalled and reached her station again at nine o'clock that night. At 7.55 the Tenby coastguard asked for the Aberystwyth life-boat saying that the aeroplane appeared to be off Towyn, and at 8.17 the *Aguila Wren* was launched.

Meanwhile, at 6.33, the Barmouth coastguard had passed to the Barmouth life-boat station a message from the Air Traffic Control at Preston that the pilot had baled out near Towyn. The coastguard later gave the position as between one and two miles off Towyn, and at 7.55 the life-boat *The Chieftain* put out, with the second coxswain in command.

At 8.4 the Holyhead coastguard told the Pwllheli life-boat station that the area of search had moved towards Pwllheli. He gave a position four miles south-south-east of Pwllheli, and at 8.20 the life-boat *Manchester and Salford XXIX* was launched. She found nothing. No trace of the pilot or aeroplane was found by the Aberystwyth and Barmouth life-boats, and all the life-boats were recalled to their stations at dusk. Barmouth arrived at 11.30 that night, Pwllheli at 11.45 and Aberystwyth at 11.50. The New Quay honorary secretary had sent out two shore boats in the afternoon. They too had found nothing. Five days later, on the 10th of May, the

body of the pilot was found on Abererch beach.—Rewards: Fishguard, £12 6s.; Aberystwyth, £16 8s.; Barmouth, £10 1s.; Pwllheli, £8 1s.

Courtmacsherry Harbour, Co. Cork.—May 5th.—Rewards, £16 12s.

Selsey, Sussex.—May 7th.—Rewards, £11 17s. 6d.

Llandudno, Caernarvonshire.—May 7th.—Rewards, £12 12s. 6d.

Barrow, Lancashire.—May 8th.—Rewards, £9 7s. 6d.

Dungeness, Kent.—May 9th.—Rewards, £29 18s.

Shoreham Harbour, Sussex.—May 9th.—Rewards, £8 4s.

Hoylake, Cheshire.—May 11th.—Rewards, £11 13s.

New Brighton, Cheshire.—May 11th.—Rewards, £8 7s.

Margate, Kent.—May 14th.—Rewards, £11 12s. 6d.

Wick, Caithness-shire.—May 15th.—Rewards, £7.

Margate, Kent.—May 17th.—Rewards, £8 16s.

Bridlington, Yorkshire.—May 18th.—Rewards, £10.

Flamborough, Yorkshire.—May 18th.—Rewards, £20 1s. 6d.

Islay, Inner Hebrides.—May 19th.—Rewards, £13 4s.

Ramsgate, Kent.—May 19th.—Rewards, £6 7s. 6d.

Clovelly, Devon.—May 25th.—Rewards, £21 17s.

Sennen Cove, Cornwall.—May 25th.—Rewards, £14 2s.

Flamborough, Yorkshire.—May 28th.—Rewards, £13 7s.

Islay, Inner Hebrides.—May 31st.—Rewards, £6 11s.

Porthdinllaen, Caernarvonshire.—May 31st.—Rewards, £17 6s.

Barmouth, Merionethshire.—May 31st.—Rewards, £14 13s.

Margate, Kent.—May 31st.—Rewards, £8 1s.

JUNE

DURING June life-boats were launched on service 64 times and rescued 22 lives.

TO THE HELP OF SIX YACHTS IN ONE DAY

Southend-on-Sea, Essex.—At 2.30 in the afternoon of the 1st of June, 1952, a resident at Leigh-on-Sea reported a yacht run ashore off Leigh, with her mainsail gone and seas washing right over her. A rough sea was running, with a strong south-south-west wind. The life-boat *Greater London, Civil Service No. 3*, was launched at 2.50, and found the yacht *Passat*, of London, with two men and a woman on board, one and a half miles east of Chatman Head Lighthouse. They were rescued and given hot drinks. One of the life-boatmen boarded the yacht, and made fast a rope, and the life-boat towed her to Southend reaching her station again at 4.20.—Property Salvage Case.

Margate, Kent.—At 6.25 in the evening of the 1st of June, 1952, the coastguard telephoned that a yacht needed help four miles to the north of the North-East Spit Buoy, about ten miles north of North Foreland, and at 6.35 the life-boat *North Foreland, Civil Service No. XI*, was launched. The sea was very rough, with a strong south-westerly wind blowing. The life-boat found the 12-ton auxiliary yacht *Dirk II*, of Maldon, with a crew of five. She had her sails set, but was making very heavy weather. Her crew had lost their bearings and their engine would not start. A life-boatman went on board and helped them manage her. A tow line was passed across and the life-boat towed her to Ramsgate, arriving at 10.45 that night. She reached her station again at one o'clock next morning.—Property Salvage Case.

Clacton-on-Sea, Essex.—At 7.33 in the evening of the 1st of June, 1952, the coastguard telephoned that H.M. Customs and Excise at Burnham-on-Crouch had reported four yachts on the Buxey Sands, and at eight o'clock the life-boat *Sir Godfrey Baring* was launched. There was a moderate swell with a fresh south-south-west breeze blowing. The yachts refloated and three of them went on their way. The fourth, the barge yacht *De Bries*, of Holland, had broken down. She

was leaking and in a dangerous position in the Spitway. She had ten persons on board. The life-boat towed her to Brightlingsea, and beached her about 11.40 that night. The life-boat herself remained there until the next morning, reaching her station again at 12.20 that afternoon.—Rewards, £26 19s.

ANOTHER YACHT IN DISTRESS

Walton and Frinton, Essex.—At 8.45 in the morning of the 2nd of June, 1952, the Walton-on-the-Naze coastguard telephoned that the pilot cutter *Penlee* had reported a small yacht in distress about two miles north-east of Sunk Head Tower. At 9.5 the life-boat *E.M.E.D.* left her moorings. The sea was very rough, with a strong west-south-west wind blowing. The life-boat found that the *Penlee* had taken the sailing yacht *Nola*, of Harwich, in tow to prevent her drifting on the Shipwash Sands. They were now two miles south-west of the Sunk Lightvessel. The life-boat took over the tow, towed the yacht to the lee of the Gunfleet Sands, put two life-boatmen on board and took off the yacht's crew of two men. They were nearly exhausted. The life-boatmen then pumped her out and the life-boat towed her to Walton River, arriving at one o'clock in the afternoon. She then returned to her station which she reached at three o'clock. At 5.15 that evening the life-boat left her moorings again, towing her boarding boat to Walton river for survey, and when she was off High Hill Sands Buoy she saw two boys in a 10-foot outboard dinghy, drifting seawards. Their engine had broken down. The life-boat rescued them and towed the dinghy to moorings in the river. The life-boat then took the boarding boat to a slipway and returned to her station arriving at 6.30.—Rewards, 1st service, £20 15s.; 2nd service, £8 10s.

AN OLD LIFE-BOAT IN PERIL

Humber, Yorkshire.—At 9.30 in the morning of the 3rd of June, 1952, the Spurn Point coastguard telephoned that an ex-R.N.L.I. life-boat, the *Ivy Dale*, of London, had run ashore off Withernsea and had damaged her

rudder. She asked for the life-boat to stand by her at 12.30 that afternoon, when she expected to refloat. At eleven o'clock the life-boat *City of Bradford II* was launched in a heavy ground swell, with a moderate westerly breeze blowing. She found that the *Ivy Dale*, with the owner on board, bound from Troon to London, had refloat and had anchored in broken water. The life-boat, which had holed her bottom on some underwater obstruction, anchored near. The *Ivy Dale* then weighed her anchor and made for smoother water. The life-boat followed her and, at the request of the owner, towed her to Grimsby, reaching her station again at 5.30 that evening.—Paid Permanent Crew.

A TWENTY-TWO-MILE TOW

Padstow, Cornwall.—At 3.43 in the afternoon of the 3rd of June, 1952, the Trevose Head coastguard telephoned that the s.s. *British Supremacy* had wirelessed that she had taken in tow the ex-motor fishing vessel *Willroy*, of Fleetwood, with a crew of three, which had broken down. She gave her position as thirty-two miles north-west of Trevose Head, and asked for a life-boat to take over the tow. At 4.20 the No. 1 life-boat *Princess Mary* left her moorings. There was a swell with a light west-north-west breeze blowing. The life-boat reached the steamer at 6.40 in the evening, twenty-two miles north-west of the Head, took the *Willroy* in tow and arrived with her at Padstow at ten o'clock that night. The owner expressed his thanks.—Partly Paid Permanent Crew; Rewards, £5 13s.

SWIMMER RESCUED FROM THE CLIFFS

Flamborough, Yorkshire.—At 4.44 in the afternoon of the 3rd of June, 1952, the Flamborough Head coastguard telephoned that a boy, swimming in Thornwick Bay, had been washed on to the rocks below Thornwick Bay Camp. The life-boat *Howard D.* was launched at 4.50, in a heavy ground swell with a light breeze blowing. She found the boy on a ledge of the cliffs, completely cut off, and went close inshore. Life-

boatmen threw him a line and told him to make it fast round his body. They then hauled him through the sea to the life-boat. He was badly cut and bruised, and the life-boat wirelessed for a doctor to meet her at her station, which she reached at 5.30 that evening. The boy was taken to hospital.—Rewards, £14 11s. 6d.

TO THE RESCUE OF A DROP-KEEL

Yarmouth, Isle of Wight.—At eight o'clock in the evening of the 7th of June, 1952, the Needles coastguard telephoned that a small Solent Seagull Class sailing dinghy had capsized one mile off Milford Beach. At 8.20 he telephoned again that the Milford police had reported the upturned dinghy drifting towards Hurst Castle with a person clinging to her. The life-boat *S.G.E.* left her moorings at once. The sea was moderate with a moderate south-easterly breeze blowing. The life-boat found the dinghy off Barton, but no one was clinging to it. Her drop-keel had looked like a person. The life-boat towed the dinghy to Yarmouth, arriving at 9.10 that night. The man who had been in the dinghy had been picked up by another boat.—Rewards, £4 10s.

ALONE IN A BROKEN-DOWN BOAT

Fowey, Cornwall.—About eleven o'clock in the morning of the 8th of June, 1952, a message was received that a motor boat had reached Fowey and the owner had reported that his friend was missing in the 18-foot motor boat *E.M.* He had last seen him near Cannis Rock. The life-boat *C.D.E.C.* left her moorings, in a moderate sea with a light south-westerly breeze, towing a shore boat. She found the *E.M.* at anchor between Cannis Rock and Gribben Head with a man on board. Her engine had broken down and she was making water. The life-boat towed her to Fowey, arriving at 12.5, where the rescued man was treated for shock by an ambulance man. A gift in gratitude was sent to the Institution.—Rewards, £5 5s.

INJURED BY A FISH HOOK

The Mumbles, Glamorganshire.—At 1.30 in the afternoon of the 9th of

June, 1952, the coastguard telephoned that the Royal Fleet Auxiliary tanker *Wave Master*, of London, bound from the Persian Gulf, had asked for a boat to land the chief officer's wife, who had badly injured her hand with a large fish hook. At 1.55 the life-boat *T.B.B.H.*, on temporary duty at the station, was launched, in a calm sea with a light westerly breeze blowing. She found the tanker two miles south of Mumbles Head, took the woman and her husband on board, and landed them at Swansea Docks, where an ambulance was waiting. The life-boat remained there for two hours, waiting for the tide. As she was about to leave, the ambulance returned to the docks with the injured woman and her husband. The life-boat took them on board, put them on the tanker, and reached her station again at seven o'clock that evening. — Rewards, £10 14s.

ANOTHER MAN ADRIFT ALONE

St. Helier, Jersey.—At 7.5 in the evening of the 12th of June, 1952, the harbour master received a report from a yachtsman that the fishing boat *Glory*, of Jersey, with one man on board, had broken down and was drifting seawards. The life-boat *Milburn*, on temporary duty at the station, left her moorings at 7.30, in a calm sea with a light northerly breeze blowing, found the fishing boat off Hinguette Buoy, took her in tow, and returned to her station at 8.35.—Rewards, £5 5s.

MAIL BOAT AGROUND

Islay, Inner Hebrides.—At ten o'clock on the night of the 12th of June, 1952, a resident of Bonahaven reported that a motor boat had run ashore half a mile from Bonahaven, and at 10.20 the life-boat *Charlotte Elizabeth* left her moorings. The sea was calm, the weather fine, but it was foggy. The life-boat found the motor ferry boat *Colonsay*, of Colonsay, bound from Port Askaig to Colonsay, with mail and three persons on board. She towed her clear. As the ferry boat was not damaged, she went on her way, and the life-boat returned to her station, arriving at 12.15 the next morning.

The owner made a donation to the Institution.—Rewards, £5 16s.

SIX AMERICAN AIRMEN RESCUED

Selsey, Sussex.—At 9.20 in the morning of the 13th of June, 1952, a life-boatman who had returned from fishing, reported a yacht aground north of Looe Channel. The sea was calm, the southerly breeze light, but there was a thick fog. The yacht's crew were six American airmen, returning from Boulogne. They had asked for help. At 9.40 the life-boat *Canadian Pacific* left her moorings. She found that the yacht was the auxiliary cutter *Spray*, of Cowes. She was hard on the rocks. A life-boatman boarded her. The life-boat then towed her clear on the rising tide. As she appeared undamaged she went on her way, and the life-boat returned to her station, arriving at 12.10 that afternoon.—Rewards, £13 14s. 6d.

COLLISION IN THE ENGLISH CHANNEL

Hastings, and Eastbourne, Sussex, and Dungeness, Kent.—At three o'clock in the morning of the 14th of June, 1952, the S.S. *Baron Douglas*, of Ardrossan, bound for London from Macoris with a cargo of sugar, wirelessed that she had been badly holed in collision with the S.S. *Korenica*, of Yugoslavia. At 3.38 she gave her position as ten miles east of the Royal Sovereign Light-vessel. Her crew of thirty-seven were then abandoning her. At 3.43 the Fairlight coastguard told the Hastings life-boat station, and the life-boat *M.T.C.* was launched at 4.6. At 3.50 the Eastbourne coastguard told the Eastbourne life-boat station, and at 4.28 the life-boat *Beryl Tollemache* was launched. At 4.10 the Lade coastguard told the Dungeness life-boat station, and at 4.50 the life-boat *Charles Cooper Henderson* was launched. The sea was slight, the south-westerly breeze light, but there were thick patches of fog. The *M.T.C.* found the *Baron Douglas* at five o'clock between five and six miles east of the lightvessel. She was down by the bow and her deck was awash. The *Korenica* was standing by about a quarter of a mile away, but did not

need help and went on her way. The Eastbourne life-boat arrived at 6.45, but the Dungeness life-boat, hearing by wireless that the Hastings life-boat had reached the *Baron Douglas*, and that the Eastbourne life-boat was on her way, returned to her station, where she arrived at 8.30.

The master of the *Baron Douglas* said that he was waiting for a tug from Dover, and the life-boats stood by until the tug *Rumania* arrived. The tug took the steamer in tow and the master then asked the life-boats to take his crew ashore. The Hastings life-boat took on board eighteen, the Eastbourne life-boat took fourteen, but the master and four officers remained in the steamer while the tug moved her. The Hastings life-boat returned to her station and landed the rescued men at 12.59 that afternoon. Her crew then stood by on shore. The Eastbourne life-boat continued to stand by the *Baron Douglas*.

The steamer ran aground, and the master and his officers were then taken into the Eastbourne life-boat. The tug pulled her clear and the life-boat put the master and officers on board her again. The *Rumania* finally beached the *Baron Douglas* off Pett Level, four miles south-east of Hastings. The Eastbourne life-boat again took off the master and officers, but remained with the *Baron Douglas* until two more tugs arrived. She then put the master and three of the officers on board once more and landed the fifteen other men at Hastings pier. There she embarked two Lloyd's surveyors and took them, and the steamer's chief engineer whom she had just landed, to the *Baron Douglas*.

She continued to stand by her all that night, at the master's request, but as the *Baron Douglas* settled down evenly on the bottom the life-boat left the men on board her and arrived back at her station at 11.15 on the morning of the 15th. The Hastings life-boat was then asked to be ready to put out again should the weather get bad. At 11.30 that night the Fairlight coast-guard reported that the *Rumania*, which was still standing by the steamer, had asked if a life-boat would land the tug's chief engineer, who had injured a hand, and at 11.58 the

Hastings life-boat *M.T.C.* again put out. She asked for an ambulance to be ready and landed the injured man who was taken to hospital for treatment at 1.15 the next morning, the 16th. He left the hospital about an hour later, and the life-boat put him on board the tug again and returned to her station, arriving at 3.38 that morning. The Dungeness life-boat had also been launched to the *Baron Douglas*, but had not been needed. The steamer was berthed in Tilbury Docks by tugs on the 18th.—Rewards, Hastings, 1st service, £35 18s. 6d., 2nd service, £30 8s. 6d.; Eastbourne, £105 10s.; Dungeness, £26 17s. Total rewards for the service, £198 14s. 0d.

BOAT FROM H.M.S. CONWAY IN PERIL

New Brighton, Cheshire.—At 3.48 in the afternoon of the 14th of June, 1952, the Wallasey Corporation vessel *Royal Iris* wirelessly that she had seen smoke signals from a motor boat on the Burbo Bank, about two miles west-north-west of Burbo Buoy, and at four o'clock the life-boat *Edmund and Mary Robinson*, on temporary duty at the station, left her moorings with the second coxswain in charge. A moderate sea was running, with a moderate westerly breeze. The life-boat found a motor boat with two men and four cadets on board from H.M.S. *Conway*. Her engine had broken down. She was in heavy breaking seas and had been drifting for eight hours. The life-boat towed her to Wallasey and reached her station again at 6.0 in the evening. The Commanding Officer of H.M.S. *Conway* expressed his thanks.—Rewards, £6 17s.

ANOTHER MAN AND WIFE RESCUED

Torrey, Devon.—At 11.15 on the night of the 14th of June, 1952, the Brixham coastguard telephoned that a red flare had been seen between four and five miles east of Berry Head, and at 11.40 the life-boat *George Shee* left her moorings. The sea was choppy, with a light north-westerly breeze blowing. The life-boat found the auxiliary cutter yacht *Raider*, of

Cardiff, at anchor between seven and eight miles east of Berry Head. The owner and his wife were on board. They had run short of petrol and their mainsail was damaged. The owner said that he had been flying a signal for petrol all day but that it had not been seen. Two life-boatmen went aboard and helped to get up the anchor. The life-boat then towed the yacht to Brixham, arriving at 1.50 the next morning. The owner made a gift to the life-boatmen who gave part of it to the Institution's funds.—Rewards, £7 10s.

MORE HELP FOR THE IRISH LIGHTS

Kilmore, Co. Wexford.—At ten o'clock on the night of the 14th of June, 1952, the Commissioners of Irish Lights asked if the life-boat would take a relief to the Coningbeg Lightship next day and bring ashore a man whose father had died. At 11.30 that morning the life-boat *Ann Isabella Pyemont* was launched in a smooth sea and a light north-easterly breeze, put the relief keeper on the light-vessel and brought the other man ashore, reaching her station again at 2.35 in the afternoon.—Rewards, £13 11s. Refunded to the Institution by the Commissioners.

BROKEN DOWN IN A ROUGH SEA

Margate, Kent.—At 12.4 in the afternoon of the 15th of June, 1952, the coastguard telephoned that three men were waving for help in a broken down motor boat near the rocks at Birchington. Two minutes later the life-boat *North Foreland, Civil Service No. XI* was launched. The sea was rough with a strong east-north-east breeze blowing. The life-boat found the local motor boat *Heron* with surf breaking round her. She was in very shallow water. The coxswain told the men to try and row out to the life-boat, but they could not do it. The life-boat then went closer, but hit the bottom ten yards away. The bowman threw a line to the men in the *Heron*. They made it fast, and the life-boat went astern towing the *Heron* from her bow until they were in deeper water. She then took

off the men. One of them was exhausted. He was given rum and the life-boat towed the boat to Margate, arriving at 1.35.—Rewards, £17 3s.

WITHIN FIFTY YARDS OF THE ROCKS

Douglas, Isle of Man.—At 8.50 on the evening of the 16th of June, 1952, the bridge keeper reported that a fishing vessel was drifting towards Clay Head, Onchan, and appeared to be in distress. The life-boat *Millie Walton*, with the branch assistant secretary, Mr. J. S. Kermode, on board, was launched at 9.10 in a heavy ground swell, with a fresh west-south-west breeze blowing. She found the local fishing vessel *Sea Mew* one and a half miles north of Douglas Head with a man and boy on board. Her engine had broken down, her mainsail boom had broken, and she was drifting towards rocks fifty yards away. The life-boat towed her to Douglas Harbour and reached her station again at 10.20.—Rewards, £8.

CAUGHT BY THE PROPELLER SHAFT

Newcastle, Co. Down.—At 7.20 in the morning of the 21st of June, 1952, the Kilkeel coastguard reported that a small vessel, one mile off St. John's Point Lighthouse, was flying the distress signal, an ensign upside down, and had also signalled for a doctor. The life-boat *William and Laura* was launched at 7.35, with a doctor on board, in a moderate sea with a fresh north-westerly wind blowing. In the meantime a coastguardsman from Killough had gone out in a shore boat. The vessel signalling was the 12-ton motor yacht *St. Ambrose*, of London, with her owner and another man on board. The owner was severely injured. He had been whirled round and crushed when his coat caught in one of the propeller shafts. The other man and the coastguardsman took the *St. Ambrose*, with the injured man on board, into Ardglass, followed by the life-boat, and the injured man was taken to hospital. The life-boat reached Newcastle again at 12.50 in the afternoon.—Rewards, £20 15s.

TWO SERVICES IN ONE AFTERNOON

Moelfre, Anglesey.—In the afternoon of the 21st of June, 1952, a strong wind had suddenly sprung up, and at 1.30 a sailing boat was seen to be drifting towards Dulas Island. The life-boat *G.W.* was launched at 2.15. A south-westerly gale was now blowing, with a rough sea. The life-boat found the 12-foot sailing boat *Pandora*, of Dina, to the east of Dulas Island. She was waterlogged. The life-boat rescued her crew of four and immediately afterwards the boat capsized. The life-boat crew managed to right her, towed her to Dinas Bay, and landed the four men. As she was returning to her station, about 3.30, she picked up a wireless signal that another boat was in distress. It came from the No. 1 Liverpool pilot boat and said that a sailing yacht was in difficulties to the west of Moelfre Island. She was the yawl *Henrietta*, of Beaumaris, with a crew of four. She had been overtaken by the sudden gale while racing. Her engine was not working and she was out of control. The pilot boat pumped oil on the seas and the life-boat towed the yacht to Moelfre. There her engine was repaired and she left for Penmon, escorted by the life-boat, but the engine again broke down off Puffin Island, and the life-boat towed her to Beaumaris. The owner expressed his appreciation of the seamanship displayed, and made a gift to the funds of the Institution.—Rewards: 1st service, £6 3s.; 2nd service, £16.

YET ANOTHER MAN ADRIFT ALONE

Workington, Cumberland.—At 7.50 in the evening of the 21st of June, 1952, a report was received through the coastguard that a boat was in distress about three miles north-east of Whitehaven, and at 8.15 the life-boat *N.T.* was launched. The sea was rough, with a west-south-west breeze blowing. The life-boat found the small fishing boat *Elsie*, of Whitehaven, with only one man on board. Her engine had failed. The life-boat rescued the man and took his boat in tow, but she sank and was lost. The life-boat landed the rescued man at Workington at 10.25.—Rewards, £9 1s.

YACHT HELPLESS ON THE SANDS

Lytham St. Annes.—At six o'clock in the evening of the 22nd of June, 1952, a resident telephoned that a yacht was aground on the south side of the Riddle Estuary. It could be seen that she was dried out close up to the South Training Wall. She was kept under observation until eight o'clock. Then she lifted on the rising tide and appeared to be pounding on the wall. At 8.23 the life-boat *M.O.Y.E.*, on temporary duty at the station, was launched in a slight sea with a fresh north-westerly breeze blowing. She found the 26-foot auxiliary yawl *Shona*, of Lytham, two miles west of Lytham Pier, with a crew of three aboard. She had cleared the wall and was lying at anchor, but was unable to get away as her engine had broken down and she had not enough room to make sail. The life-boat towed her to Lytham, where she was moored at 9.25.—Rewards, £4 6s.

TWENTY-ONE PEOPLE MAROONED ON ISLAND

Baltimore, Co. Cork.—On the 23rd of June, 1952, a party of twenty-one people, belonging to Skibbereen, left Baltimore for Cape Clear Island eight miles from the mainland, but did not arrive back in the evening when expected. Their friends became anxious and some of them went to Baltimore by car and told the life-boat coxswain. He saw the honorary secretary who decided that the life-boat *Sarah Tilson* should be launched, and she left at two o'clock in the morning of the 24th in calm weather. She went to the island, took the party aboard and returned to Baltimore, arriving at 5.30. A member of the party made a gift to the Institution.—Rewards, £7 12s. 6d.

TWO RESCUED FROM A BURNING BOMBER

Holy Island, Northumberland.—At 7.42 in the evening on the 25th June, 1952, a R.A.F. Shackleton bomber crashed into the sea seven and a half miles north-east of Emmanuel Head, Holy Island. The life-boat *J. B. Proudfoot*, on temporary duty at

the station, was launched at 7.44 in a smooth sea with a light south-easterly wind blowing. She found that two survivors had been picked up by H.M. Submarine *Sirdar*, took them on board and landed them at Berwick. She then returned to the burning aeroplane and searched, but without success, for other survivors. When all hope of saving life had been given up she returned to her station, arriving at 1.20 in the morning.—Rewards, £14 19s.

RESCUE OF A SICK WOMAN

Torbay, Devon.—At 6.40 in the evening of the 26th of June, 1952, the police telephoned for the help of the life-boat for a woman, marooned on a rock off Mansands. She had had a heart attack. With the bowman in charge of a scratch crew the life-boat *George Shee* was launched at 6.55, in a light north-north-westerly wind with a calm sea, taking a small boat in tow. She found that the woman had been taken from the rock to the shore, but at a point where it was not possible for her to climb the cliff. By means of the small boat the life-boatmen brought her to the life-boat, which then made for Brixham Inner Harbour, arriving at eight o'clock. On the way back the life-boat had called for an ambulance by wireless and this was waiting to carry the woman to hospital. The woman sent a letter of thanks and a gift to the Institution.—Rewards, £3 8s.

BY LIFE-BOAT AND AEROPLANE TO HOSPITAL

Campbeltown, Argyllshire.—During the morning of the 28th of June, 1952, a radio telegram was received from the S.S. *Baron Elcho*, of Ardrossan, that she was making for Campbeltown to land a very badly injured seaman. She asked that a boat with a doctor should meet her off Davaar Light. The life-boat *City of Glasgow* was launched at one o'clock in the afternoon, in a smooth sea, and met the *Baron Elcho*. The very difficult operation of transferring the man to the life-boat was successfully accomplished, and the doctor decided that an air ambulance was needed to take

the man to Glasgow. This the life-boat arranged by wireless. When the life-boat arrived back at Campbeltown at 2.45 the man was flown at once to Glasgow.—Rewards, £3 15s.

SICK STEWARDESS LANDED

Stornoway, Outer Hebrides.—At ten o'clock in the morning of the 29th of June, 1952, a message was received from the agents of the S.S. *Belfri*, of Oslo, that she was making for Stornoway with a woman aboard who was seriously ill. The sea was rough and a fresh south-westerly breeze was blowing, so it was decided to send out the life-boat *William and Harriot*. She left at 11.30, met the *Belfri*—which was in ballast and bound for Newfoundland from the Tyne—about three miles from Arnish Lighthouse, and brought ashore the woman, a stewardess, at 1.45 that afternoon.—Rewards, £3 16s.

MOTOR BOAT POUNDING ON THE SANDS

Lytham St. Anne's, Lancashire.—At 1.25 in the afternoon of the 29th of June, 1952, a resident telephoned that a motor boat was ashore south-west of St. Anne's Pier. She was pounding in the surf on Salters Bank, half a mile north of Salters Buoy. The life-boat *M.O.Y.E.*, on temporary duty at the station, was launched at 1.55 in a swell with a west-south-westerly breeze blowing, with Mr. John Kennedy, the station honorary secretary, on board. The boat was found to be the 10-ton motor yacht *Valchris*, of Lytham, with a party of six on board. At her owner's request the life-boat stood by until she floated clear on the rising tide, and then piloted her into deep water. She had been damaged while pounding on the sands, and the life-boat escorted her to Lytham. The life-boat arrived back at 3.45.—Rewards, £5 17s.

THIRTEEN PEOPLE ADRIFT IN THE CLYDE

Girvan, Ayrshire.—At 9.40 on the night of the 29th of June, 1952, the Portpatrick coastguard telephoned that a vessel had broken down and

was drifting five miles north-east of Ailsa Craig. The life-boat *Frank and William Oates* was launched at 9.50 with the second coxswain in charge. A moderate sea was running with a south-westerly breeze blowing. Then a message came that the vessel, which was the open motor fishing boat *Southern Sun*, of Girvan, with thirteen people on board, was making headway and going to Ailsa Craig. In case the engine should fail again the life-boat was directed to intercept her and escort her on her return journey home. She found the boat when she was two miles east of Ailsa Craig, and accompanied her to Girvan, arriving at 12.20 in the morning.—Rewards, £5 14s.

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

Flamborough, Yorkshire.—June 1st.—Rewards, £19 12s. 6d.

Eastbourne, Sussex.—June 2nd.—Rewards, £28 1s.

Walmer, Kent.—June 2nd.—Rewards, £15 2s.

Selsey, Sussex.—June 2nd.—Rewards, £16 13s. 3d.

Girvan, Ayrshire.—June 2nd.—Rewards, £9 18s. 6d.

Tenby, Pembrokeshire.—June 6th.—Rewards, £9 5s.

Weston-super-Mare, Somerset.—June 6th.—Rewards, £14 17s.

Selsey, Sussex.—June 8th.—Rewards, £11 12s.

Clacton-on-Sea, Essex.—June 10th.—Rewards, £18 12s. 6d.

Southend-on-Sea, Essex.—June 13th.—Rewards, £9 13s.

Shoreham Harbour, Sussex.—June 14th.—Rewards, £17 9s.

Newhaven, Sussex.—June 14th.—Rewards, £14 2s.

Girvan, Ayrshire.—June 14th.—Rewards, £4 2s. 6d.

Fleetwood, Lancashire.—June 15th.—Rewards, £8 9s.

Howth, Co. Dublin.—June 15th.—Rewards, £8 19s.

Padstow, Cornwall.—June 19th.—Partly Paid Permanent Crew.—Rewards, £6 7s.

Yarmouth, Isle of Wight.—June 20th.—Rewards, £5 12s. 6d.

Redcar, Yorkshire.—June 21st.—Rewards, £12.

Portpatrick, Wigtownshire.—June 21st.—Rewards, £8 1s.

Howth, Co. Dublin.—June 21st.—Rewards, £16 12s.

Holy Island, Northumberland.—June 22nd.—Rewards, £8 17s. 6d.

Buckle, Banffshire.—June 24th.—Rewards, £7 1s. 6d.

Dungeness, Kent.—June 24th.—Rewards, £12 16s.

Pwllheli, Caernarvonshire.—June 28th.—Rewards, £9 9s.

New Quay, Cardiganshire.—June 28th.—Rewards, £11 16s. 6d.

Aberystwyth, Cardiganshire.—June 28th.—Rewards, £11 17s.

Anstruther, Fifeshire.—June 30th.—Rewards, £9 2s.

Campbeltown, Argyllshire.—June 30th.—Rewards, £9 8s. 6d.

Broughty Ferry, Angus.—June 30th.—Rewards, £9 10s.

Is It War?

A LITTLE while ago a woman visitor at one of the life-boat stations was talking one evening to the motor mechanic near the life-boathouse. As they talked they watched an aeroplane passing overhead. It was just above them when the life-boat maroon sounded and the motor mechanic ran

for the boathouse. When he arrived he turned round and saw the woman struggling after him. He asked her what was the matter and she said that she was running to the boathouse for shelter. She thought that the maroon was a bomb from the aeroplane and that war had broken out.

The Duchess of Kent at Plymouth and Padstow

H.R.H. THE DUCHESS OF KENT, President of the Institution, paid a visit to the West Country in May, 1952, and named the new life-boats at the Port of Plymouth and at Padstow.

The Port of Plymouth had a life-boat station as long ago as 1803, twenty-one years before the Life-boat Institution was founded, but of the first two life-boats nothing is known, except that in 1840 the life-boat was transferred to the Scilly Islands. The station was revived when, in 1862, the Institution sent the *Prince Consort* life-boat to Plymouth. Since then the station has had eight life-boats, including this new life-boat which the Duchess of Kent has named. The eight also include a Belgian life-boat, picked up derelict in the English channel early in the last war. She replaced for four years the *Robert and Marcella Beck*, which had been taken over by the Admiralty in 1943 for duty in Iceland. The record of the Plymouth life-boats since 1862 is 127 launches and 211 lives rescued.

The new life-boat is one of the largest type, a 52-foot Barnett boat, with two 60 h.p. engines. She has been built out of a gift from Miss A. Charlton Rowse, of Birmingham. Miss Rowse not only gave the money to build this boat, but a second gift to endow it, so that all future Plymouth life-boats will bear the name which she has chosen, Thomas Forehead and Mary Rowse.

The naming ceremony was held on the 16th of May, and the Earl of Mount Edgcumbe, president of the Port of Plymouth branch, presided. Among those present were the Viscountess Astor, and a hundred Australian schoolboys visiting Great Britain under the auspices of the Overseas League. A telegram was read from the First Sea Lord, late Commander in Chief, Plymouth, Admiral Sir Rhoderick R. McGrigor, G.C.B., D.S.O., and Lady McGrigor which said: "Farewell *Marcella Beck*. All success to the new life-boat and all good wishes to her crew."

Commander T. G. Michelmores, R.D., R.N.R., chief inspector of life-boats, described the boat, and Commodore

the Earl Howe, C.B.E., V.R.D., P.C., R.N.V.R., deputy chairman of the Institution, handed her to the branch on behalf of the donor and the Institution. In doing so Lord Howe spoke of Miss Charlton Rowse as "a great public servant and a great-hearted lady." Mr. A. S. Hicks, M.B.E., honorary secretary of the station, accepted the life-boat, and the Bishop of Exeter, the Right Rev. R. C. Mortimer, D.D., dedicated the life-boat. The hymns were accompanied by the band of the Royal Marines of Plymouth.

The Duchess of Kent then named the life-boat *Thomas Forehead and Mary Rowse* and wished her and her crew God-speed in their work of rescue.

A vote of thanks was proposed by Vice-Admiral Sir Maurice Mansergh, K.C.B., C.B.E., Commander in Chief, Plymouth, and seconded by Colonel Sir John Carew Pole, Bt., D.S.O., T.D.

PADSTOW

The Padstow life-boat station was established in 1805. Since 1899 it has had two life-boats and from 1901 to 1929 it had also a steam tug to tow out the larger of the two life-boats. Altogether, including the tug and the new boat, it has had thirteen. They have been launched on service 253 times and have the splendid record of 455 lives rescued.

The new life-boat is a boat of the light Liverpool type, 35 feet 6 inches long, with two 20 h.p. diesel engines. It has been built out of a gift from Mr. W. H. Bassett-Green of Winchcombe, Gloucestershire. Mr. Bassett-Green, who is now eighty-three years old, had a life's ambition to present three gifts to Great Britain; one to the air, one to the earth and one to the sea. In 1940 he presented a Spitfire aeroplane to the nation to revenge the terrible air-raids on Coventry. To Coventry he has also presented an equestrian statue of Lady Godiva. These were his gifts to the air and land. His gift of the Padstow life-boat has completed his ambition with a gift to the sea.

The naming ceremony was held on

the 17th of May. Mr. C. George, chairman of the Padstow Urban District Council, welcomed the Duchess of Kent, and Mr. L. H. L. Saunders, president of the station presided. Commander T. G. Michelmore, R.D., R.N.R., chief inspector of life-boats, described the new boat and Commodore the Earl Howe, C.B.E., V.R.D., P.C., R.N.V.R., accepted her on behalf of the Institution and handed her over to the branch, on whose behalf she was received by the honorary secretary, Mr. R. R. Wilton.

The Bishop of Truro, the Right

Rev. E. R. Morgan, dedicated the life-boat, assisted by the vicar of Padstow. The hymns were accompanied by the band of the Royal Marines of Plymouth.

The Duchess of Kent then named the life-boat *Bassett-Green*, and wished her and her crew God-speed in their work of rescue.

Sir Harold Roper, C.B.E., Member of Parliament for North Cornwall, proposed the vote of thanks, and Mrs. J. C. F. Prideaux-Brune, president of the Padstow Ladies' Life-boat Guild, seconded it.

Legacies

LEGACIES play a great part in maintaining the Life-boat Service. All who wish to help in this way can include the following clause in their wills:

I give and bequeath to the Royal National Life-boat Institution for the Preservation of Life from Shipwreck, of 42, Grosvenor Gardens, London, S.W.1, Incorporated by Royal Charter,

the sum of £— for the general purposes of the said Institution, and I declare that the said sum shall be paid free of duty, and that the receipt of the Treasurer, or other proper officer shall be a sufficient discharge therefor.

The Secretary of the Institution will be pleased to give any advice or information which is wanted about bequests.

In Memory of the Life-boats at Dunkirk

THE Institution has received over £9 from brother officers and friends of the late Major Charles Lawless Saunders, R.A.S.C. Those gifts were sent, in place of flowers for his funeral, at his own request, in gratitude to the Life-boat Service. He was one

of the 2,800 men whom the Ramsgate life-boat brought off the beaches of Dunkirk in May and June, 1940.

The Institution has also received gifts of over £7 from friends of the late Mr. Charles Long of the White Horse Hotel, Blakeney, in Norfolk.

Still Grateful After Eighteen Years

IN September, 1934, a life-boat rescued two men who were seen clinging to a capsized boat. When she reached them they were completely exhausted. A few days later they made a gift to

the station. Not long afterwards one of them died. The other has gone to the station nearly every year since to give in person, his cheque in gratitude for that rescue.

A Gift to the Newhaven Station from Brighton

THE Brighton Round Table, some of whose members went out on an exercise launch in the Newhaven

life-boat in the summer of 1951, has presented a clock to the crew to hang in the boat-house.

The Douglas Hyde, of Rosslare Harbour

ON the 5th of June, 1952, Mrs. Sean O'Kelly, the wife of the President of the Republic of Ireland, named at Wexford the new Rosslare Harbour life-boat, which the committee of management had decided, with the approval of the government of the Republic, should bear the name of *Douglas Hyde*, its first President from 1938 to 1945.

The Rosslare Harbour station has a long and distinguished history. It was first established at Rosslare Fort in 1838, but of the first twenty years there is no record. From 1859 there were two stations, one at Rosslare Fort and one at Wexford, and from 1896 until 1897 there was a third station at Rosslare Harbour. In 1897 the Rosslare Fort station was closed. The other two remained until 1921 when Rosslare Harbour was closed leaving Wexford. In 1927 the Wexford station was transferred to Rosslare Harbour. These stations between them have had thirteen life-boats, including the *Douglas Hyde*. Their splendid record is, 477 launches on service, and 816 lives rescued.

The new boat is of the Watson Cabin type, 46 feet 9 inches long, with two 40 h.p. diesel engines and a deck cabin.

The Naming Ceremony

At the naming ceremony on the 5th of June, the Mayor of Wexford presided and the boat was described by Lieutenant Commander W. L. G. Dutton, R.D., R.N.R., district inspector of life-boats. Commodore the Earl Howe, C.B.E., V.R.D., P.C., R.N.V.R., deputy chairman of the Institution, handed the life-boat to the branch. He said that the Life-boat Institution was proud of its Irish boats and crews. He himself had visited almost all the Irish stations and he could say that the Institution had no more gallant crews in these islands. Mr. W. J. B. Moncas, the branch secretary, and a bronze medalist of the Institution, accepted the life-boat on behalf of the station. The Bishop of Ferns (the Most Rev. D. Staunton) dedicated the life-boat,

assisted by the Very Rev. J. Butler, Administrator, and the Rev. D. Cleary, C.C., of Kilrane. The singing was led by combined choirs of the Church of the Immaculate Conception and pupils of C.B.S. Mount St. Joseph and of St. Brigid's National Schools, accompanied by the Loc Garman brass band.

Mrs. O'Kelly's Speech

Mrs. O'Kelly then named the life-boat. She said:

"The men of Wexford have performed many heroic deeds since a life-boat was first placed here. The people of the county should be proud of these men who go out on the stormy seas to save life. It is an undertaking which glorifies God and honours Ireland, and it is certain that the young people of our time will emulate their ancestors. I, myself, am proud of the Wexford people, and I consider it an honour for them to be given this fine boat so that they may continue their humanitarian work. I pray that God may bless everyone connected with the work carried out by these life-boatmen.

"I am very happy to be here today and I am grateful to the Royal National Life-boat Institution for having asked me to assist at this ceremony.

THE GREAT SEAMEN OF WEXFORD

"Wexford, because of its long coastline, owes a great deal of its importance to the sea, and the pages of maritime history are dotted with Wexford names — Commodore John Barry, McClure of the North-West Passage, and Admiral Beatty are three of the most famous in recent history. Wexford has produced many sailors whose names are not known in history, but who are none the less noteworthy. We have just been reading, in the *Irish Press*, the story of the loss of the *Cymric* during the last war, and that, of her crew of eleven, six, including two officers, were from Wexford.

"The Wexford of today continues in the old tradition. From where we stand we can see the premises of two Wexford ship-owners whose ships

did much to provide for the needs of the nation during the last war. The ships of the Irish Shipping Company that carry our flag into many ports of the world have at their head a Wexford commodore.

"It is fitting then that Wexford should be equipped to play a leading part in helping the men of the sea. She has many gallant men willing to assist in rescue work. It would be a pity if their equipment were not of the very best. The generous action of the Life-boat Institution in presenting this new life-boat today makes it possible for Wexford to add further lustre to a proud record.

"It is interesting to note that particular family names have been for long associated with Wexford life-boats—the Wickhams, Walshes and Duggans. There has been a Wickham connected with the crew for nearly a century. James Wickham holds various medals for bravery in rescue work. Mr. Moncas, who took over this magnificent new boat today, holds the Institution's bronze medal for rescue service. The Rosslare Harbour Life-boat Station has rescued more lives than any other, and has had many awards for gallantry.

SHARE IN THIS WORK BY GIVING

"As a native of Wexford I would like to say, in your name, that we appreciate the magnificent gift of the Life-boat Institution, as indeed does all Ireland. The Life-boat Institution depends entirely on voluntary subscriptions for its upkeep. Need I tell those who are anxious about their

men at sea that when danger occurs near our coasts Wexfordmen should be trained and equipped and ready to help? We know that they are willing to risk their lives for their fellow-men, and now this boat given to them by the Life-boat Institution will help to make their sacrifice effective. If we want to share in the glory that the life-boatmen bring to our county and our country by their heroic deeds, if we want to show our appreciation, the way to do so is to subscribe to the Life-boat Institution which provides and maintains the life-boats.

IRELAND'S ESTEEM FOR THE LIFE-BOAT SERVICE

"I can tell Commodore the Earl Howe, as I name this magnificent craft with the name of a distinguished, beloved and revered President of Ireland, that today's ceremony will bind more firmly to the affection, esteem and gratitude of the people of Wexford and of Ireland, the Institution he represents; the Institution with a glorious record of service; the Institution that has evoked heroism and gallantry down through the years.

"Now with great pleasure and pride I name this boat *Douglas Hyde*. May God bless her and all who sail in her."

Lord Howe then presented to Mrs. O'Kelly a silver life-boat as a memento of the occasion. A vote of thanks was proposed by Mr. T. D. Sinnott and seconded by the Very Rev. Chancellor J. E. Hazley, M.A., Rector of Wexford.

A Gift to the Bridlington Crew

MRS. E. M. BARNES, of Bromley, Kent, has presented the life-boat crew at Bridlington, Yorkshire, with sea-boots, sea-boot stockings and gauntlet gloves,

in memory of her sister. They were presented, and dedicated, at a special service at the Sailors' Bethel at Bridlington, on the 16th of December.

A Gift of Bass

Two anglers fishing for four days in the Solent, caught 550 bass, weighing about

10 cwts. They sold one day's catch for the benefit of the Life-boat Service.

The *Sir Godfrey Baring*, of Clacton

ON the 11th of June Sir Godfrey Baring, Bt., who, in the Birthday Honours List was made a Knight of the British Empire, presented to the life-boat station at Clacton-on-Sea, Essex, the new life-boat which bears his name, and Lady Baring named her.

This life-boat, during the summer of 1951, was on view at the Festival of Britain Exhibition on the South Bank of the Thames. When it was decided that she should go to the Festival, it was, at the same time, decided that she should be named after Sir Godfrey Baring, who has been a member of the committee of management of the Institution since 1911, its vice-chairman from 1915 to 1923, its chairman since 1923, and vice-president of the Isle of Wight life-boat board since 1900.

The *Sir Godfrey Baring* is a boat of the Watson Cabin type, 46 feet 9 inches long, with two 40 h.p. diesel engines and a deck cabin. She is the fifth life-boat to serve at Clacton since the station was established in 1878. From the station's foundation up to the naming ceremony Clacton life-boats had been launched on service 399 times and had the splendid record of 701 lives rescued.

The chairman of the Clacton-on-Sea Urban District Council, Councillor Kenneth Elliott, who had previously entertained Sir Godfrey and Lady Baring, the secretary of the Institution, and others to luncheon, presided. Commander S. W. F. Bennetts, D.S.O., D.S.C., R.N., the deputy chief inspector of life-boats, described the boat.

Sir Godfrey Baring's Speech

Sir Godfrey Baring then handed her over to the branch. In doing so he said:

"I considered it the highest honour of my life when the Committee of Management of the Institution, in their kindness, allowed this boat to be called by my name. I can only say that I hope my name will be worthy of the boat. She will be manned by a Clacton crew who will show the highest attributes of our race, courage, endurance and self-sacrifice."

Mrs. F. M. H. Coleman, M.B.E., J.P., president of the Clacton-on-Sea Ladies' Life-boat Guild and an honorary life governor of the Institution, accepted the life-boat on behalf of Clacton. The Bishop of Colchester (the Right Rev. F. D. V. Narborough) assisted by the Rev. H. G. Redgrave and the Rev. H. Tyler Lane, then dedicated the life-boat, and a vote of thanks was proposed by Councillor H. P. King, C.C., J.P., and seconded by Mr. H. E. Kingsman, president of the branch.

Lady Baring's Speech

Lady Baring then named the life-boat. In doing so she said: "I am very glad to be here today, and to name this life-boat after my husband.

"His work for the Life-boat Service, during over fifty years, has been one of the great pleasures of his life, and we are both of us very proud and very happy that this splendid boat, which was seen by millions of visitors to the Festival of Britain last year, and which is now to be stationed at Clacton, is to bear his name. We shall follow her fortunes with the greatest interest. Our good wishes will be with her always.

"I have the greatest pleasure in naming this life-boat *Sir Godfrey Baring*, and I wish her and her crew God-speed in their work of rescue."

The national anthem was sung and the *Sir Godfrey Baring* was launched.

A Naval Gift in Gratitude

THE Flag Officer Air (Home) has sent a gift of £50 from his Benevolent Fund and in doing it says that he wishes to mention in particular work done by

the Institution's stations at Portrush and Padstow. These stations have been out a number of times in the last three years to naval aircraft.

London Life-boat Day and 10 Downing Street

By D. H. Roff

I THINK I may claim to be a, more or less, seasoned collector, having collected annually from luxurious hair to a bald pate, and I find that most years are marked by some peculiarity—other than myself. This year was marked by a direct association with the seat of Government—no less than No. 10 Downing Street itself, in the following manner.

My "beat," Whitehall, meant that I passed and repassed Downing Street more times than many—when it happened.

A man, wearing Government messenger's uniform, crossed from Downing Street and approached me in such a way as to lead me to think that he intended to buy a flag or die in the attempt.

I pinned an emblem to his coat and held out my box hopefully. "Can you give me a receipt for two bob?" asked the messenger. I explained that it was difficult to carry writing materials on such occasions and suggested that he might call at the flag-day depôt to which I was attached. "You can write, can't you?" I swelled with pride at the inferred compliment and explained "No paper," whereupon our undaunted friend produced a sheet of note-paper, bearing a crest and the magic words "10, Downing Street," and invited me to inscribe my dutiful thanks thereon. I still "hedged"—"No pen," I said.

He produced a pencil, but remembering the importance of the occasion, he ventured the remark "Wouldn't look too good would it? Come into the post office." I went, and there with an implement which served to convey ink to paper—I think it has seen much service in other ways—I wrote underneath the P.M.'s official address—"Received a donation of 2s. on behalf of Life-boat Institution" and handed it to the representative of Government who then said, "Must get change," and invited me to follow him to a nearby newsboy from whom he bought a paper before transmitting the amount of "Two bob" to me.

This done he at last explained himself. "They've been having a Cabinet Meeting and the carpet is so thick that they don't hear when they drop things. Someone dropped two bob this morning and, as we don't know who dropped it, my orders are to give it to the first flag day, and here you are, but of course I *must* have a receipt."

So there, perhaps, along with important "top secret" Government papers rests a sample of my very own handwriting (pity it's not more readable), there to remain to mystify succeeding Cabinets, unless maybe, to serve as a spill to convey a light to somebody's cigar—who knows. But we do bump into some funny how-do-you-do's don't we?

A Delight in Flag Days

PEOPLE sometimes complain of flag days. Collectors, perhaps, sometimes feel a little weary of them, but to those who come fresh to them they are evidently a delight. An organising secretary of the Institution

recently wrote of a flag day: "Managed to get helpers for most of the life-boat day, including some students from Pakistan, who—having experimented—wanted to return the following day to sell more flags."

Tea for a Collector

ON Life-boat Day in London a woman asked a collector in oilskins if he were not very tired. He said that he had

started collecting at 7.30. It was then 11.30. She at once asked if she should bring him a cup of tea.

A Life-boat Model from the Royal Aircraft Establishment, Farnborough

IN the spring of 1951 the Arts and Crafts Guild of the Royal Aircraft Establishment at Farnborough, held its annual exhibition. Included in it was a life-boat stall, with pictures of life-boats and a model being built of a 52-foot Barnett Stromness life-boat. There were also life-boat collecting-boxes. The builder of the model was Mr. F. A. Gordon, and at his request it was agreed that it should bear the name of the *St. Cybi, Civil Service No. 9*, at that time the latest gift from the Civil Service Life-boat Fund. Mr. Gordon then wrote that he would like to give the model to the Institution and said:

"My fellow club members have shown great interest in life-boats of late, and are prepared to make any model or do repairs to any model that you should desire. In fact, we are entirely at your service."

The club also asked if it could see "the real thing." A launch of the Selsey life-boat was arranged for it. Unfortunately, the club arrived to find the life-boat out on service.

Presentation of the Model

On May 18th of this year the Guild again held its annual exhibition and there Mr. Gordon's completed model of the *St. Cybi* was on view. It was formally presented to the Institution by the Grand Master of the Guild, and was received by Major C. Stewart Watson, R.M., the deputy secretary. Mr. Gordon was presented with a silver tankard by the Guild as its outstanding member of the year.

The model was described in an article in *News*, the monthly journal of the Royal Aircraft Establishment.

"The model is built to a scale of half an inch to a foot, and has taken about one thousand two hundred hours to build. It is the work of one man, Mr. F. A. Gordon, of Met. Research Flight, who is a keen ship-modeller, and who has every reason to be proud of this, his latest effort.

"The hull is plank-built, with planks of one-sixteenth inch obechi wood and ribs of one-quarter inch thick plywood laid on a keel of West African mahogany. No nails are used anywhere throughout the model. All joints were pinned and glued, and the pins were subsequently removed when the glue had set. This type of construction makes a very sound and workmanlike job. The use of many layers of filler and paint, and the expenditure of a lot of elbow grease in rubbing down each layer when dry, has produced a wonderfully smooth finish to the hull.

"The superstructure is a hollow shell moulded over a former. It consists of three laminations, two of one thirty-second-inch balsa wood and one of one thirty-second-inch plywood. Probably the most intricate part of the whole model is the instrument panel. Mounted on it are forty-two separate pieces varying in size from one-sixteenth inch up to three-sixteenth inch. On seeing this control panel, and bearing in mind that each of the thirty-two stanchions round the deck is made up of five separate pieces, it is easy to see why the model has taken so long to build. In every detail it is a true copy of the full-size boat and has, in fact, been altered slightly several times during construction to conform to the latest life-boat practice. Now that the model is complete, it has been passed by the Surveyor's Office of the Royal National Life-boat Institution as a true representative model of this class of motor life-boat."

On the 26th of July the Guild again went to Selsey. This time it was more fortunate, and its members were able to have trips in the life-boat.

Another Model Being Built

Meanwhile Mr. Gordon had decided to build another life-boat model. This is to be of the 46-foot 9-inches Watson cabin type, and the actual boat chosen is another Civil Service life-boat, the *North Foreland (Civil Service No. 11)* stationed at Margate in 1951. It is

to be twice the size of the *St. Cybi*, one inch to the foot, and is to show the interior.

Besides this most generous interest of the Guild in the Life-boat Service, the Royal Aircraft Establishment has

helped, and is helping, the Institution in other ways. Some time ago it gave valuable help with tests of winch cables and this year it has subscribed a record sum of £148 to the Civil Service Life-boat Fund.

Life-boat Christmas Cards and Calendar

THE Institution is having for sale this year two Christmas Cards, one in colours, the other in black and white, and a pocket calendar.

The card in colour will have a reproduction of a painting by the late Mr. L. Wyllie, R.A., of a rescue by the pulling and sailing life-boat at Southsea. The card will be of four pages, with the picture on the front page and the Institution's crest, and greetings, inside. The price, with envelope, will be one shilling.

The black and white card will have a picture of a modern motor life-boat at sea. It will be of four pages, with the picture on the front and greetings inside. The price, with envelope, will be eightpence.

Both cards are reproduced on page 388.

Name and address can be printed

in on either card, if not fewer than a dozen cards are ordered, at an additional cost of 5s. for the first dozen and one shilling for each additional dozen, or part of a dozen.

The pocket calendar will have on the front the same picture as the black and white card. It can be supplied only in dozens, and the price is 2s. for the first dozen, and 1s. 6d. for each additional dozen.

There will also be a hanging calendar with a picture in colours of the Cromer life-boat *Henry Blogg* at the top of her slipway. It is intended for distribution to solicitors, to remind them of the Life-boat Service when clients seek advice about their wills. Owing to the high purchase tax which would have to be paid on all the calendars printed, if any were sold, there will be none for sale.

The Shipping Festival Service

THE annual Shipping Festival Service in Winchester Cathedral, organised by the Southampton Master Mariners Club, was held on the 25th of June. The Archbishop of Canterbury preached, and among those taking part in the service were the Commander-in-Chief, Portsmouth, the Bishop of Winchester, the Mayor of Southampton, the Mayor of Winchester and

the chaplain to the Missions to Seamen.

The Life-boat Service was represented by Captain Guy D. Fanshawe, R.N., a vice-president of the Institution, and the Institution's house flag was carried with the flags of the Merchant Navy in the parade from the railway station to the cathedral and in the cathedral itself at the presentation of the flags.

The *Patricia* and the Life-boat Service

THE British and Northern Shipping Agency opened to the public their new Swedish Lloyd steamer *Patricia*, berthed by London Bridge on Sunday, May 27th, 1951. Four thousand one

hundred and fourteen people went over her, and the gross takings were £430 10s. 1d. A cheque for this sum has been sent to the Institution from the Agency.

Mr. Ernest Armstrong

By the death of Mr. Ernest Armstrong, of Eastbourne, on the 3rd of June, 1952, at the age of 78, the Life-boat Service has lost one of its most devoted and energetic friends, and the committee of management a colleague whose help and advice, always most generously given, they can ill spare. Mr. Armstrong was born in Northumberland and was a ship-broker at Newcastle-on-Tyne. When he retired in 1921 he settled in Eastbourne and very quickly interested himself in the work of the Eastbourne life-boat station, and of the very successful Eastbourne financial branch, and Ladies' Life-boat Guild. He was chairman of the branch from 1923 to 1927 and again from 1934 until his death. He took a great interest also

in the Life-boat Museum, opened in 1937 in the old boat-house, which every year is visited by thousands of people from all over the country.

In 1929 Mr. Armstrong was elected a member of the committee of management. For twenty-three years he attended its meetings regularly. He served for many years on the general purposes and publicity committee and on the establishment committee, but his chief work was on the finance committee, to which his business experience was of great value. He was its chairman from 1936 until 1939, and from 1945 until illness compelled him to resign in 1951. In 1947 he was elected a vice-president in gratitude for his many services to the Institution.

Mrs. F. M. H. Coleman, M.B.E., J.P., of Clacton

MRS. FLORENCE MABEL HENRIETTA COLEMAN, M.B.E., J.P., of Clacton, who died on the 25th of August, 1952, at the age of eighty, had been for thirty years a distinguished and most successful worker for the Life-boat Service. In 1922 she became a member of the committee of the Clacton branch. Three years later she was appointed a vice-president, and in 1931 became its vice-chairman. In 1932 she founded the Clacton Ladies' Life-boat Guild, and until the outbreak of war in 1939 she was president of the Guild and vice-chairman of the branch. During the war, and up to her death, she remained a member of the committee of the branch and was honorary secretary as well as president of the

guild. Her last public service to the branch was to receive the new life-boat *Sir Godfrey Baring* at the naming ceremony last June. During the past five years the Clacton branch and guild have raised over £5,000.

Mrs. Coleman was awarded the Institution's gold badge for distinguished honorary services in 1927, and in 1942 she was appointed an honorary life-governor, the highest honour which the Institution can bestow on an honorary worker. The Life-boat Service was only one of her many public activities. She had for many years taken a most notable part in the life of Clacton and Essex, and is the only woman, so far, to be chairman of the Clacton Urban District Council.

A Great Record: Mr. B. J. Newcombe, of Howth

IN November 1891, Mr. B. J. Newcombe was elected a member of the committee of the Howth, Dublin, life-boat station. Eight years later, in January 1900, he was appointed honorary secretary. He served in that office for forty-five years, retiring on account of his age, on the 31st of December, 1945. He is still a member of the committee,

sixty-one years since he first joined it.

Mr. Newcombe worked for the Life-boat Service under ten district inspectors and seven chairmen of the Howth branch. He was awarded the Institution's inscribed binoculars in 1910, its inscribed aneroid barometer, in 1934, and its thanks on vellum when he retired from the honorary secretaryship at the end of 1945.

The Lynmouth Disaster

THE life-boat station at Lynmouth, Devon, established in 1869, was closed in 1944 and the life-boat taken away. Men of the crew are still living in the village. When the thunderstorms on Exmoor, and the flooding of the river Lyn, on the 15th of August, swept a large part of the village away, three of that old crew were among those who

lost their lives. They were Gabriel Litson, who had served in the life-boat for forty years, Henry Litson, who had served in her for eighteen years, and Edwin Smith, who was away serving with His Majesty's forces when the station was closed, and had served in the life-boat for seventeen years.

A Bishop's Interest

AN exercise of the life-boat at Barra Island was held in November, 1951, during a visit to the island of the Bishop of Argyll and Isles. This was his first trip in a life-boat.

The bishop had been very anxious to make it, as he had heard so much about the Life-boat Service, even when he was a prisoner of war in Germany for five years.

It Arrived

A LETTER for the Institution was delivered with the address, "To

Coxswain of London R.N.L.I. Life Boat."

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 December, 1952.

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. . . if proof were necessary

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