

THE LIFE-BOAT

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THE LIFE-BOAT FLEET

154 Motor Life-boats

1 Harbour Pulling Life-boat

LIVES RESCUED

from the foundation of the Life-boat Service in

1824 to May 31st, 1953 - - - - 78,220

Disaster at Fraserburgh

MONDAY the 9th of February, 1953, was a fine sunny day at Fraserburgh, on the coast of Aberdeenshire. A light easterly breeze was blowing, but there was a very heavy swell. Fraserburgh harbour faces a little south of east. The swell was from the north-east and was breaking across the harbour mouth.

A number of fishing boats were returning to harbour at midday. In that swell the entrance might be dangerous, and it was decided to send out the life-boat to escort them in. The maroon was fired at 12.48. A few minutes later the boat was launched and the coxswain, who had just returned in his own boat from fishing, took her out into the bay.

Coxswain Andrew Ritchie, a fisherman, had served in the life-boat for twenty years and for seven years had been coxswain. The motor mechanic, G. F. Duthie, had served as the motor mechanic of life-boats at Fraserburgh for thirty years. The other five members of the crew were experienced fishermen. The life-boat herself, the *John and Charles Kennedy*, was a 46-foot Watson cabin boat with two 40 h.p. diesel engines, built in 1937.

Two Fishing Boats Escorted In

Though the swell was very heavy there was a considerable interval between the waves, and several small fishing boats, by waiting for the "smooths" in the swell, were able to enter harbour without difficulty. The life-boat escorted in the *Evangeline*. She went out again and escorted in the *Good Way*. It was then reported to the coxswain that the *Harvest Reaper* was waiting off Kinnaird Head, a little way up the coast. He went out for the third time to find that the *Harvest Reaper* had decided to make for Macduff and was steaming away. He put about, and when he reached the north pier, standing out eastwards into the sea, he made a half circle to come round the end of it. The life-boat now had the heavy swell right astern. What happened next was told by a man watching from the pier-head and by Second-coxswain C. G. Tait, the only man, of the seven on board, who came ashore alive.

The life-boat was travelling at full speed just off the end of the north pier, and two to three boat's lengths away from it, when a very heavy swell lifted her stern, and as it passed under

the life-boat it broke alongside her amidships. She ran on this swell for two or three boat's lengths. The coxswain was at the wheel; the assistant motor mechanic was under the canopy at the engine controls; the second-coxswain had just gone under the canopy; the other four men were standing in the cockpit with the coxswain.

A Big Swell Rears Up

The life-boat had now passed the end of the north pier and it is probable that the coxswain was just turning her to starboard to enter the harbour when a second, and even bigger, swell reared up astern. It broke right aboard her, not over the stern but over the starboard quarter. It filled the cockpit. It flung all the men except the coxswain, who was holding the wheel, right under the canopy and against the engine-controls. It filled the canopy. It flung the life-boat's stern round, so that she was now broadside to the swell, and turned her right over.

The coxswain was thrown clear of the boat. He could be seen swimming strongly towards the harbour. Then a piece of wreckage struck him on the head, and he could swim no more.

Trapped Under the Canopy

The other six men were trapped under the canopy with the life-boat on top of them. Only the second-coxswain escaped. He managed to force himself down in the water sufficiently to get out from under the life-boat and the guard-rails, and rose to the surface. He was then ten yards to seaward of the boat. He tried to swim to the harbour-entrance but could not make it. The swell carried him southwards across it. A rope was flung to him from the south pier. He caught it, but could not hold it. He was carried on southwards and was washed up alive on the rocks to the south of the harbour.

The capsized boat was also carried southwards, and from twenty to thirty minutes after she capsized she went ashore on the rocks, about a hundred yards south of the south pier.

As soon as the disaster was known the fishing boat *Golden Harvest* put

out, but in the shallow water, close to the rocks, where the capsized life-boat had drifted, she could do nothing.

Rescuers Waiting

As soon as the life-boat grounded, the bodies of the five men floated out from under the canopy on a receding sea. Men were waiting on the rocks. They went into the sea and brought four bodies ashore. Two doctors were waiting on the rocks. Ambulances were waiting. From the time when the bodies were recovered until they reached hospital a few minutes later, and again at the hospital, every effort was made to revive them, but they were dead.

These four men were wearing their life-belts. The fifth man, John Crawford, was washed out with the others, but his life-belt was seen to float off his body, and he was not recovered for two days. The belt too was recovered, undamaged, but with the waist-belt unbuckled. It is possible that he had tried to free himself of it in his desperate attempt to escape from under the canopy when the life-boat was on top of him.

The News Reaches the Institution

It was about 2.30 in the afternoon that the news of the disaster reached the Institution, and at once the district inspector (general), Commander E. W. Middleton, V.R.D., R.N.V.R., was sent from London to carry out an inquiry, and Mr. S. E. Bartholomew, of the Operations Department, with money to supply any immediate needs of the families. The northern district inspector, Lieutenant E. D. Stogdon, R.N.V.R., the northern district engineer and the northern assistant surveyor of life-boats were told to go at once to Fraserburgh. All arrived that night or early next morning. Mr. R. A. Oakley, the surveyor of life-boats, left next day to take charge of the work of salving the boat.

Salving the Life-boat

For the next three days an on-shore gale made any work impossible. Through those days the boat lay on the rocks battered by the seas. On the 13th of February the gale moder-

ated and it was possible to examine her. The seas and rocks between them had by then torn away or damaged beyond repair all her superstructure and upper deck. On the same day the difficult work was begun of getting the boat off the rocks. She was jacked up; launching ways laid; the tops of rocks split off; and on the morning of Sunday the 15th she was refloated on the rising tide. Still bottom up she was towed into harbour. There she was turned right way up, and the fire brigade pumped the water out of her.

She was carefully examined. The engine-controls were set at full-speed ahead. There was nothing to show any failure of the engines themselves. Nor was there sign of any other failure of material in the boat. To have repaired her would have cost over £10,000. The engines, propellers, propeller-shafts, engine-coolers and radio telephone were taken out. What was left was handed over to a local shipbreaker who undertook to break it up within a week.

In her sixteen years the *John and Charles Kennedy* went out on service 98 times and rescued 199 lives.

An Earlier Disaster

Thirty-four years ago, on the 28th of April, 1919, the first motor life-boat to be stationed at Fraserburgh, the *Lady Rothies*, left the harbour in a full gale from the north-north-east. In the middle of the bay a heavy sea struck her on her port bow, followed by another, which threw her on her beam ends. All but three of her crew were washed out of her. The life-boat was a self-righter, and righted herself at once. Four of the men climbed aboard again, two hung on to the life-lines. The boat and the nine men were thrown up on the beach. Neither the coxswain nor second coxswain had been able to regain the boat. They too were thrown up on the beach. They were still alive, but so injured and exhausted that they died at once.

The Six Men and Their Families

The six men who lost their lives on the 9th of February were:

COXSAIN ANDREW NOBLE RITCHIE (39), who left a wife and four children.

GEORGE FLETT DUTHIE (55), the motor mechanic, who left a wife and six children.

CHARLES TAIT, senior (61), the bowman, who left a wife and three children, one of them Charles Tait, junior, the second-coxswain, the only man to come ashore alive.

JAMES NOBLE (32), the assistant motor mechanic, who left a wife and two children.

JOHN CRAWFORD (52), who left a wife and three children.

JOHN RALPH BUCHAN (23), who left a wife and two sons, one born seven weeks after his death.

The Pensions

The Institution pensioned the six widows, as if the men had been sailors, soldiers or airmen, killed in action, with allowance for six children under the age of sixteen. It gave £500 to the Provost of Fraserburgh's fund for the dependents, made an allowance to Second-coxswain Charles Tait for as long as he was incapacitated by his injuries, and paid all funeral expenses.

The Institution also sent a letter of thanks to the skipper and crew of the *Golden Harvest*.

Messages of Sympathy

The Duchess of Kent telegraphed to Fraserburgh:

"Deeply distressed to learn of tragic disaster. Please convey to relatives of those who lost their lives my profound sympathy. Marina, President, R.N.L.I."

Among the many others who sent messages of sympathy were the Royal North and South Holland Life-saving Society, the French Society for Rescuing the Shipwrecked, the Danish Life-boat Institution and a number of the Institution's life-boat stations and branches. The crew of the Port Erin station, which had assembled to launch ten days before, sent to the Provost's fund the rewards which they had received from the Institution, and Mrs. Helen Brunton, of Inveresk gave £1,000 of shares in Bruntons (Musselburgh) Ltd. The gift will be used for the life-boats in Scotland.

The Funerals

The funeral service of five of the six men was held on the 12th of February in the Old Parish Church. The church, which holds a thousand people, was full. Thousands more stood outside. When the coffins, each covered with the Institution's house-flag, were taken from the church to the cemetery, each for separate burial, the procession which followed was over a mile long. The whole town was in mourning. Lord Aberdeen, the Lord Lieutenant of Aberdeenshire, and the Provost and full council of Fraserburgh and the Provost and councillors of Peterhead attended the funeral. The Institution was represented by Commodore the Right Hon the Earl Howe, C.B.E., V.R.D., R.N.V.R., the deputy chairman of the Institution, Lord Saltoun, M.C., a member of the Committee of Management and a vice-chairman of the Scottish Life-boat Council, Commander S. W. F. Bennetts, D.S.O., D.S.C., R.N., deputy chief inspector of life-boats, Commander E. W. Middleton, V.R.D., R.N.V.R., inspector (general) of life-boats, Lieutenant E. D. Stogdon, R.N.V.R., northern inspector of life-boats, and Mrs. Jan Paton, organising secretary for Scotland. The sixth man, John Crawford, was buried next day by the Salvation Army, of which he was a member. The Institution's wreath for each of the six coffins bore the words "in proud and grateful memory from the Committee of Management, officers and staff."

The New Crew and the New Life-boat

By the 21st of February, twelve days after the disaster, a new crew had been enrolled. It included Second coxswain Charles Tait, the only survivor of the old crew. He will serve again as second-coxswain. His younger brother joined the crew. The new coxswain is the brother of the old.

On the 25th a reserve life-boat—of the same type as the last boat—arrived at the station. She will be there until a new life-boat can be built and sent to Fraserburgh.

A Public Inquiry

On the 30th of March a public inquiry into the deaths of the six men was held, under the Fatal Accident Inquiry Act, in the Sheriff's Court at Aberdeen. The Sheriff said that it was clear that there had been no mechanical fault. Neither had there been any negligence. It was one of those unfortunate risks which men called upon to serve in life-boats had to undergo. He paid a tribute to the experience and self-sacrifice of the men who were lost, and of the one man who had been saved. "He has," the sheriff said, "joined up again, in spite of all that has taken place. Such devotion to the call of the sea is something to be proud of."

The jury brought in a formal verdict that the cause of death was asphyxia by drowning.

Chief Organising Secretary

MR. JOHN TERRY, the district organising secretary for London, has been appointed chief organising secretary of the Institution and personal assistant to the secretary, a new post which replaces the post of deputy-secretary.

Mr. Terry, who was educated at the Edinburgh Academy and Magdalen College, Oxford, was from 1931 to 1937 a member of the Kensington

Borough Council. He joined the Institution in 1935 as joint organising secretary for London, and in 1939 became organising secretary of the Outer London District. During the six years of the war he served in the Foreign Office, and returned to the Institution in 1945. In 1946 he became organising secretary for the whole of London.

The Problem of Designing Life-boats

Self-righting Life-boats or Life-boats which cannot self-right

By Commander T. G. Micheltore, R.D., R.N.R.

Chief Inspector of Life-boats

WHENEVER a life-boat of the type which cannot right herself is capsized the same questions are asked. "Why cannot all life-boats right themselves? Is it not time now that the Life-boat Institution had a fleet of nothing but self-righters?"

Each time those questions are asked, and have to be answered. They were asked at once when the Fraserburgh life-boat capsized on the 10th of February, 1953. Here are the answers.

Every type of ship is designed for some special purpose. She has some quality essential for that purpose. For that reason she is a compromise. In order to give her the special quality needed something has to be sacrificed, the price has to be paid. That is the great problem of all ship designing. What is true of all ships is specially true of the life-boat.

The Two Kinds of Life-boat

There are two main types of life-boat, the self-righting life-boat, and the life-boat which cannot self-right, but which is much more stable. The self-righting life-boat, if she capsizes, will turn right way up in a few seconds. To enable her to do this she is given higher end boxes at bow and stern than the other type of life-boat. That is to say, she has the disadvantage of exposing a greater surface to wind and seas. She has to be narrower, and for that reason she is more likely to capsize. That is the price which has to be paid for the self-righting quality.

The other type, being broader and having low end boxes, is easier to handle. She is more stable. She is less likely to capsize. But once she has capsized she remains bottom up. In her again, as in the self-righting life-boat, the price has to be paid for the qualities which are given to her.

From Non-Self-righter to Self-righter— and Back Again

For the first thirty years in the history of the Life-boat Service there were no self-righting life-boats. In 1851 the first self-righting life-boat was built and it was believed then that the problem of the life-boat had been solved. For the next forty years nearly all the life-boats were self-righters, except that at some stations on the east coast the men refused them. They preferred a more stable boat. They trusted to their own seamanship to keep her from capsizing.

In 1886, the disaster at Southport, when a self-righting life-boat capsized and did not right herself, led to the re-examination of the whole question. It was then decided that the self-righting principle should be retained in the lighter boats working close in shore, and that for the larger types, which would have to go well out to sea, it would be better to sacrifice the self-righting principle and have more stable boats. That is the principle on which, ever since, the fleet of the Institution has been built. The Watson type designed then was the beginning of the modern life-boat fleet.

The experiences of the sixty-five years since that first Watson boat was built fully justify the decision which the Institution then took. In those years there have been something like 170 boats of this type in the fleet. They have taken part in hundreds of services. They have rescued thousands of lives. And the Fraserburgh life-boat is only the second of the type to capsize in all those years. The first was the life-boat at The Mumbles which was lost in April, 1947.

The Figures of Capsizes

Here are the figures of capsizes since 1852 when the first of the self-righting

life-boats came on service. During that century 92 self-righting life-boats capsized and only 13 life-boats of the types which cannot self-right.

Today there are, in the fleet of 154 motor life-boats, 75 of the Watson boats, 18 Barnett boats, which are a development of the Watson type, and 54 others of different types which cannot self-right. There are only seven self-righting life-boats.

The self-righting principle is used only in the light types of life-boat, but while there are only seven self-righters there are 43 light life-boats, of the same length and weight, which cannot self-right. These are the Liverpool boats. At all stations where a light life-boat is placed, the crew have their own choice between the two types. There are only seven self-righters because the life-boatmen themselves nearly always prefer the more stable boats.

In August, 1952, the self-righting life-boat at Bridlington capsized. She righted herself at once, but her crew have asked that they might now have a boat of the more stable type which cannot self-right. This has been given to them.

The Risk is Always There

At the same time the Institution is steadily improving the self-righting type. It is getting rid of those points in its design which make it a less seaworthy boat than the type which cannot self-right. We have, little by little, been able to increase the beam of the boat by a foot. We have,

little by little, been able to reduce the height of the end-boxes. We have done this and still been able to keep the power to self-right. There is no finality in the design of life-boats. We are always working on the problem of improving the stability of the boats. But the risk of capsizing is always there. It cannot be said of any boat nor, in fact, of any ship, not even the *Queen Elizabeth*, that she is so constructed that it would be impossible to capsize her. All that we can do, and it is being done, is to get such a balance of qualities in our boats as will make that risk as small as possible.

A Great Coxswain's Opinion

The problem cannot be summed up better than by quoting what Coxswain Henry Blogg of Cromer said some years ago. No man in the whole history of the Life-boat Service has so splendid a record. He has won the George Cross and the British Empire Medal. He has won the Institution's Gold Medal for outstanding gallantry three times. He has won the Silver Medal four times. No man has ever had greater experience of life saving. He said:

"I have been a seaman all my life and forty-five years of it have been spent as a life-boatman. From that experience it is impossible to guarantee any boat against disaster. It does not matter what type of boat it is, you cannot ensure against accidents. All depends upon the force of the storm and the judgement of the crew."*

*A full account of the capsize at Fraserburgh appears on page 469, and of the Bridlington capsize below.

Bridlington Bowman Killed on Service

At 5.8 on the afternoon of the 19th of August, 1952, the coastguard at Bridlington telephoned the life-boat station that two girl bathers were being washed seawards in Thornwick Bay, and at 5.35 the life-boat *Tillie Morrison, Sheffield* was launched. A very strong north-north-east wind was blowing, and the sea was extremely rough. After rounding Flamborough Head, the life-boat, which was in radio communication with the Flamborough life-boat, learned that a body was floating off North Landing and that

the coastguard had a line across.

On reaching the entrance to North Landing, the life-boat met the R.A.F. rescue boat 357, which had on board the body of one of the girls and was making for Bridlington. The life-boat received a semaphore message from coastguards on top of the cliffs north of North Landing asking her to search in that area.

The search was continued along the cliffs into Big Thornwick Bay, and the life-boat then continued westwards and searched Little Thornwick Bay. She

found nothing and altered course again to repeat the search to the eastward. As she entered Big Thornwick Bay from the westward a big swell and sea, caused by the ebbing tide, the wind and the backwash from the cliffs, was seen coming down on her. The coxswain shouted: "Hang on; water coming." Then the sea struck the life-boat and rolled her right over.

Five Thrown into Sea

Of the seven men on board, five were thrown into the sea. The two remaining were the coxswain and the assistant motor mechanic. The coxswain held on to the wheel as the boat went over, but the force with which she righted herself threw him out. The assistant motor mechanic, Derek Nightingale, was wedged under the after canopy. He heard shouts and found one of the crew, Herbert Smith, hanging to the guard chain. He lifted one of his legs into the boat and then saw the coxswain and bowman in the water. He tried to reach them, but the swell washed them away, so he returned to Smith and hauled him aboard. He then saw that some of the crew had already reached the shore.

When the life-boat capsized the anchor had fallen out of the boat and the men found that she had anchored herself. Between them they got her under control. Smith, though his arm was hurt, took the wheel. Nightingale cut the cable, started the engine and pulled in all loose ropes. Smith then steered the boat clear of the broken water. Nightingale stopped the engines and they looked round for any men still in the water. They saw none, and set course for Bridlington, but when they were off North Landing they found that the boat was leaking and decided to put back to Thornwick Bay. Soon afterwards one of the engines stopped. They then streamed the drogue and the swell carried them on to the beach. There the crowd was waiting and helped to haul the

boat up. It was now about eight o'clock in the evening.

The five life-boatmen who had swum for the shore all reached it, but the bowman, Robert P. Redhead, had been injured, and shortly afterwards he died.

Both the girls to whom the life-boat had put out lost their lives.

Rewards

The Institution made the following awards:

To HERBERT SMITH, life-boatman, for his skill and resource, the thanks of the Institution inscribed on vellum.

To DEREK NIGHTINGALE, the assistant motor mechanic, for his skill and resource, its thanks inscribed on vellum.

To each of these two men, to the coxswain, and to each of the other four members of the crew, a special award of £10, in addition to the reward on the ordinary scale of 19s. each.

To COXSWAIN RICHARD B. COWLING, of Flamborough, who organised and took charge of the shore party which hauled the life-boat up the beach and later relaunched her, a letter of appreciation and £10.

To LIEUTENANT E. TAYLOR, the assistant honorary secretary of the station, and to MR. H. A. MARTIN, the district officer of coastguard, Filey, letters of thanks.

The Institution has pensioned the widow of the bowman, Robert Redhead, as if he had been a leading rating in the Navy killed in action. It also paid all funeral expenses.

Rewards on the ordinary scale to the Bridlington crew and helpers, £11 3s. 6d.; special rewards to Bridlington crew and Flamborough coxswain, £80; compensation for loss of clothing and wages to Bridlington crew, £65 0s. 9d.; expenses in hauling up and rehousing the boat and bringing a reserve boat from Whitby, £109 3s. 1d. Total rewards and expenses (apart from pension and funeral expenses), £265 7s. 4d.

Portrait on the Cover

THE portrait on the cover of H.R.H. the Duchess of Kent, President of the Institution, is from a photograph by

Mr. Cecil Beaton, of Kensington, and is reproduced by his very kind permission.

The Worst Floods in Living Memory

ON the night of the 31st January-1st February the sea invaded large areas of land in many parts of the east coast, when exceptionally high tides were driven higher by violent northerly winds often reaching gale force. The floods which resulted were worse than anything known in this country within living memory, and 307 people lost their lives. In making an appeal for funds to relieve the distress the Lord Mayor of London, Sir Rupert De la Bère, M.P., declared: "I doubt if in the past century so much devastation and misery has ever fallen on our country in forty-eight hours in peace time as that which has taken place during the past week-end."

The work of rescue and relief began at once, voluntary organisations co-operating with detachments of the armed forces and civil defence workers. As the Prime Minister stated in his first report to the House of Commons on the disaster, "Organisations of all kinds, national and local, military and civil, reacted immediately to the call upon them."

Thirty-Six Hours at Sea

A number of calls were made for the services of the life-boats, and between nine o'clock on the morning of the 31st of January and four o'clock on the afternoon of the 2nd of February the Southend life-boat, *Greater London, Civil Service No. 3*, was called out seven times and was at sea for a total of twenty-six hours thirty-five minutes.

The first call came at 8.53 on the morning of the 31st of January. The coastguard rang up to say that a barge two miles south-south-east of the pier was making distress signals and that the pilot boat had put out. A westerly gale was blowing, with a rough sea, and at 9.23 the Southend life-boat was launched. However, the pilot boat took the crew of two off the motor barge *Adriatic*, of London, and the life-boat was not needed.

She reached her station again at 9.45, and at 2.3 in the afternoon the coastguard telephoned that a Cornish ketch *Wanderlust* was drifting sea-

wards a quarter of a mile north-west of the pier. At 2.29 the life-boat was launched again. The westerly gale was still blowing, and the sea remained rough. The life-boat found that a motor boat had put a man aboard the ketch and taken her in tow, but the ketch had broken loose. A life-boatman was therefore put aboard the ketch, and the life-boat towed her to Southend pier, where she was made fast at three o'clock.

Ten minutes later, at 3.10, an empty fishing boat was seen rolling heavily and drifting in the fairway three quarters of a mile south of the pier. The gale was still blowing. The life-boat was launched at once and put two men aboard the drifting boat, which was the *Patience*, of London. She then towed the boat to the pier, arriving at 4.5.

The next call came at 10.18 that night. The coastguard rang up to say that the tanker *Kosmos V*, of Sandefjord, had gone aground on Shoebury Sands two and a half miles east of Southend pier. The life-boat was launched at 10.45. The gale was then blowing from the west-north-west, and the sea remained very rough. The life-boat stood by the tanker until she refloated after about half an hour. The tanker wirelessly her thanks to the life-boat and then anchored, and the life-boat returned to her station, which she reached five minutes after midnight.

Help to Canvey Island

She then made for Canvey Island, where it was thought that her help might be needed because of the fast-flowing and extremely high tide, but at 1.5 she received a wireless message that her help was needed at the sewage works at Leigh Marshes. She therefore immediately altered course and made for the marshes, but she found that the men who had been working at the sewage works had already got away, and she returned to her station, where she was moored at 2.10 early that morning.

At 3.30 in the morning the coastguard told the coxswain that the *Essex*

County Police had asked for all available boats to help in the evacuation of Canvey Island. At 3.40 the life-boat left her moorings once again in a west-north-west gale with a very rough sea, taking her boarding boat with her. However, she learned that two people who had been in danger on Canvey Island were now safe, and she returned to her station, arriving at 5.55.

At 8.15 that evening a message was received from the Town Clerk of Southend asking if the life-boat would help to take people off Foulness Island. At 9.3 the life-boat was launched once more, taking two small boats with her. She made for Foulness in a strong north-westerly wind and a rough sea. Life-boatmen took the two small boats through a gap in the sea wall near a farm on Foulness Island, but the inhabitants of the farm would not leave. The life-boatmen then took the boats further along the sea wall, and the men rowed them amongst a group of houses. Again none of the occupants wanted to leave until daylight, and the life-boatmen asked as many people as possible to be ready to be taken off in the morning.

A Hundred People Marooned

When daylight came the two small boats took 22 people to the sea wall, and from there they were transferred to the life-boat. The life-boat took them to Burnham. It was low tide now, and the life-boatmen who were left on the island used the small boats to transport about 100 marooned people to lorries and jeeps. The life-boat returned to Foulness, took three more people to Burnham, and then made for a different part of the island. When the police stated that everyone had been evacuated, the life-boat returned to her station, which she finally reached at four o'clock on the afternoon of the 2nd of February.

Two of the cases, those of the ketch *Wanderlust* and the fishing boat *Patience*, were property salvage cases. For other services rewards totalling £99 3s. 6d. were paid. The Institution sent a letter of appreciation to the coxswain and crew of the Southend life-boat.

The Clacton-on-Sea life-boat *Sir Godfrey Baring* was also out on service at the time of the floods. At 1.35 on the afternoon of the 1st of February a message was received from Jaywick that a number of people were marooned on the roof of a bungalow. At 1.45 the *Sir Godfrey Baring* was launched and took a dinghy with her. A moderate west-north-west gale was blowing with a rough sea. The coxswain took the life-boat as near to the bungalow as he could. Then, using the dinghy, the life-boatmen rescued five men, a woman, two children, two dogs and a cat. The rescued people were given hot soup and biscuits, and the life-boat took them to Clacton pier. She reached her station again at 4.30. Rewards of £14 19s. 3d. were paid.

Award to 73-year-old Man

Six men not connected with the Royal National Life-boat Institution received the thanks of the Institution inscribed on vellum for gallantry in saving, or attempting to save, life during the floods. Three of them were from Wells, Norfolk: Mr. Frank Smith, harbour master, and Mr. Fred Ellender and Mr. George Jay, employees of the Wells Council. Two were from Southwold, Suffolk: Mr. Frederick Mayhew, a 73-year-old long-shore fisherman, and Mr. Ernest Stannard, a 41-year-old disabled master mariner. The sixth was Mr. W. V. Burrell, a fisherman of Aldeburgh, Suffolk.

On the night of the 31st January in a northerly wind of gale force Mr. Smith, Mr. Ellender and Mr. Jay launched a fourteen-foot flat-bottomed rowing boat, passed through gaps in the sea defences, and rescued the Station Officer of Coastguard, who was marooned on Wells beach. The operation lasted four hours. Mr. Smith had earlier been awarded the British Empire Medal.

Mr. Mayhew and Mr. Stannard rescued three American women and a baby, who were clinging to the roof of a floating house on the same night, landed them from a rowing boat, and then returned to the house and rescued three United States servicemen. Mr. Mayhew had also been awarded the British Empire Medal.

Mr. Burrell received his award for services during attempts to repair the damage done by the floods. On the 17th February seven men were repairing breaches in the banks of the River Alde, when the two boats in which they were working were swept through a gap into the river. Mr. Burrell and another man immediately launched a boat and succeeded in rescuing four men who were clinging to an upturned rowing boat. Two of the other men managed to reach an island and were later rescued by a Naval helicopter, but the seventh man drifted away. Mr. Burrell set off in a dinghy to search for him but failed to find him.

Many Life-boat Stations Damaged

The total damage to property caused by the floods amounted to many millions of pounds, and among the owners of property who suffered severe losses was the Institution itself. Repair work, of a greater or lesser kind, had to be carried out at fourteen English and two Scottish stations to put right the damage. At Sunderland, Durham, the main boathouse doors were damaged, and there was heavy siltation on the slipway. At Seaham, Durham, there was damage to the boathouse substructure. At Runswick, Yorkshire, the main doors of the boathouse were badly damaged, and there was some damage to the decking of the slipway. At Whitby No. 1 station, Yorkshire, the main doors were jammed and severely damaged. At Scarborough, Yorkshire, the boathouse electrical plant was damaged, and there was severe damage to the boathouse doors. At Humber, Yorkshire, many cottages were damaged and for some time Spurn Point, at the end of which the life-boat station stands, was completely cut off by floods, contact with the outside world being maintained by radio link with the Cromer coastguard radio-telephony station.

At Wells, Norfolk, the boathouse doors were washed away and the causeway leading to the boathouse was also breached in several places. For some time the boathouse could be approached only by boat from Wells village, and at low tide not even this

was possible. At Sheringham, Norfolk, the boathouse doors were washed away. At Cromer, Norfolk, the port side of the boathouse was severely damaged and the main doors were washed away. The decking of the pier was also washed away, and a temporary cat-walk had to be built down the pier. The boat herself was lifted four feet out of her keelway. At Great Yarmouth and Gorleston, Norfolk, the electric winch and other electric fittings in the boathouse were damaged. At Lowestoft, Suffolk, the storehouse was washed away and all gear was lost. At Margate, Kent, the boathouse was badly damaged and the concrete floor was broken up. The decking of the pier was washed away. The life-boat was transferred to Ramsgate harbour. At both Walmer and Dungeness, Kent, large banks of shingle ahead of the boats had to be cleared away by detachments of the armed forces.

The two Scottish stations which suffered were Buckie, Banffshire, and Eyemouth, Berwickshire. At Buckie the launching doors and at Eyemouth the main boathouse doors were damaged.

Institution Bears Whole Cost

In spite of this extensive damage all boats, except Cromer No. 1, were ready for service by the evening of 2nd February. Cromer No. 1 was ready for service by noon next day, and Cromer No. 2, which is launched from the beach, was available for service throughout.

The cost of repairing the damage has been between £10,000 and £15,000. The Committee of Management decided at a meeting held in April that the Institution itself should bear the whole of this cost. No appeal is being made either to the Government or to the Lord Mayor's Relief Fund.

The loss of life and damage suffered in the Netherlands as a result of the floods were even greater than those suffered in this country. A letter of condolence was sent by the Secretary of the Institution to the Royal North and South Holland Life-boat Society. A similar letter of condolence was received by the Institution.

Rescue from a Trawler About to Sink

At 5.30 on the morning of the 15th of January, 1953, the coastguard told the honorary secretary of the Thurso life-boat station that the steam trawler *Sunlight* was reported ashore on Holborn Head and in need of immediate help.

The life-boat *H.C.J.* was launched at 5.50 and searched along the coast to Holborn Head and beyond to Spear Head without sighting anything. From Spear Head the coxswain could see the whole coastline to Brims Ness, and as no flares were visible he decided that the trawler must be to the east-ward.

When the life-boat was again off Holborn Head the trawler *Loch Park* reported by radio telephony that she was close to the *Sunlight*. She gave the life-boat a course, and some fifteen minutes later the coxswain found the *Sunlight* on the Spur of Murkle in Thurso Bay.

A moderate westerly gale was blowing, the sea was rough, and there was a strong flood tide.

The *Sunlight* had run aground 200 yards from the shore. Rocks on the Spur of Murkle consist of long ledges running out to sea, covered with large boulders. The *Sunlight* was aground on one of these ledges in about seven

feet of water. Her port rail was awash, and she was pounding with the swell.

The coxswain, Angus S. Macintosh, D.S.M., thought he would have to take the crew off by breeches buoy. But he soon realised that the trawler was on the edge of a ledge and might at any moment slip off and capsize. He therefore decided to go alongside at once. This he did by putting his bow to the lee quarter of the *Sunlight* and getting a line aboard. With its help he came alongside, head to sea. The crew of the trawler quickly scrambled aboard the life-boat by way of the trawler's gallows, and they were all clear by 7.10. The operation took only five minutes. The trawler became a total loss.

In recognition of his services in carrying out this quick and efficient rescue in difficult and dangerous conditions, without damage to the life-boat, the Institution awarded its Thanks on Vellum to Coxswain Angus S. Macintosh.

To him and each of the other seven members of the crew it awarded £2 in addition to the rewards on the ordinary scale of £1 10s. per man. Scale rewards, £13 19s.; extra rewards, £16. Total rewards, £29 19s.

The Life-boat Service in 1952

FOR the third year, in the seven years since the war ended, the Life-boat Service set up a new record. In 1952 its boats went out to the rescue 657 times. That is more than ever before in time of peace, and though the figure is considerably below the busiest years of the war, yet it is well above the yearly average of launches—617—during those six years of the war. In the course of these launches life-boats rescued 346 lives.

In addition the Institution gave rewards for the rescue of 103 lives by shore-boats. In nearly half the cases the boats were manned by life-boatmen, often with the help of other men, but in rather more than half they were manned by people who were not

members of life-boat crews, and who put out on their own initiative in whatever boats were at hand. In all these cases the Institution rewarded the rescuers.

The grand total of lives rescued by life-boats and shore-boats was 449. Life-boats also saved from destruction 65 boats, and helped in various ways 320 more.

From its foundation on the 4th of March, 1824, to the end of 1952, the Institution has given rewards for the rescue by life-boats and shore-boats of 78,051 lives.

1932 and 1952; A Comparison

An analysis of the figures for 1952 and the figures for 1932 shows the chief reason for the great, and increas-

ing, work of the Service. In 1932 the total of launches was 337. That is to say, the launches in 1952 were nearly double what they were twenty years ago. But during the six months of gales, January, February and March, October, November and December, they were only a little more than a third as many; and during the two spring months of April and May, they were not quite twice as many. It is during the four summer months that the chief increase has come. In those months there were three times as many launches in 1952 as in 1932—297 as compared with 99. Over 30 per cent of the total launches were to holiday makers and small craft in difficulties.

The second cause of increase has been the number of calls reporting aeroplanes in distress. In 1932 the number of launches to aeroplanes was six. In 1952 it was 87. The great majority were to service, not passenger, aeroplanes. In 79 of the 87 launches either the calls had been false alarms, or the life-boats could find nothing, or their help was not needed.

Loss of Life

One life-boatman was lost at sea, the bowman of the Bridlington life-boat which capsized in a very rough sea. She righted herself, and her crew either got aboard again or swam ashore, but the bowman had been injured, and though he swam ashore he died almost at once. The Institution pensioned his widow—his only dependent relative—as if he had been a leading rating in the Navy, killed in action.*

Services to Foreign Vessels

Life-boats went out to the help of 61 ships and six aeroplanes belonging to 18 different foreign countries and rescued from them 106 lives. Fifteen of the ships were from Holland; six from France; six from Sweden; six from Norway; five from Germany; four from Denmark; three from the United States; three from Panama; three from Greece; two from Finland; one each from Belgium, Spain, Iceland, Turkey, Argentine, Liberia, and Estonia, and one was Swiss. The six

aeroplanes were aeroplanes of the Air Force of the United States with headquarters in Great Britain. Besides the lives rescued, life-boats saved three of the ships.

Medals for Gallantry

Two silver and four bronze medals were won by life-boatmen for gallantry. Coxswain Frederick Upton, of Walmer and Coxswain Denis R. Price, of Margate, won silver medals, and Coxswain Henry O. Thomas, of Torbay, Coxswain Douglas Kirkaldie, of Ramsgate, Coxswain Malcolm Macdonald, of Stornoway, and C. Percy Cavell, motor mechanic at Walmer, won bronze medals. Coxswain Upton and Percy Cavell had previously won, respectively, the silver and bronze medal. A bronze medal was also won by a fifteen-year-old boy of Sidcup, Tony Metcalfe, for a shore-boat rescue. Thus, of the seven medals, five were won by men of Kent.

New Life-boats

Ten new life-boats went to the coast.

Expenditure and Income

The total expenditure was £744,226, an increase of over £26,000 on the previous year, but nearly £70,000 less than in 1950.

The total income was £739,708, an increase of over £83,000 on 1951, and only £2,154 less than the record income of 1950.

The increase in expenditure was due to the large sum spent on the construction and repair of life-boats, which was over £91,000 more than in the previous year. The total cost of administration during the past ten years has been only 3.76 per cent of the total cost of providing and maintaining the Service.

Second largest item in the expenditure was the payments to coxswains, crews and launchers, and their families—to those engaged in the actual work of rescue. It was £114,708, a slight increase on the previous year.

The full statement of accounts will be published in the next number of *The Life-boat*.

* A full account will be found on page 474.

Her Majesty Queen Mary

By the death of Her Majesty Queen Mary on the 24th of March, 1953, the Life-boat Service lost one of its three Royal Patrons. Queen Mary was the third of the five queens—Queen Victoria, Queen Alexandra, Queen Mary, Queen Elizabeth (now the Queen Mother), and Queen Elizabeth II—who have given the Service their patronage, and she was associated with its work for 57 of her 85 years, only six years fewer than Queen Victoria.

As Duchess of Cornwall and York she became President of the Ladies' Auxiliary of the Life-boat Saturday Fund in 1895, and in 1902, as Princess of Wales, she became a vice-patron of the Institution. King George V, on his accession to the throne in 1910, became the Institution's Patron. A year later Queen Mary also became a Patron, and for the first time the Institution had two Patrons.

During those years Her Majesty showed her personal interest in the Service in a variety of ways. As Princess of Wales, in 1903, she received purses for it at Marlborough House from 125 ladies from all parts of the country. As Queen she was present with the King, the Prince of Wales and the Princess Louise, Duchess of Argyll, at the life-boat variety matinee at the London Hippodrome in 1930.

On Queen Mary's death the chairman of the Committee of Management, Sir Godfrey Baring, Bt., sent telegrams

of sympathy to the Queen and to the Duchess of Kent, President of the Institution. The Queen telegraphed:

"I am sincerely grateful for your message. Please assure all those for whom you speak that I deeply value their sympathy."

The Duchess of Kent telegraphed her "heartfelt thanks" to the committee, officers, crews and voluntary workers of the Institution.

At their meeting on the 9th of April the committee of management sent the following "humble and loyal message" to the Queen.

"The Committee of Management and the officers and staff of the Royal National Life-boat Institution, the honorary officials of its branches and of the Ladies' Life-boat Guild throughout the British Isles, and the coxswains and crews of its life-boats round their coasts, desire to express to Your Majesty their deep grief at the death of Her Most Gracious Majesty Queen Mary, to offer to Your Majesty their loyal and deep sympathy, to assure you of the devotion of the Service to your Person and Crown, and to place on record the gratitude of the Life-boat Service of Great Britain and Ireland to Her Late Majesty for her association with its work as Vice-Patron and as Patron during 57 years and for the personal help which, on many occasions, she gave to the Service."

The Bravest Deeds of 1952

THE Maud Smith reward in memory of John, Seventh Earl of Hardwicke, for the bravest act of life-saving of the year by a life-boatman was awarded to Coxswain Douglas Kirkaldie, of Ramsgate, for his courage on the 20th of August, 1952, in taking the life-boat alongside the stern half of the American steamer *Western Farmer*, which had broken in two, after a collision, to rescue five men, knowing that it might, at any moment, turn over on top of the life-boat. For this service the Institution had

already awarded him its bronze medal.

The reward given by Mrs. Porter, of Felixstowe, for the bravest deed of the year by a life-boatman was awarded to Robert Leng, the assistant motor mechanic at Flamborough, who swam ashore from the life-boat on the night of the 27th of July, 1952, and landed on the rocks in the darkness to find and succour a young man who had fallen down the cliffs. For this service the Institution had already awarded him its thanks inscribed on vellum.

On the Sands

A Yachtsman's Story of His Rescue

[The Yachting Monthly of March 1952 published an account by Mr. D. K. Rae of a trip in his 40-foot auxiliary yacht Sirius. It started from the Crouch, but the Sirius grounded on the Buxey Sand off Clacton. The crew laid out a kedge anchor astern and hauled on it for half an hour but the yacht remained fast. They then got out a bower anchor to keep the yacht in position, and stern on to the seas. The rest of the story is told in extracts from Mr. Rae's article, reproduced by very kind permission of him and the Yachting Monthly.]

EVENING would soon be approaching so before darkness fell we decided to obtain assistance. With a signal at the masthead we also flashed morse to our north, the coastline being distinguishable in the distance.

After an hour or so a vessel was sighted pointing in our direction, and through the glasses could be made out as a life-boat. She entered the Spitway and came south abeam of our position, and continued on through until she rounded up and stood off some two cables in the surf.

A voice could be heard on their loudhailer requesting we row out to them due to the shallow water, so the girls climbed into the dinghy while M. pulled in their direction. The ship was now taking a list to starboard. M. arrived back. The coxswain had told him he would return on the flood and tow us off.

A Walk on the Sands

Night was now upon us and the sea much calmer; stars were visible and the sky was black, emphasizing their brilliance. We jumped on to the Buxey Sand and walked for about a hundred yards. One would never have believed we were eight miles off shore, it was truly amazing—very still and quiet, apart from the clanging of the bell of the Spitway Buoy. . . .

With these sounds, we walked back to *Sirius* trying to define the maze of lights surrounding us, the buoys flashing every five seconds, and farther to the north, the lights of Clacton. We imagined the girls now snugly bedded down somewhere among this mass of lights. All this was alive around us, yet we were in the stillness. Lying at an angle of thirty degrees and looking extremely dejected, our boat seemed to say "What am I doing here? I should be

berthed in some nice anchorage, up-right, proudly displaying my mast, gently snubbing at my cable." But instead of that we boarded our sorry-looking craft and for once, instead of getting up the hook and preparing her for sea, we went below and prepared coffee and biscuits. . . .

We turned on the radio, found some dance music and sat sipping our steaming coffee and munching chocolate biscuits, talking of the afternoon events and planning the method of towing when the life-boat arrived. Presently we went up on deck and secured a two-inch grass [hawser] to the foot of the mast. The flood had begun and pools of frothy water were making on the sandbank about us; the kedge was taken inboard, and I paddled out to the bower and brought it about ten yards nearer to us. . . .

Almost back to the vertical. Lights appeared over in the Spitway, possibly the life-boat. We signalled in their direction, and received back their intentions. They were to come alongside. Taking the lead I let it fall to the bottom. Four feet deep I flashed back. We should still have to wait some time, as we drew five feet, and during the bumping the keel had made a fairly deep basin, which we were now lying in. As the life-boat came closer they swung round to come abeam to us, cut their way, and she stood pitching in the swell. "Not afloat yet," I shouted, through cupped hands.

A Night Picture of Life-boat and Crew

Every one of the eight crew wore yellow oilskins, and in the green glow from their starboard light, it seemed as if it might be a ghost ship. Except for this light and one at the masthead, illuminating the whole of the deck,

everything looked dark; it made them stand out against the inky blackness of the night sky. As they came towards us, the coxswain was heard giving orders to the crew. "Come a bit to sou'ard, Albert." He was speaking to the hand at the wheel: her screw hummed in response, and gradually they came closer. Each had his station to attend to and they worked as one man and although the space on the deck of a life-boat is limited, never once did a man stumble on a cleat or fumble, getting in another's path. All were big men and looked giants in their oilskins and lifebelts. The rich Essex accents could be heard in every detail now, "To nor'ard a little. Easy now."

They were now alongside of us and their fenders pressed against our hull with a hiss, as the water was expelled from them. While M. made fast forward, I passed a line from the life-boat round the foot of the mizen, then went forward to give a hand to bring the bower inboard. Meanwhile the life-boat went ahead to assist weighing the anchor. Once free our stern rope was cast off, and we dropped astern of the life-boat, following a small white light visible on her deck. All other lights had been extinguished. The second coxswain had come aboard and stood by the mast looking ahead, while the three of us sat in the cockpit, M. at the helm.

A Chat with the Second-Coxswain

There was quite a sea running and the wind much colder, so I went below for a time, and pulled on another sweater. When I returned the second-coxswain had come down into the cockpit and they all sat smoking. . . .

Presently T. went below and crashed down on a bunk. M. followed him to get some warmer clothing, and I took the tiller. Chatting to the second coxswain I discovered tomorrow was a great day. They had arranged to take part in the regatta. I agreed they would be feeling pretty tired by the time this was over and arrived back. Approaching the flashing Knoll Buoy, we altered course into the Blackwater, and on through the darkness, rounded the Bar Buoy and entered the reach. We then stood out for the flashing red light of Colne

Point, as there would not be sufficient water in Brightlingsea Creek, and as it was too dark to select a suitable berth we brought up just inside St. Osyth Point lying alongside the life-boat to await high water. It was then 04.00 and we should have one hour's sleep.

A Grand Crew

The coxswain came aboard and we all went below to make out a report. . . . The report completed the coxswain went back to the life-boat to return with a bottle of rum. M. and I gratefully accepted the tot offered each to us, and I felt my body glow as it reached my stomach. They were a grand crew I thought as I crawled under my blankets. . . .

The second coxswain was sliding back the hatch and stuck his head in. I glanced at my watch. Our hour was up and it seemed as if I had only just touched my head to the pillow. . . . It was very grey and overcast, the sea looked a cold jade green in the morning light, and the crew were busy and impatient to be away. They seemed anxious to be on time for the regatta as they had to get back to the boat-house and clean up ship. We slipped our mooring and she took us into the creek, still alongside. . . .

We thanked the coxswain and crew and promised to come and see them when next on the pier. They released us, and turned about to head out to sea. The weather seemed to be brightening up but the wind was still fresh. . . .

Before he left the coxswain had told me the girls would be at the Royal Hotel, Clacton, so T. rowed ashore to go over on the bus to pick them up. . . .

Awake before he returned, we saw him with M. and J. over on the jetty waiting to come off. They found one of the shore boats to row them out, and stepped aboard. The girls both wore dresses and looked rather pretty. . . .

They made the rest of us roar while telling how once aboard the life-boat they went below and were given survivors' kit to change into, great sweaters, and men's trousers of outrageous dimensions. It once again goes to illustrate how thorough were the life-boat crew's methods, when dealing with an emergency.

Services of the Life-boats in November and December, 1952 and January and February, 1953

112 Lives Rescued

NOVEMBER

DURING November life-boats were launched 60 times and rescued 31 lives.

FISHING - BOAT BROKEN DOWN NEAR ORKNEYS

Stromness, Orkneys.—At 9.30 on the night of the 1st of November, 1952, the coastguard telephoned that the motor fishing boat *Seaflower*, which had left Flotta for Houton with a crew of three was overdue, and at 9.45 the life-boat *J.J.K.S.W.* was launched. The sea was choppy with a moderate north-westerly breeze blowing. The life-boat found the *Seaflower* broken down half-way between the Barrel of Butter and Houton. She towed her to Houton Pier and then returned to her station, arriving at 1.35.—Rewards, £10 7s.

SAND BAR STRUCK IN ROUGH SEA

Newhaven, Sussex.—At 6.15 on the evening of the 2nd of November, 1952, the coastguard telephoned that a vessel half a mile south of East Pier was making S O S signals on a lamp and siren. At 6.40 the life-boat *Cecil and Lilian Philpott* was launched and, in a strong south-westerly breeze and rough sea, found the motor vessel *Alf Everard*, of London, loaded with cement, driving ashore east of East Pier. She had struck the east sand bar, which had stopped her, and the sea and wind had swept her round the pier. With difficulty the coxswain manœuvred the life-boat alongside, and the seven men jumped into her. With the rescued men on board, the life-boat returned to her station, arriving at 7.40.—Rewards, £15 12s.

CANOE FOUND DRIFTING EMPTY

Eastbourne, Sussex.—At 11.5 on the morning of the 3rd of November, 1952, the coastguard telephoned that a canoe was drifting two and a half miles south of the pier, and at 11.20 the life-boat

Beryl Tollemache was launched in a rough sea, with a strong north-westerly breeze blowing. She found an empty canoe three miles south of the pier, picked it up and returned to her station, arriving at 12.3.—Rewards, £20 6s.

THREE MEN RESCUED FROM ROWING BOAT

Wicklow.—At 4.30 on the morning of the 4th of November, 1952, three men put out in the rowing boat *Miriam* to fish, but a strong south-westerly gale sprang up. Anxiety was felt for their safety, and at 10.15 the life-boat *Lady Kysant* was launched. There was a rough sea and heavy rain. The life-boat found the *Miriam* six miles north-east of the harbour making no headway. She rescued the three men and towed their boat to Wicklow, which was reached at 12.15.—Rewards, £8 18s.

DRIFTING TRAWLER BROUGHT TO ROSSLARE HARBOUR

Rosslare Harbour, Co. Wexford.—At 8.10 on the morning of the 4th of November, 1952, the Department of Industry and Commerce in Dublin rang up to report a wireless message received by Tuskar Rock from the Holyhead coastguard. The trawler *Windrise*, the message said, had wirelessed that she had lost or damaged her rudder and was drifting northwards a mile south of Blackwater Head. The life-boat *Douglas Hyde* left her moorings at 8.30 in a very rough sea with a moderate southerly gale blowing, and came up with the trawler half a mile off shore and a mile north of Blackwater Head. Two fishing boats were trying to hold her head to the sea, but they could not stop her drifting. The life-boat took her in tow with difficulty, and made for Rosslare Harbour. She made very slow progress in the bad weather, but reached the harbour

and made the trawler secure there at 2.15.—Property Salvage Case.

DOCTOR TAKEN TO NETHERLANDS STEAMER

Eastbourne, and Hastings, Sussex.—At 12.5 on the afternoon of the 4th of November, 1952, the Eastbourne coastguard telephoned the Eastbourne life-boat station that the S.S. *St. Walburg*, of Groningen, which was about one mile south of Bexhill, had wirelessly that she had an injured man on board and asked for a doctor and a boat to land him. At 12.20 the life-boat *Beryl Tollemache* was launched with a doctor on board, and made for the steamer in a rough sea and strong south-westerly breeze. At 12.31 the Fairlight coastguard informed the Hastings life-boat station, and at 12.50 the Hastings life-boat *M.T.C.* was also launched with a doctor on board. She made for the position, but the coxswain saw the Eastbourne life-boat go alongside the steamer and take the man off, and he took the *M.T.C.* back to her station, arriving at 2.50. The Eastbourne life-boat landed the injured man at Eastbourne at 2.30.—Rewards. —Eastbourne, £26 12s.; Hastings, £20 7s. 6d.

FIVE MEN MAROONED ON ISLAND

Islay, Inner Hebrides.—At 3.10 on the afternoon of the 6th of November, 1952, a man on the Island of Jura reported that five men he employed had gone to Brosdale Island to collect some sheep, but were marooned there in bad weather. There was no shelter on the island. At 3.30 the life-boat *Charlotte Elizabeth* left her moorings in a very rough sea with a full gale blowing, took the men off the island, and landed them at Port Askaig at 6.30.—Rewards, £11 12s.

FISHING VESSEL TOWED TO HARWICH

Walton and Frinton, Essex.—At 7.27 on the evening of the 6th of November, 1952, the coastguard telephoned that a light or flare had been seen to the south-west of Walton pier, and at 7.55 a vessel was seen to burn flares. At 8.10 the life-boat *E.M.E.D.* left her moorings in a rough sea with a moderate west-north-west gale blowing, and

found the fishing vessel *Binny Stewart*, of Aberdeen, with two brothers on board, about two miles south-west-by-south of the pier. She was bound for Brightlingsea from Stonehaven, but had broken down and her anchor was unreliable. The two men asked the life-boat to take their vessel in tow, and she towed the *Binny Stewart* to Harwich inner harbour, arriving at 10.55. The life-boat left for her station again at 11.57. The two men, who had just bought the vessel, expressed their thanks.—Rewards, £18.

STEAMER ESCORTED IN GALE TO HOLY ISLE

Troon, Ayrshire.—At 11.40 on the night of the 6th of November, 1952, the Portpatrick coastguard telephoned that the S.S. *Obsidian*, of Glasgow, had wirelessly distress signals, giving her position as four miles west-by-north of Ayr. At 12.5 the life-boat *Sir David Richmond of Glasgow* left her moorings. A north-north-west gale was blowing with a rough sea. The life-boat found the steamer, with a crew of twelve, six miles south of Pladda. She had anchored, but was dragging and her windlass could not lift the anchors. She slipped them and, at the request of the master, the life-boat escorted her to the lee of Holy Isle and then returned to her station, arriving at 4.50 on the morning of the 7th.—Rewards, £12 19s.

SECOND SERVICE ON NOVEMBER NIGHT

Walton and Frinton, Essex.—At 11.57 on the night of the 6th of November, 1952, the life-boat *E.M.E.D.* left Harwich for her station, after towing in the motor fishing vessel *Binny Stewart*. But shortly afterwards, at 12.22, the Walton-on-the-Naze coastguard telephoned the honorary secretary that a vessel had been seen to burn flares about three miles south-south-west of Walton pier. This information was wirelessly to the life-boat, which immediately made for the position in a very rough sea and north-westerly gale. She found the motor barge *Sway*, of London, with a crew of three, bound in ballast from Blackwall to Fingringhoe. The barge had engine trouble and was unmanageable. The

skipper said he had tried to make Harwich, but had been blown off his course towards the Gunfleet Sands. He asked to be towed to safety, and with difficulty, the life-boatmen passed a tow rope across and towed the *Sway* to Harwich, arriving at 4.15.—Property Salvage Case.

LIFE-BOAT STANDS BY SAILING BARGE IN GALE

Southend-on-Sea, Essex.—At 2.20 early on the morning of the 7th of November, 1952, the coastguard telephoned that a rocket had been seen in the direction of Shellness Point, and at 2.55 the life-boat *Greater London, Civil Service No. 3*, was launched. The sea was very rough with a strong north-westerly gale. The life-boat found the sailing barge *Savoy*, of Dover, with a crew of two, three-quarters of a mile south-east of Columbine Spit. She was making heavy weather, and the life-boat stood by her until daylight. The skipper then said that he did not need the life-boat any more, and she returned to her station, arriving at 10.20. The *Savoy* went on to Whitstable.—Rewards, £25 17s.

TWO EMPTY MOTOR CRUISERS TOWED IN

Walton and Frinton, Essex.—At 7.30 on the morning of the 7th of November, 1952, the life-boat *E.M.E.D.* left Harwich for her station, after towing in the motor barge *Sway*. At the same time the Walton-on-the-Naze coastguard telephoned the honorary secretary that the Cork Lightvessel had reported a motor cruiser broken down and drifting one mile south-east of the lightvessel. This news was wirelessly to the life-boat, which made for the position in a very rough sea and north-westerly gale. She found the empty motor cruiser *Lady Betty* and towed her to Walton River, and then put out again in response to another wireless message that a second motor cruiser was adrift. She found the *Celeriter*, also with nobody on board, two miles south of Medusa buoy, towed her to Walton River, and then made for her station, arriving at four o'clock.—Property Salvage Case.

LIFE-BOAT SERVES IN PLACE OF AIR AMBULANCE

Barra Island, Outer Hebrides.—At 4.30 on the afternoon of the 10th of November, 1952, a doctor asked if the life-boat would take a patient, who was seriously ill, to Lochboisdale. Conditions were not good enough for an aircraft to make the journey, and at 5.50 the life-boat *Lloyd's* left her moorings in a rough sea with a moderate north-easterly gale blowing. She took the patient to Lochboisdale, some twenty miles from Benbecula, from which point the patient was taken by air ambulance to Renfrew. The life-boat then returned to her station, arriving at 1.30 early the next morning.—Rewards, £19 2s.

MOTOR VESSEL RUNS AGROUND

Berwick-on-Tweed, Northumberland.—At 7.59 on the evening of the 10th of November, 1952, the coastguard telephoned that H.M. M.F.V. No. 1106 had run aground off Spittal Point, and at 8.20 the life-boat *J. and W.* was launched. The sea was moderate, with a fresh north-westerly breeze blowing. The life-boat found the motor vessel, with a crew of eleven, in a dangerous position south of Berwick harbour entrance. The life-boat landed two officers and five ratings and, as her services were then no longer needed, she returned to her station, arriving at 8.55. Her crew stood by on shore until 11.30 in case they might be needed again. The vessel refloated three days later.—Rewards, £13 7s.

THREE WHITBY FISHING BOATS ESCORTED

Whitby, Yorkshire.—Three local fishing boats were at sea on the morning of the 11th of November, 1952, in deteriorating weather, and at 11.25 the No. 1 life-boat *Mary Ann Hepworth* was launched in a heavy sea with a northerly gale blowing. She stood by the harbour bar and then escorted in the *Pilot Me II*, *Provider A*, and *Lead Us* and arrived back at her station at 4.50.—Rewards, £17 5s.

FISHING VESSEL IN TOW ESCORTED TO BURNMOUTH

Berwick-on-Tweed, Northumberland.—At 11.38 on the morning of the 11th of November, 1952, the coastguard telephoned that a landing craft had reported a fishing vessel in need of help four miles to the southward, and at 11.45 the life-boat *J. and W.* was launched. The sea was moderate with a moderate north-westerly breeze. The life-boat found the motor fishing vessel *Misty Isle*, of Burnmouth, which had broken down, in tow of another Burnmouth fishing vessel, the *Braw Lads*. She escorted them both to Burnmouth and then returned to her station, arriving at 4.50.—Rewards, £15 8s. 6d.

LIFE-BOAT MAKES TWO JOURNEYS TO STEAMER

Workington, Cumberland.—On the morning of the 12th of November, 1952, the S.S. *Baron Elcho*, of Ardrosan, wirelessly that she was short of provisions. At 10.30 the life-boat *N.T.* was launched in a calm sea with a light easterly breeze blowing. She came up with the steamer off the harbour entrance, put the provisions on board, and reached her station again at 12.15. She was then asked to take out the master's wife. This she did and returned again to her station at four o'clock.—Rewards, £10 10s.

SICK WOMAN TAKEN FROM ISLAND

Pwllheli, Caernarvonshire.—At 1.45 on the afternoon of the 14th of November, 1952, the Holyhead coastguard telephoned that a message had been received from a doctor on Bardsey Island asking for the life-boat to take a seriously sick woman to the mainland. No other suitable boat was available, and at 2.30 the life-boat *Manchester and Salford XXIX* left her moorings in a smooth sea and a light south-easterly breeze. She reached Bardsey at five o'clock, embarked the woman, and took her to Pwllheli, where an ambulance was waiting. The life-boat reached her station again at 9.40.—Rewards, £20.

DOCTOR TAKEN TO ISLAND OF RHUM

Mallaig, Inverness-shire.—At 7.0 on the evening of the 14th of November, 1952, a doctor asked if the life-boat would take him to the Island of Rhum to attend a sick person. The weather was too bad for the usual boat to put out, and at 7.30 the life-boat *Sir Arthur Rose* left her moorings in a strong north-westerly wind and rough sea. She took the doctor to Rhum, arriving at 9.30, embarked him again at 10.15, and then returned to her station, arriving at 12.30 early the next morning.—Rewards, £12 5s.

DOCTOR BROUGHT TO SWISS STEAMER

Berwick-on-Tweed, Northumberland.—At seven o'clock on the evening of the 16th of November, 1952, the coastguard telephoned that a vessel east-by-north of the pier had signalled for a doctor as her master felt ill. At 7.23 the life-boat *J. and W.* was launched with a doctor on board in a moderate sea with a fresh north-north-east breeze blowing. She found the Swiss steamer *Lugano* one and a half miles to the north-east. The doctor boarded her, could find nothing wrong with the master, and returned to Berwick in the life-boat, arriving at 8.53.—Rewards, £9 4s.

ENGINEER TAKEN OFF TANKER

Lowestoft, Suffolk.—About 1.30 early on the morning of the 17th of November, 1952, the tanker *Rudderman*, of London, wirelessly that her chief engineer had a badly poisoned arm and asked for a boat to land him. The weather was too bad for a shore boat to put out, and when the *Rudderman* approached Lowestoft at 4.15 the life-boat *Michael Stephens* left her moorings in a choppy sea and fresh breeze. She came up with the tanker half a mile off-shore, took the chief engineer on board, and at five o'clock landed him in the harbour, where an ambulance was waiting to take him to hospital.—Rewards, £8 15s.

COBLE ESCORTED TO FLAMBOROUGH IN BAD WEATHER

Flamborough, Yorkshire.—On the afternoon of the 18th of November,

1952, a local fishing coble was known to be at sea in bad weather, but nothing could be seen of her. At 2.45 the life-boat *Howard D* was launched. The sea was rough with a moderate easterly breeze. The life-boat found the coble about three miles north-east of Flamborough Head making for home. She escorted her to Flamborough and reached her station again at four o'clock.—Rewards, £13 18s. 6d.

WIRELESS OPERATOR TAKEN TO STEAMER

Workington, Cumberland.—When the S.S. *Baron Yarborough*, of Ardrossan, was ready for sailing on the 19th of November, 1952, her wireless operator was missing. The steamer put out, but anchored off the port. When the operator arrived the life-boat *N.T.* was launched at 2.30 in the afternoon in a smooth sea, with a light north-easterly wind blowing, and conveyed him to his ship. The life-boat reached her station again at 2.35.—Rewards, £5.

SIGNAL TO DUTCH VESSEL NOT UNDERSTOOD

Teesmouth, Yorkshire.—At ten o'clock on the night of the 19th of November, 1952, the Redcar coastguard telephoned that he had fired a rocket to warn a vessel that she was heading for Salt Scar Rocks. The vessel did not seem to understand the signal, for she did not alter course, and at 11.25 the life-boat *John and Lucy Cordingley* was launched in a rough sea with a moderate north-easterly gale blowing. She came up with the motor vessel *Anna Henny*, of Groningen, near the slag reef in Coatham Bay, escorted her to the river Tees, where a pilot boarded her, and arrived back at her station at 1.40 early the next morning.—Rewards, £12 16s.

FISHING VESSEL'S ENGINES FAIL

Lowestoft, Suffolk.—At one o'clock on the afternoon of the 20th of November, 1952, the coastguard reported a message from the motor fishing vessel *Montbretia*, of Hull, asking for help as her engines had failed whilst on passage from Yarmouth to Brightlingsea. She was three miles east of Benacreness, and was drifting towards the Newcombe Sands after breaking away from a cargo boat which had had her in

tow. The life-boat *Michael Stephens* put out at 1.40 in a choppy sea with a fresh south-easterly wind blowing. At the request of the skipper the life-boat took the *Montbretia* in tow, got her clear of the sands and brought her to the harbour, where a tug took charge. The life-boat arrived back at her station at 4.5.—Property Salvage Case.

AMERICAN AIRMEN RESCUED AFTER CRASH

Margate, Kent.—At 3.26 on the afternoon of the 20th of November, 1952, the coastguard telephoned that two local fishermen reported seeing an American Shooting Star trainer aircraft crash about three miles north-east of Margate pier. At 3.45 the life-boat *North Foreland, Civil Service No. XI*, was launched and made for the position in a moderate sea with a moderate south-east breeze blowing. The Dutch motor vessel *Mercurius* hailed the life-boat and told her that she had picked up the aircraft's crew of two, and that one was badly injured. The life-boat wirelessed for a doctor and an ambulance to be ready, and the second coxswain went aboard the *Mercurius* to pilot her to Margate. The *Mercurius* anchored off the harbour and an American doctor arrived, took charge of the men, and using the life-boat's stretcher, took them ashore in the pilot boat. The life-boat was then no longer needed and returned to her station, arriving at 6.10.—Rewards, £11 14s. 6d.

BROTHERS RESCUED FROM SAILING BOAT

Barra Island, Outer Hebrides.—At seven o'clock on the evening of the 20th of November, 1952, the parents of two men who had left on a fishing trip in a small sailing boat that morning reported that their sons had not returned. At 8.10 the life-boat *Lloyd's* left her moorings in a rough sea with a moderate north-easterly gale blowing. She found the sailing boat at anchor near Sandray, making water. The men had broken an oar and were suffering severely from exposure. The life-boat rescued them and towed their boat to the shore, reaching her station again at 3.50 the next morning.—Rewards, £19 2s.

LIFE-BOAT STANDS BY STEAMER ALL NIGHT

Cromer, Norfolk.—At 7.14 on the evening of the 23rd of November, 1952, the coastguard said he had learnt from a wireless signal that distress rockets had been seen four miles east-by-north of Cromer. The life-boat *Henry Blogg* was launched at 7.27 in a heavy sea with a strong and bitterly cold north-north-west wind blowing. She found the vessel which needed help to be the S.S. *Grove Hill*, of Middlesbrough. Her engines and wireless were broken down, she had a list to port, and she was dragging her anchors. At the request of the master the life-boat sent messages by wireless informing the owners and asking for a tug. The life-boat stood by until a tug arrived. The tug began towing at four o'clock the following morning. The life-boat accompanied the vessels to Yarmouth, arriving at 11.15. Owing to bad weather the life-boat remained at Yarmouth before returning to her station on the 29th of November—Property Salvage Case.

SERVICES TO FISHING BOATS IN HEAVY SEAS

Whitby, Yorkshire.—At 11.30 on the morning of the 24th of November, 1952, the coastguard reported that the local fishing boat *Success II* was making for Whitby in a heavy sea with a strong north-north-west wind. The No. 1 life-boat *Mary Ann Hepworth* was launched at once. She stood by the outer harbour bar until the fishing boat entered the harbour, and at one o'clock another fishing boat, the *Faith Star*, arrived. The life-boat escorted her in and later escorted in the fishing boats *Pilot Me II*, *Provider A* and *Lead Us*, reaching her station again at three o'clock.—Rewards, £13 10s.

FRENCH FISHING BOAT IN DIFFICULTIES OFF RYE

Hastings, Sussex.—At 4.2 on the afternoon of the 25th of November, 1952, a coastguardsman at Pett telephoned that a fishing boat was in difficulties near the shore off Rye. Later the Fairlight coastguard stated that she had apparently broken down, and that she had flown a flag at half-mast.

She sailed to a position two miles off Winchelsea, but got into difficulties again west of Rye Harbour, and at 5.32 the life-boat *M.T.C.* was launched. There was a light easterly breeze, with a rough sea. The life-boat found the French fishing boat *Jeune Louis*, with a crew of seven, four miles south of Winchelsea. She had a rope round her propeller. The life-boat towed her to Hastings, beached her at the harbour arm and made her fast at 8.40. The fishing boat's propeller was cleared, and a policeman and a member of the Hastings Life-Saving Auxiliary kept watch on her that night. Early the next morning the rope securing her parted, but the life-saving auxiliary made her fast again. She remained there all day waiting for a spare part for her engine. A wireless message had been sent to the skipper's two brothers, who had boats, and these boats arrived at Newhaven that night. However, on the morning of the 27th a heavy swell made it dangerous for the *Jeune Louis* to stay where she was, and at 8.15 the Hastings life-boat was launched again. She towed the fishing boat clear of the harbour wall, anchored her, and took the skipper ashore. The life-boat remained with her until the two boats arrived from Newhaven to take her in tow, and then returned to her station, arriving at 2.38. The skipper expressed his thanks.—Rewards: 1st service £25 9s. 6d.; 2nd service, £33 2s. 6d.

CREW TAKEN TO R.A.F. LAUNCH IN GALE

Tenby, Pembrokeshire.—At eleven o'clock on the morning of the 26th of November, 1952, it was learnt that an air sea rescue launch in North Bay had parted one mooring, and that the other was badly frayed. She had no crew aboard, and the R.A.F. asked for the life-boat to take the crew to the launch. The life-boat *John R. Webb* was launched at 11.30 in a rough sea with a south-easterly wind of gale force blowing, put the crew aboard the launch, and stood by. After a time the launch slipped her moorings and came into harbour escorted by the life-boat, arriving at 12.35. The life-boat then went into the harbour,

and was rehoused later after the weather had moderated.—Rewards, £20 18s.

MOTOR VESSEL AGROUND IN TEES

Teesmouth, Yorkshire.—At eleven o'clock on the night of the 26th of November, 1952, the South Gare light-house keeper telephoned that a vessel had gone aground on the training wall in the River Tees, and that tugs which had been trying to refloat her had left her. She was fast by her bows and would be in a dangerous position at low tide. At 2.40 early the next morning the life-boat *John and Lucy Cordingley* was launched. There was a moderate north-easterly breeze with a slight sea. The life-boat found the motor vessel *Moray Firth*, of Newcastle, laden with slag. The *Moray Firth* settled by the stern as the tide ebbed, and the life-boat stood by her. When the tide flowed she rode with it, and as her crew said that her hull was not damaged, the life-boat returned to her station, arriving at eight o'clock. Tugs refloated the motor vessel that morning.—Rewards, £18 15s.

FRENCH YACHT TOWED INTO HARBOUR

Yarmouth, Isle of Wight.—At 3.30 on the morning of the 28th of November, 1952, a vessel was heard to be making distress signals, and at 3.44 the life-boat *S.G.E.* was launched in a rough sea with a fresh east-north-easterly gale blowing. The life-boat found a yacht, the forty-ton auxiliary ketch *Algue*, of St. Malo, about fifty yards east of Yarmouth Pier. She was bound from Guernsey to Hamble, but was disabled by an engine breakdown and dragging her anchors. Her crew of three declined to leave, but asked to be towed to safety. The life-boat waited for the tide to rise, but as she took the yacht in tow, a rope fouled the life-boat's propellers and the yacht was blown against the pier. After the propellers had been cleared the yacht was towed into harbour at 9.30 and moored in a safe berth.—Property Salvage Case.

AMERICAN JET PILOT LANDED

Dover, Kent.—At three o'clock on the afternoon of the 30th of November, 1952, the Sandgate coastguard telephoned that an American jet aircraft had crashed off Kingsdown, about one and a half miles east-north-east of Dover, and that the pilot had baled out off Leathercoat Point, St. Margaret's Bay. At 3.15 the life-boat *Southern Africa* left her moorings in a strong north-easterly breeze, with a rough sea. A Norwegian tanker had already picked up the airman, and a doctor flew to the ship by helicopter from Manston. A life-boatman gave his overcoat to keep the airman warm, and the life-boat took him and the doctor on board. She then wirelessed for an ambulance to meet her and landed the airman and the doctor at Dover eastern harbour arm at five o'clock. The Walmer life-boat was also launched, but was not needed.—Rewards, £9.

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

Barra Island, Outer Hebrides.—November 3rd.—Rewards, £9 6s.

Walton and Frinton, Essex.—November 4th.—Rewards, £9 10s. 6d.

Clacton-on-Sea, Essex.—November 6th.—Rewards, £16 7s. 9d.

Southend-on-Sea, Essex.—November 7th.—Rewards, £11 6s.

St. Peter Port, Guernsey.—November 8th.—Rewards, £9 7s.

Cullercoats, Northumberland.—November 8th.—Rewards, £15 6s.

Courtmacsherry Harbour, Co. Cork.—November 8th.—Rewards, £7 16s.

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

Ramsgate, Kent.—November 10th.—Rewards, £8 12s. 6d.

Walmer, Kent.—November 10th.—Rewards, £16 14s.

New Brighton, Cheshire.—November 12th.—Rewards, £9 4s.

Weymouth, Dorset.—November 13th.—Rewards, £7.

Sunderland, Durham.—November 17th.—Rewards, £17 10s.

Scarborough, Yorkshire.—November 19th.—Rewards, £11 6s.

Beaumaris, Anglesey.—November, 19th.—Rewards, £14 7s.

Weston-super-Mare, Somerset.—November 20th.—Rewards, £9 15s.

Barry Dock, Glamorganshire.—November 20th.—Rewards, £10 13s.

Ramsey, Isle of Man. — November 20th.—Rewards, £19 7s.

Whitby, Yorkshire.—November 22nd.—Rewards, £14 7s. 6d.

Whitby, Yorkshire.—November 25th.—Rewards, £14 15s.

Salcombe, Devon.—November 25th.—Rewards, £7 16s.

Sunderland, Durham. — November 26th.—Rewards, £7 16s.

Walmer, Kent.—November 30th.—Rewards, £21 15s.

DECEMBER

DURING December life-boats were launched 48 times and rescued 13 lives.

DANISH AMBASSADOR EXPRESSES GOVERNMENT'S THANKS

Great Yarmouth and Gorleston, and Caister, Norfolk.—On the morning of the 3rd of December, 1952, the fast patrol boat *Havoernen*, of the Royal Danish Navy, with a crew of twenty-four, which was taking part in exercises with British coastal forces, ran hard aground on the Scroby Sand about three miles north-east of Great Yarmouth in a fog. At 7.10 the Gorleston coastguard telephoned the Great Yarmouth and Gorleston life-boat station, and at 7.30 the life-boat *Louise Stephens* was launched in a northerly gale with a very rough sea. She found the *Havoernen* high and dry, but could not get within three hundred yards of her. At 7.35 the Great Yarmouth coastguard informed the Caister life-boat station, and the life-boat crew assembled. The coxswain passed a message to the men in the patrol boat through the coastguard, asking if they wished to be taken ashore. They replied that they did, but would leave two men on board who could be taken off later by helicopter. At 1.55 the life-boat *Jose Neville* was launched. She reached the *Havoernen* at 2.30, took a rope to her from the *Louise Stephens*, and rescued nine of her crew. The *Jose Neville* was then towed clear by the *Louise Stephens*.

About this time a Royal Naval helicopter arrived from Gosport and rescued another four men by lowering a line. The Great Yarmouth and Gorleston life-boat then returned to her station, arriving at 5.5, and the *Jose Neville* put the nine men she had rescued aboard a British motor torpedo boat, which took them to Lowestoft. As the weather was too bad to allow her to be rehoused at Caister, the *Jose Neville* made for Great Yarmouth harbour, which she reached at 5.40. She returned to Caister the next day.

The men remaining in the patrol boat kept in touch with the Caister life-boat by wireless in case they should need her. The naval authorities at Lowestoft later asked if she would help to connect a salvage vessel to the *Havoernen*, and at eight o'clock on the morning of the 5th the *Jose Neville* was again launched in a calm sea, with a light north-westerly breeze blowing, and fog. She found the salvage vessel anchored to the eastward of the *Havoernen* and piloted her to the sands. She passed wires across and connected her to the patrol boat and then returned to her station, arriving at 2.50. At 12.40 early on the morning of the 6th the naval authorities telephoned that the salvage vessel had parted the wires, and asked if the life-boat would connect them again at six o'clock that morning. At 5.20 the *Jose Neville* was launched again in calm weather and passed the wires across, completing the operation by 8.30. The life-boat afterwards took a salvage officer to the casualty, then to a Danish tug, which had just arrived, and then back to the salvage vessel, where a hot meal was given to the life-boatmen. She then returned to her station, arriving at 10.45. The Royal Danish Navy expressed its thanks, and the Danish Ambassador in London, Count Reventlow, wrote a letter to the Great Yarmouth and Gorleston branch expressing the thanks of the Danish Government.—Rewards: Great Yarmouth and Gorleston, £31 5s.; Caister, 1st service, £31 9s.; 2nd and 3rd services, Property Salvage Cases.

DUTCH SHIP LOSES WAY IN FOG

Clogher Head, Co. Louth.—At 9.10 on the night of the 6th of December, 1952,

the harbour master reported that he had seen flares about four miles east of Clogher Head pier, and at 9.50 the life-boat *George and Caroline Ermen* was launched. There was a south-easterly breeze, with a moderate swell and fog. The life-boat came up with the motor vessel *Friso*, of Rotterdam, bound for Drogheda with coal, four miles south-south-east of the pier. The skipper said he had lost his way, and the coxswain gave him his bearings. The life-boat then escorted the *Friso* to a position where the Drogheda pilots could meet her. Leaving her at anchor, the life-boat returned to her station, arriving at 12.45 early on the morning of the 7th. The skipper expressed his thanks.—Rewards, £15 16s.

FISHING VESSEL FOUND OFF CHESHIRE COAST

Hoylake, Cheshire.—At two o'clock on the afternoon of the 7th of December, 1952, the life-boat coxswain asked local people to keep a look-out for the fishing vessel *Greyllass*, of Hoylake, which was overdue with a crew of three. Nothing was heard of her that afternoon or evening, and the families of the missing men were anxious. At 9.45 in the evening the life-boat *Oldham IV* was launched in a calm sea with a light south-easterly breeze blowing. She found the *Greyllass* near the North Bank Buoy. Her engine had broken down, and the life-boat towed her to Hoylake, reaching her station again at 2.30 in the morning.—Rewards, £18 4s.

TRAWLER AGROUND ON SANDBANK

Lowestoft, Suffolk.—During thick fog on the afternoon of the 9th of December, 1952, a vessel about two miles south-east of the harbour was heard blowing her siren, and at 5.15 the coastguard telephoned that flares had been seen. At 5.22 the life-boat *Michael Stephens* was launched in a moderate sea with a moderate southerly breeze blowing. She found the trawler *Mollia*, of Lowestoft, with a crew of eight. The *Mollia* had been aground three times, and the skipper had lost his bearings on the sandbank. He asked the life-boat to guide him clear, and the trawler followed the

life-boat to the harbour, arriving at 6.50.—Rewards, £7 16s.

OIL RAGS BURNT BY FISHING VESSEL

Dunbar, East Lothian.—At 4.25 on the afternoon of the 11th of December, 1952, a message was received from the coastguard that a motor fishing boat had broken down off Torness and was burning oil rags as a signal for help. The life-boat *George and Sarah Strachan* put out at 4.35 in a choppy sea with a moderate westerly wind blowing. She found the fishing boat *Young Robert*, of Dunbar, with a crew of four, disabled by an engine breakdown. The life-boat took her in tow and reached her station about seven o'clock.—Rewards, £8 15s.

NORWEGIAN SHIP'S BOATS PICKED UP

The Mumbles, Glamorganshire.—At 10.12 on the morning of the 12th of December, 1952, the coastguard passed on a message from Burnham Radio that two ship's boats were being driven towards Sker Point in Swansea Bay. The life-boat *William Gammon—Manchester and District XXX* was launched at 10.30 in a heavy ground swell with a moderate westerly breeze blowing. She found fifteen men in the two boats. The boats belonged to the *Olav Ringdal Jr.* of Oslo, to which the men were trying to return. The life-boat picked up both boats, brought them to their ship, and reached her station again at 12.40.—Rewards, £11 1s.

ISLE OF MAN LIFE-BOAT OUT ALL NIGHT

Ramsey, Isle of Man.—At 4.40 on the afternoon of the 12th of December, 1952, the coastguard reported that the steam trawler *Patricia Hague*, of Fleetwood, was in distress two and a half miles north-west-by-west of Point of Ayre, and at 5.15 the life-boat *Thomas Corbett* was launched. There was a light breeze with a swell and snow showers. The life-boat found the trawler, which had boiler trouble, three and a half miles north-east of the Point. The life-boat stood by her until another trawler arrived and took her in tow. As there had been a gale warning, the life-boat escorted the

two trawlers to Douglas and then returned to her station, arriving at seven o'clock on the morning of the 13th.—Rewards, £41 8s.

TUGMASTER PUT ABOARD FINNISH SHIP

Troon, Ayrshire.—At 3.30 on the morning of the 17th of December, 1952, the Portpatrick coastguard telephoned that the S.S. *Solbritt*, of Vasa, Finland, had gone ashore half a mile south of Lamash pier, and at 4.12 the life-boat *Sir David Richmond of Glasgow* was launched. A north-north-west gale was blowing with a very rough sea. The life-boat stood by the steamer until a tug arrived. She then put the tugmaster aboard the *Solbritt*, took him back to his tug, and passed a rope across. The tug towed the steamer clear, the steamer anchored, and the life-boat returned to her station, arriving at three o'clock in the afternoon.—Rewards, £22.

STORNOWAY LIFE-BOAT PUTS OUT IN HURRICANE

Stornoway, Outer Hebrides.—At six o'clock on the morning of the 17th of December, 1952, the coastguard telephoned that a message had been received from the trawler *William Cale*, of London, that her trawl gear had fouled her propeller. She was then about four miles north-west-by-north of Stornoway Light, and the coastguard said the trawler *Red Lancer* had gone to her help. The weather was very bad, and at seven o'clock the life-boat *William and Harriot* left her moorings in a northerly wind of hurricane force and a heavy sea. She found the two trawlers about seven miles north-west of Rudh Re Light and stood by while the *Red Lancer* tried to take the *William Cale* in tow. At 2.15 the coastguard reported that the Stornoway motor fishing boat *Delight* was drifting ashore in Gruinard Bay near Laid between Loch Broom and Loch Ewe, and this message was passed to the life-boat. The life-boat coxswain decided to leave the trawlers and made for Gruinard Bay, but the *Delight* went ashore and her crew of two landed. The life-boat was not needed, and she went to Gairloch to refuel in case she had to return to the

trawlers. By this time, however, the *Red Lancer* had taken the *William Cale* in tow, and the life-boat returned to her station, arriving at 5.30 the next morning.—Rewards, £48 5s.

MAN OVERBOARD IN ROUGH SEA

New Brighton, Cheshire.—At 9.5 on the morning of the 17th of December, 1952, the Formby coastguard telephoned that a man had fallen overboard from the tanker *Rinda*, of Oslo, off Rock Ferry, and at 9.30 the life-boat *Norman B. Corlett* left her moorings. She searched widely in a rough sea, with a strong north-westerly gale, but found nothing. The tanker had lowered a pulling-boat to search for the man, and a sand barge towed this back to Bromborough dock. At the request of the tanker's master the life-boat towed the ship's boat back to the *Rinda* and then resumed the search, without success, arriving back at her station at two o'clock.—Rewards, £12 8s.

SIX WHITBY BOATS ESCORTED TO HARBOUR

Whitby, Yorkshire.—At 11.45 on the morning of the 17th of December, 1952, the coastguard reported that bad weather had made conditions dangerous on the outer harbour bar. As fishing boats were still at sea, the No. 1 life-boat *Mary Ann Hepworth* was launched at twelve noon in a heavy sea with a fresh northerly gale blowing. She escorted in the *Faith Star* and the *Progress* and, as the weather was getting worse, remained at the bar. During the afternoon the *Success* arrived, followed by the *Galilee*, *Provider A*, *Lead Us* and *Pilot Me II*. The life-boat escorted all of them to the harbour and then returned to her station, arriving at 4.15.—Rewards, £14 13s. 6d.

EXHAUSTED MEN TAKEN OFF BARGE

Southend-on-Sea, Essex.—At 9.44 on the night of the 17th of December, 1952, the coastguard telephoned that a vessel had been seen to burn flares one mile off Minster, Isle of Sheppey. At 10.15 the life-boat *Greater London*, *Civil Service No. 3*, was launched in a

very rough sea, with a fresh west-north-west gale blowing. She found the motor barge *Nellie*, of Faversham, driven among piles and blocks of concrete one and a quarter miles off Minster. Seas had swamped her engine. Her crew of two were clinging to her wheelhouse, which was being washed by heavy seas, and they jumped into the life-boat wet and exhausted. The life-boat then made for her station, arriving at 1.5 early on the morning of the 18th. The life-boatmen gave the two men dry clothes, hot drinks and biscuits. Donations to the funds of the Institution were received.—Rewards, £12 10s.

INJURED STEWARD TAKEN OFF SWEDISH SHIP

Barrow, Lancashire.—At 12.30 on the afternoon of the 18th of December, 1952, a local shipping agency asked if the life-boat would land an injured man from the S.S. *Araton*, of Stockholm, which was lying two miles south-west of the Lightning Knoll buoy. At one o'clock the life-boat *Herbert Leigh* was launched in a moderate swell with a light north-westerly breeze blowing. She came up with the *Araton* at 1.50. The chief steward had severely injured three fingers in a steel door, and the life-boat landed him in the harbour. A car took him to hospital, and the life-boat reached her station again at 3.15.—Rewards, £9 7s. 6d.

MESSAGE FROM EX-LIFE-BOAT COXSWAIN

Dungeness, Kent.—At 5.30 on the afternoon of the 18th of December, 1952, an ex-life-boat coxswain telephoned that a vessel had gone ashore on Newcombe Sands. The tide was very low, and at 7.45, when it had risen sufficiently, the life-boat *Charles Cooper Henderson* was launched in a heavy ground swell with a light north-westerly breeze blowing. She found the motor vessel *Purbeck*, of London, one and a half miles north-north-east of the life-boat station with nine people on board. The life-boat helped to refloat her, landed one of her crew, and reached her station again at 9.15.—Property Salvage Case.

DOCTOR TAKEN TO ISLAND AT NIGHT

Campbeltown, Argyllshire.—At 10.15 on the night of the 18th of December, 1952, the Southend coastguard telephoned that a white rocket had been fired from Sanda Island. It was presumed that medical help was needed, and at 11.7 the life-boat *City of Glasgow* was launched, with a doctor on board, in a heavy swell with a moderate south-south-east breeze blowing. The life-boat reached Sanda at 12.45 early on the 19th and learned that a light-keeper's wife needed medical attention. The doctor, who was put ashore, treated her and re-embarked in the life-boat, which then returned to her station, arriving at 4.30.—Rewards, £13 7s. 6d.

LIFE-BOAT STANDS BY TILL TUG ARRIVES

Hastings, Sussex.—At 4.33 on the afternoon of the 19th of December, 1952, the life-boat honorary secretary saw a fishing boat about five miles to the south-east burn flares. At 4.36 the life-boat *M.T.C.* was launched in a slight sea with a light west-north-west breeze blowing, and found the fishing boat *Old Bob Leach*, of Newhaven, five miles south of Hastings. She had broken down and lost her anchor, and the skipper asked the life-boat to stand by and ask Newhaven to send a tug. The life-boat remained until a trawler arrived from Newhaven at 9.48 to take the *Old Bob Leach* in tow, and then returned to her station, arriving at eleven o'clock.—Rewards, £35 13s. 6d.

CUT OFF BY TIDE AT NIGHT

Dover, Kent.—At 11.9 on the morning of the 20th of December, 1952, the Sandgate coastguard telephoned that a man was cut off by the tide near St. Margaret's Bay, and at 11.30 the life-boat *Southern Africa*, in the charge of the second coxswain, left her moorings, taking a dinghy with her. There was a fresh breeze with a heavy swell. The life-boat found the man on the rocks at the foot of the cliffs in St. Margaret's Bay. Two life-boatmen manned the dinghy, and after two attempts they came near enough for

the man to wade to the dinghy. He was up to his arm-pits in the sea, but the two men hauled him on board and transferred him to the life-boat. The life-boat landed him at her station at one o'clock, after which the police took care of him.—Rewards, £5 5s.

PILOT TAKEN TO COASTER IN DISTRESS

Barrow, Lancashire.—At 7.5 on the evening of the 20th of December, 1952, the Walney Island coastguard telephoned that the coaster *Bankville*, of Liverpool, was in distress with a shifted cargo ten miles west of Walney lighthouse. At 7.30 the life-boat *Herbert Leigh* was launched in a rough sea with a strong west-north-west breeze blowing. She found the coaster, with a crew of nine and a cargo of steel rails, off the Wyre Light. The life-boat stood by her for some time and then fetched a pilot from Fleetwood. She put the pilot on board, escorted the *Bankville* to Fleetwood, and then returned to her station, arriving at 1.40 the next morning.—Rewards, £18 12s. 6d.

LIFE-BOATS PUT OUT SEVEN TIMES ON ONE SERVICE

Girvan, Ayrshire, and Campbeltown, Argyllshire.—About five o'clock on the morning of the 22nd of December, 1952, the Portpatrick coastguard telephoned the Girvan life-boat station that the S.S. *Margareta*, of Lovisa, Finland, had run ashore on the south side of Ailsa Craig and was asking for help. A later message stated that she was off the south-west side of Ailsa Craig, and at 5.20 the life-boat *Frank and William Oates* was launched. A strong southerly wind was blowing with a very rough sea and rain squalls. The life-boat found the steamer hard aground with thirty persons on board. She was a vessel of 2,915 tons bound for Glasgow laden with iron ore. As her master said the crew did not wish to abandon her, the life-boat stood by her in heavy weather. At 11.30 the life-boat wirelessly that she was running short of fuel, and at 1.30 the Campbeltown life-boat *City of Glasgow* was launched. She reached the position at four o'clock, and by this time two tugs had arrived.

The Girvan life-boat then left for her station, which she reached at 5.30, and refuelled. The Campbeltown life-boat took eleven men and a woman off the steamer and landed them at her station at 7.30. The Girvan life-boat, with the coastguard shore life-saving company from Ballantrae on board, made for Ailsa Craig, where she landed the company about nine o'clock. She then stood by the steamer again, and at 11.4 the Campbeltown life-boat, which had put out again, arrived. The Girvan life-boat returned to her station to refuel for the second time, arriving at one o'clock on the 23rd.

Meanwhile the Campbeltown life-boat stood by the *Margareta*, while the tugs tried unsuccessfully to tow her clear. The Girvan life-boat left her station once again at five o'clock and reached the position at 6.30. She took over from the Campbeltown life-boat, which then made for Girvan for fuel and food and to fetch the Ayr coastguard shore life-saving company to relieve the Ballantrae men. The Campbeltown life-boat reached Girvan about 11.30, and left with the Ayr men at four o'clock. The Girvan life-boat then returned to her station for more fuel and took the Ballantrae men with her, reaching Girvan at seven. The Campbeltown life-boat remained with the *Margareta* at the request of the master.

A gale sprang up during the night, and about 9.45 the life-boat took off the remaining eighteen men and fourteen salvage men. The salvage men could not be put aboard their tug owing to the weather, and they remained in the life-boat, which took them all to Campbeltown, arriving at 1.20 early on the morning of the 24th. At midnight the Girvan life-boat had been told that the men had been taken off the steamer. She was therefore launched again at 10.30, to fetch the Ayr life-saving company from Ailsa Craig and finally reached her station again at 2.30 that afternoon.—Rewards: Girvan, £77 6s. 6d.; Campbeltown, £95 14s.

PATIENT TAKEN FROM FAIR ISLE FOR OPERATION

Lerwick, Shetlands.—At 11.28 on the morning of the 22nd of December,

1952, the Medical Officer of Health for the Shetlands asked if the life-boat would go to Fair Isle and bring back a man who had appendicitis. The weather was too bad for a local boat to make the journey, and at 11.55 the life-boat *Lady Jane and Martha Ryland* left her moorings. She embarked a doctor at Sandwick and made for Fair Isle in a very rough sea with a strong south-south-east wind blowing. She arrived there at 5.40, embarked the patient, and took him to Lerwick, which she reached at 11.10. The patient was transferred to a waiting ambulance and taken to hospital, where his life was saved.—Rewards, £26 5s.

LIFE-BOAT OUT TWICE TO PANAMANIAN STEAMER

Yarmouth, Isle of Wight.—At 12.10 early on the morning of the 24th of December, 1952, the Needles coastguard telephoned that the S.S. *Virginia*, of Panama, had run ashore one mile west of Atherfield but had not made any distress signals. The sea was rough, with a strong south-south-west breeze, and it was foggy, and at 12.30 the life-boat *S.G.E.* was launched. The *Virginia* wirelessed that she only needed tugs, and the life-boat was recalled to her station, which she reached at 2.10. At 2.45 the coastguard reported that the *Virginia's* No. 4 hold was full of water and that she had asked for a tug and the life-boat. So at 3.10 a.m. the life-boat was launched again. She went alongside the steamer and remained there for four hours. The master then decided to abandon ship, and the life-boat took on board the crews' clothes and personal belongings, but the master changed his mind, and he and his crew of twenty-two stayed on board. The life-boat landed a man and a stewardess, put the clothes and personal belongings back aboard the steamer, and returned to her moorings, arriving at 12.45.—Rewards: 1st service, £7 8s.; 2nd service, £24 17s. 6d.

CHRISTMAS DAY SERVICE TO AMERICAN TANKER

The Mumbles, Glamorganshire.—At 6.42 on the morning of the 25th of December, 1952, the coastguard telephoned

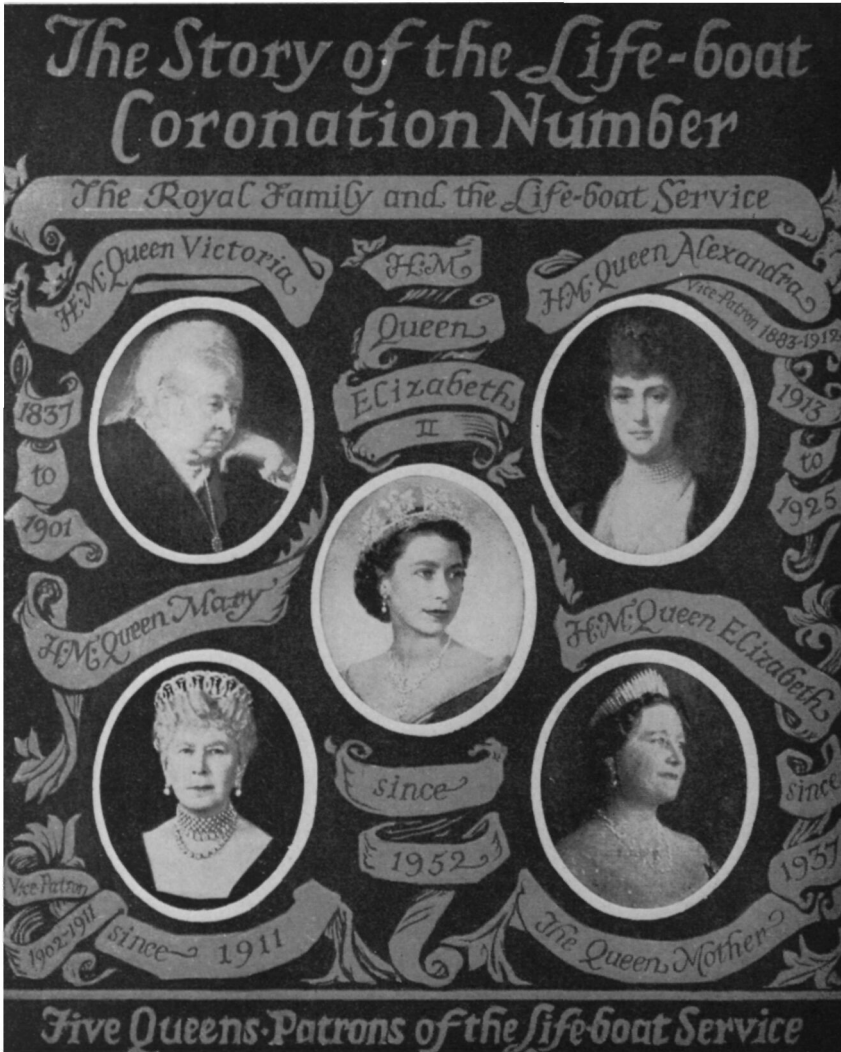
that a message had been received from the tanker *Fort Moultrie*, of New York, which was anchored in Swansea Bay, that she had a seriously injured man on board and asked for a boat to land him. No other boat was available, and at 6.57 the life-boat *William Gammon—Manchester and District XXX* was launched. There was a moderate sea with a moderate south-westerly wind, and the life-boat took the man to Swansea, where an ambulance was waiting, and reached her station again at 9.40.—Rewards, £12 6s.

LIFE-BOAT STANDS BY COLLIER THROUGH NIGHT

Montrose, Angus.—At 10.10 on the night of the 25th of December, 1952, the Usan coastguard telephoned that a vessel five miles east-south-east of Montrose had wirelessed a distress signal, and at 10.35 the life-boat *The Good Hope* was launched. There was a strong south-south-east wind blowing with a rough sea. The life-boat found the collier *Moorlands*, of Methil, with a crew of ten, five miles south-east-by-east of Scurdyness. She had broken down, but was in no immediate danger, and the life-boat stood by until another collier arrived. The life-boat then passed a line to the second collier from the *Moorlands*, but it parted in the bad weather. The skipper asked the coxswain to remain until a tug arrived, and one reached the position early the next morning. The tug took the *Moorlands* in tow, made for Aberdeen, and was escorted by the life-boat for an hour. As the skipper then said that he did not need the life-boat any longer, she returned to her station, arriving at 9.40 the next morning. The skipper expressed his thanks.—Rewards, £32 11s.

SICK MEN TAKEN FROM DANISH TUGS

Caister, Norfolk.—At 9.20 on the morning of the 26th of December, 1952, the commanding officer of the fast patrol boat *Havoernen*, of the Royal Danish Navy, which had been aground on the Scroby Sands since the 3rd of December, wirelessed that the Danish tug *Aegir*, standing by the *Havoernen*, had



THE ROYAL FAMILY AND THE LIFE-BOAT SERVICE

A design by Miss Margaret L. Hodgson for the Institution's Coronation Number

(See page 523)



CROMER LIFE-BOAT STATION

One of those most severely damaged by the floods

(See page 478)



By courtesy of]

[Southend Standard

THE WORST FLOODS IN LIVING MEMORY

Southend life-boat brings off survivors from Foulness

(see page 476)



ST. ABBS BOATHOUSE



By courtesy of]

THE FRASERBURGH DISASTER

[George A. Day

Examining the life-boat

(See page 469)



By courtesy of]

THE FUNERAL PROCESSION

[Aberdeen Journals Ltd,



TENBY LIFE-BOAT LAUNCHED IN A GALE



TO HELP R.A.F. LAUNCH

(See page 489)



COMMODORE THE DUKE OF MONTROSE,
K.T., C.B., C.V.O., V.R.D., LL.D., R.N.V.R.

(See page 516)



DEDICATION OF SERVICE BOARDS IN RYE CHURCH

On the right Sir John G. Cumming, K.C.I.E., C.S.I., and Mr. T. O. Gray, J.P., vice-presidents of the Institution

(See page 517)



By courtesy of]

[The Evening News

INSTITUTION'S TREASURER WITH LIFE-BOATMEN

The Duke of Northumberland with Robert and James Brownlee, only surviving members of the Whitby crew of 1914



Photograph by John Blaxland]

[By kind permission of R. A. Leggett

NIGHT SERVICE BY SHOREHAM LIFE-BOAT

a man on board suffering from appendicitis. He asked for the life-boat, and at 9.30 the *Jose Neville* was launched in a smooth sea with a light southerly breeze blowing. She took the man off the *Aegir* and then fetched another sick man from the Danish tug *Garm*, which was also standing by. The life-boat took them to Caister, where an ambulance was waiting, and arrived back at her station at 11.15. A donation was made to the funds of the Institution.—Rewards, £12 13s.

FISHING BOAT ESCORTED TO SCRABSTER

Thurso, Caithness-shire.—At 1.45 on the afternoon of the 27th of December, 1952, a telephone message was received from a man in Melvich that a fishing boat was in distress six miles east-north-east of Port Skerra. At 2.10 the life-boat *H.C.J.* was launched in a rough sea with a fresh northerly breeze blowing. She found the motor fishing boat *Undaunted*, of Wick, with a crew of four, escorted her to Scrabster, and reached her station again at 4.30.—Rewards, £11 12s. 6d.

FOURTEEN MEN TAKEN OFF COLLIER

St. Peter Port, Guernsey.—At 4.50 on the afternoon of the 29th of December, 1952, the master of the *S.S. Fermain*, of Guernsey, which had fourteen persons on board, wirelessly that his ship had struck a rock and had been badly holed about three hundred yards north of the south breakwater off St. Sampson's harbour. He asked for the life-boat, and at 5.22 the *Queen Victoria* left her moorings in a moderate sea with a strong north-easterly breeze blowing. She found the *Fermain*, a collier of 1,086 tons. The pilot boat from St. Sampson's had rescued eight men from her and had just returned to the position to rescue the other six. The life-boat sprayed oil on the sea, shone her searchlight while the pilot boat took the men on board, and then escorted her to St. Sampson's, reaching her station again at 6.17.—Rewards, £7 10s.

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

tress, were not needed, or could do nothing:

Redcar, Yorkshire.—December 1st.—Rewards, £9 17s.

Sunderland, Durham.—December 2nd.—Rewards, £6 16s.

Hastings, Sussex.—December 5th.—Rewards, £20 7s. 6d.

Dungeness, Kent.—December 9th.—Rewards, £31 6s.

Tenby, Pembrokeshire.—December, 10th.—Rewards, £11.

FIFTEEN-HOUR SEARCH FOR JET PILOTS

Whitby, Yorkshire.—At 11.20 on the night of the 11th of December, 1952, the coastguard reported that two jet aircraft had collided and crashed into the sea at a position four miles north-west, thence twenty miles north-east by north. The life-boat *Mary Ann Hepworth* was launched at 11.30 and made for the position, where she found several vessels searching the area. Keeping in touch with Cullercoats Radio the life-boat searched for hours until she was compelled to return for re-fuelling. She reached her station again at 2.15 in the afternoon, having been at sea for nearly fifteen hours. The Runswick life-boat also put out, but later the search was abandoned.—Rewards, £39 13s. 6d.

Runswick, Yorkshire.—December 12th.—Rewards, £33 5s.

Dunbar, East Lothian.—December, 12th.—Rewards, £7.

Holyhead, Anglesey.—December 17th.—Rewards, £12 17s.

THREE LIFE-BOATS SEARCH FOR AIRMEN

Dungeness, and Dover, Kent; and Hastings, Sussex.—About 9.25 on the night of the 18th of December, 1952, the Dungeness life-boat *Charles Cooper Henderson* had just returned from a service launch to a steamer aground a mile east of the life-boat station, when she heard a broadcast from the North Foreland radio station that a Vampire jet aircraft was believed to have crashed in the sea fifteen miles from Dungeness. The life-boat was launched again at once in a moderate sea with a strong southerly breeze blowing, thick sleet and rain. North Foreland

radio station asked her to search five miles each side of Dungeness to a position seven and a half miles to the south-east. At 9.22 the Fairlight coastguard had informed the Hastings life-boat station, and at 9.41 the life-boat *M.T.C.* was launched. The Sandgate coastguard telephoned the Dover life-boat station at 9.20, and at 9.55 the life-boat *Southern Africa* put out. The three life-boats searched all night, but no trace of the aircraft or her crew of two was seen, and the life-boats returned to their stations the next morning. Dungeness arrived at 8.45, Hastings at 10.10, and Dover at 11.30. At 10.20 that night the Lade coastguard telephoned the Dungeness life-boat station that an aircraft had seen an object with a white light thirteen miles east-south-east of Dungeness, and the *Charles Cooper Henderson* was launched again at 10.35 in a choppy sea with a light westerly breeze blowing. She found nothing and reached her station again at two o'clock on the morning of the 20th.—Rewards: Dungeness, 1st service, £61 17s.; 2nd service, £31 6s.; Hastings, £52 8s. 6d.; Dover, £30 10s.

St. Peter Port, Guernsey.—December 19th.—Rewards, £11 3s.

Lerwick, Shetlands.—December 19th.—Rewards, £7.

Sheringham, Norfolk.—December 19th.—Rewards, £35 18s. 6d.

Girvan, Ayrshire.—December 24th.—Rewards, £7 7s. 6d.

JANUARY

DURING January life-boats were launched 54 times and rescued 53 lives.

LIFE-BELTS PASSED TO FISHERMEN

Whitby, Yorkshire.—At 9.15 on the morning of the 3rd of January, 1953, local fishermen reported that the motor fishing coble *Enterprise II*, of Whitby, was at sea in deteriorating weather, and at 9.30 the No. 1 life-boat *Mary Ann Hepworth* was launched. There was a strong north-easterly breeze with a moderate sea, and the life-boat waited at the harbour bar. The *Enterprise II* arrived at 11.30, and the life-boatmen gave her crew life-belts and escorted them in. The

life-boat then stood by the bar again, escorted in the *Galilee*, *Faith Star*, *Success II*, *Lead Us* and *Pilot Me II*, and reached her station again at 2.5—Rewards, £17 7s. 6d.

VESSEL ON MAIDEN TRIP

Filey, Yorkshire.—At 12.30 on the afternoon of the 6th of January, 1953, the coastguard telephoned that the sea was heavy. Seven local fishing cobsles were still at sea, and at 12.40 the life-boat *The Cuttle* was launched in a heavy sea with a fresh north-westerly breeze blowing. She escorted six cobsles to the shore and then searched for the *Venture*, which was on her maiden trip. The *Venture*, however, reached Filey under sail, having had her engine swamped. The life-boat was recalled to her station, arriving at 6.30. The Flamborough life-boat was also launched.—Rewards, £20 14s.

GUERNSEY LIFE-BOAT TOWS MOTOR VESSEL

St. Peter Port, Guernsey.—About 8.40 on the morning of the 8th of January, 1953, the motor vessel *Braywick*, of London, which had a crew of nine, wirelessly that she had broken down and needed a tug three miles north-east of Hanois. Jersey harbour radio station informed the life-boat station, and at 9.25 the life-boat *Queen Victoria* left her moorings in a light northerly breeze and calm sea. She found the ship two miles west-north-west of Lihou Island with another vessel, the *Clara Monks*, standing by. The life-boat went alongside her and took her in tow, and the *Clara Monks* went on her way. By this time the Guernsey pilot boat had arrived, and she helped the life-boat tow the *Braywick* to St. Peter Port, which was reached at 4.30.—Property Salvage Case.

DUTCH SHIP AGROUND

Caister, and Great Yarmouth and Gorleston, Norfolk.—At 4.15 on the afternoon of the 8th of January, 1953, the Great Yarmouth coastguard telephoned a message to the Caister life-boat station from Palling that a vessel had gone ashore half a mile south of Palling coastguard station. At 5.10 the life-boat *Jose Neville* was launched

and, in a light north-westerly breeze with a calm sea and fog, found the motor vessel *Maraat V*, of Rotterdam, with a crew of five. She was hard aground. The life-boat stood by her for two hours until the tide started to rise, and then came close to her and asked if help was needed. The skipper said it was, and the life-boat passed a line on board and pulled the ship's stern towards the north to make conditions easier for refloating on the next tide. The *Jose Neville*, which had been slightly damaged by a piece of floating wreckage, then returned to Caister, arriving at 3.30 the next morning. At 6.45 the coastguard told the Great Yarmouth and Gorleston life-boat station that the Caister life-boat had been damaged, and at 9.30 the Caister life-boat station told the Gorleston station that the *Maraat V* had asked for help. As the harbour tug was not available the Great Yarmouth and Gorleston life-boat *Louise Stephens* was launched at eleven o'clock. She took soundings round the *Maraat V*, put a rope on board and refloated her. The *Maraat V* had fouled her propeller, and the life-boat towed her to Great Yarmouth harbour, arriving back at her station at 5.10.—Rewards: Caister, £33 2s. 6d.; Great Yarmouth and Gorleston, Property Salvage Case.

COSTA RICAN AND FRENCH SHIPS COLLIDE

Walmer, Kent.—About five o'clock on the afternoon of the 10th of January, 1953, shipping agents in Dover telephoned that a steamer was asking for help five miles east of the East Goodwin lightvessel. At 5.15 the life-boat *Charles Dibdin*, Civil Service No 2, was launched. There was a light breeze with a calm sea and dense fog. The life-boat found the Costa Rican tanker *Aster*. She had been badly holed in a collision with the French steamer *Fauzon*, but did not require help. Her skipper said that the *Fauzon*, which was one and a half miles north of the *Aster*, needed help, and the life-boat made for her and stood by until a tug arrived from Flushing. The tug took her in tow, and the life-boat returned to her station, arriving at four o'clock the next morning.—Rewards, £40 17s. 6d.

SPANISH STEAMER TOWED OFF SANDS

Walton and Frinton, Essex.—About ten o'clock on the morning of the 11th of January, 1953, the Walton-on-the-Naze coastguard telephoned that the Cork lightvessel had reported seeing a steamer two miles south-by-west of the lightvessel. Fog concealed her during the day, but at 8.45 it had cleared, and the lightvessel stated that the steamer was displaying signals meaning she was aground. It was becoming foggy again, but at 9.40 the life-boat *E.M.E.D.* left her moorings. There was a light south-westerly breeze with a slight sea, and she found the S.S. *Campo Grande*, of Cadiz, four and a half miles east-north-east of the coastguard station, with forty persons on board. She was hard and fast on the Cork Sands. The life-boat tried to refloat her but failed, and at five o'clock the next morning a tug arrived. The life-boat then returned to her station, arriving at 12.2. About five in the afternoon the tug asked for the life-boat, and at 5.40 the *E.M.E.D.* put out again. She helped in the refloating operations which, after several attempts, were successful the next morning. The life-boat then returned to her station, arriving at 11.56 on the morning of the 13th.—Property Salvage Case.

ELEVEN RESCUED FROM LISTING SHIP

On the 15th of January, 1953, the Thurso life-boat rescued the crew of eleven of the steam trawler *Sunlight*, of Aberdeen, which was listing heavily at the time of the rescue. For a full account of this service and of the rewards given see page 479.

MOTOR BOAT TOWED TO WICK

Wick, Caithness-shire.—At 6.15 on the evening of the 15th of January, 1953, it was reported that the local motor boat *Pansy*, with a crew of two, had broken down and was drifting off Noss Head, and at 6.40 the life-boat *City of Edinburgh* was launched. There was a light westerly breeze with a slight sea. The life-boat came up with the *Pansy* about four miles east-north-east of the head. The two men had been at sea since six that morning, and the

life-boat took them on board and towed their boat to Wick, reaching her station again at nine o'clock.—Rewards, £5.

MEN BROUGHT ASHORE FROM LIGHTVESSEL

Rosslare Harbour, Co. Wexford.—On the 23rd of January, 1953, the Irish Lights Commissioners asked if the life-boat would land a man from the Black-water Lightvessel. His sister had died in Wexford, and the Commissioners' own boat was under repair. At 1.55 in the afternoon the life-boat *Douglas Hyde* left her moorings. She brought the man ashore in a smooth sea, with a light southerly breeze blowing, and reached her station again at 6.10. The next day the Commissioners again asked for the life-boat to land another man, a relative of whom had also died in Wexford. At 8.15 the life-boat put out a second time, in a moderate north-westerly breeze with a slight swell, took a relief man to the lightvessel, and landed the man whose relative had died at 12.15 early on the morning of the 25th.—Rewards: 1st service, £12 8s.; 2nd service, £10 13s. Refunded to the Institution by the Commissioners of Irish Lights.

FISHING BOAT TOWED TO ARKLOW

Arklow, Co. Wicklow.—At 7.15 on the evening of the 27th of January, 1953, the life-boat motor mechanic reported that flares had been seen about three miles east-by-north of Arklow harbour. At 7.47 the life-boat *Inbhear Mor* was launched in a rough sea with a fresh west-south-west breeze. She found the local fishing boat *Sparkling Wave*, with a crew of six, about one mile north of Mizzen Head. Her engine had broken down and she was drifting. The life-boat towed her to Arklow, reaching her station again at 10.10. The owner made a donation to the funds of the Institution.—Rewards, £11 4s. 6d.

SEARCH IN GALE FOR ROWING BOAT

Lerwick, Shetlands.—At 9.38 on the morning of the 31st of January, 1953, the coastguard telephoned to say a man at Skellister had reported that two men had left Gletness Nesting in a

ten-feet rowing boat at 7.30 to attend to their fishing lines, but had not returned. The weather had worsened suddenly, and, at 10.15 the life-boat *Lady Jane* and *Martha Ryland* left her moorings and searched widely in a whole northerly gale with a very rough sea. The motor fishing boat *John West* asked the life-boat to escort her to Malakoff pier, and the life-boat broke off the search, escorted her in about noon, and then put to sea again. However, visibility was now poor, and the life-boat returned to Malakoff pier and her crew had some food. At 4.5 in the afternoon the life-boat put out again, searched the Isles of Gletness, but found no trace of the men or their boat. She reached her station again at 6.10. The men lost their lives, and the rowing boat was driven ashore and smashed to pieces by the sea.—Rewards, £23 2s. 6d.

RESCUE FROM ROWING BOAT

Lytham St. Annes, Lancashire.—At 10.15 on the morning of the 31st of January, 1953, the life-boat coxswain reported that two men were in difficulties in a rowing boat. They had anchored two miles east of Lytham pier and were flying a distress signal from an oar. The life-boat *Sarah Townsend Porritt* was launched at 10.50 in a heavy sea with a north-westerly wind of hurricane force blowing. She found the rowing boat two miles east-by-south of the pier. The men, who had been on a shooting expedition, were exhausted. The life-boat rescued them, took their boat in tow, and returned to her station, arriving at one o'clock in the afternoon.—Rewards, £13 13s.

WHITBY BOATS ESCORTED IN GALE

Whitby, Yorkshire.—At 11.15 on the 31st of January, 1953, the coxswain of the No. 1 life-boat saw that bad weather was making the conditions at the harbour bar and harbour entrance dangerous, and at 11.25 the life-boat *Mary Ann Hepworth* was launched. There was a fresh north-north-west gale with a rough sea. The life-boat escorted in the local fishing boats *Success II* and *Faith Star*. The weather became worse, and at 1.15 the *Pilot Me* and *Provider A* arrived.

The life-boat escorted them in too and reached her station again at 11.45.—Rewards, £11 0s. 6d.

LOSS OF THE "PRINCESS VICTORIA"

On the 31st of January, 1953, the British Railways ferry *Princess Victoria* sank in a gale in the Irish Sea. The Portpatrick, Donaghadee, Cloughy and Newcastle, Co. Down, life-boats were all launched on service. The Donaghadee life-boat rescued thirty-one survivors and landed one other. The Portpatrick life-boat rescued two survivors. A full account of these services and the rewards given will be published in a future number of *The Life-boat*.

THE GREAT FLOODS

Southend-on-Sea and Clacton-on-Sea, Essex.—Beginning on the evening of the 31st of January, 1953, floods inundated areas in the east of England to an extent unknown in this country in living memory. The Southend-on-Sea life-boat was called out on seven occasions, and a rescue was also carried out by the Clacton-on-Sea life-boat. For a full account of these services and of the rewards given, and of the damage done to life-boats and life-boat stations by the floods, see page 476.

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

Peterhead, Aberdeenshire.—January 3rd.—Rewards, £9 12s.

Flamborough, Yorkshire.—January 6th.—Rewards, £13 14s. 6d.

Flamborough, Yorkshire.—January 6th.—Rewards, £17 14s. 6d.

Baltimore, Co. Cork.—January 6th.—Rewards, £34 7s.

Fowey, Cornwall.—January 10th.—Rewards, £8 15s.

Valentia, Co. Kerry.—January 12th.—Rewards, £16 15s. 6d.

Cromer, Norfolk.—January 15th.—Rewards, £32 4s. 6d.

Portrush, Co. Antrim.—January 15th.—Rewards, £16.

Walmer, Kent.—January 16th.—Rewards, £19 13s.

The Mumbles, Glamorganshire.—January 16th.—Rewards, £11 8s.

The Mumbles, Glamorganshire.—January 17th.—Rewards, £20 14s.

Stornoway, Outer Hebrides.—January 17th.—Rewards, £10 10s.

Weston-super-Mare, Somerset.—January 19th.—Rewards, £23 9s. 6d.

Holyhead, Anglesey.—January 19th.—Rewards, £20 2s.

Newbiggin, Northumberland.—January 20th.—Rewards, £15 19s.

Portrush, Co. Antrim.—January 20th.—Rewards, £8 10s.

Wick, Caithness-shire.—January 21st.—Rewards, £13 14s. 6d.

New Brighton, Cheshire.—January 21st.—Rewards, £31 6s.

New Quay, Cardiganshire.—January 22nd.—Rewards, £17 17s.

Stornoway, Outer Hebrides.—January 27th.—Rewards, £7.

Ramsgate, Kent.—January 30th.—Rewards, £8 12s. 6d.

Stornoway, Outer Hebrides.—January 30th.—Rewards, £30 7s. 6d.

Barra Island, Outer Hebrides.—January 31st.—Rewards, £21 3s.

Islay, Inner Hebrides.—(Two launches.)—January 31st.—Rewards, £44 8s. 8d.

Barrow, Lancashire.—January 31st.—Rewards, £13 18s. 6d.

Berwick-on-Tweed, Northumberland.—January 31st.—Rewards, £13 4s.

Cromarty.—January 31st.—Rewards £36 15s.

Holy Island, Northumberland.—January 31st.—Rewards, £27 10s.

Humber, Yorkshire.—January 31st.—Rewards, £13 6s.; Paid Permanent Crew.

TWO LIFE-BOATMEN DIE IN ENGINE-ROOM

On the 31st of January, 1953, two members of the crew of the Islay, Inner Hebrides, life-boat collapsed in the engine-room and died while the life-boat was searching for the trawler *Michael Griffiths*. This was the day on which the *Princess Victoria* sank in the Irish Sea. In addition to the Islay boat the life-boats from Barra Island, Outer Hebrides; Barrow, Lancashire; Berwick-on-Tweed, Northumberland; Cromarty; Holy Island, Northumberland; and Humber, Yorkshire, were all launched on that day, but for various reasons were unable to render services. A full account of

the events of that day will be published in a future number of *The Life-boat*.

FEBRUARY

DURING February life-boats were launched 53 times and rescued 15 lives.

SPANISH STEAMER TOWED TO DOVER BEACH

Dover, Kent.—At 4.20 on the morning of the 1st of February, 1953, a steamer which had been driven on to the breakwater in a strong north-westerly gale with a rough sea, fired distress rockets. At 4.45 the life-boat *Southern Africa* left her moorings and found the S.S. *Castillo Tordesillas*, of Madrid, alongside the breakwater. Her engine-room was leaking. The second coxswain went on board, and the life-boat also put the harbour master aboard and asked for tugs. The tugs arrived and made fast to the steamer, and two life-boatmen jumped on to the breakwater and cast her off. The tugs then towed the steamer to the beach in Dover harbour, and the life-boat remained with her until she was evenly aground, arriving back at her station at five in the afternoon.—Property Salvage Case.

RELIEF KEEPERS TAKEN TO LIGHTHOUSE

Valentia, Co. Kerry.—On the 3rd of February, 1953, the Commissioners of Irish Lights asked if the life-boat would take relief keepers and supplies to the Skelligs Rocks lighthouse, as the Commissioners' steamer was on duty elsewhere. At four o'clock in the afternoon the life-boat *A.E.D.* was launched in a moderate sea with a fresh south-easterly breeze blowing, and snow, and took the men and stores to the lighthouse. She then embarked the keepers due to return ashore, landed them, and arrived back at her station at 9.15.—Rewards, £18 15s.—refunded by the Commissioners of Irish Lights.

SHETLANDS BOAT IN DIFFICULTIES

Lerwick, Shetlands.—At 11.20 on the morning of the 4th of February, 1953, the coastguard rang up to say the agents for the local fishing vessels *Launch Out*, *Vesper* and *Guiding Star*

had reported that they were at sea in very heavy weather and anxiety was felt for the safety of the twelve men aboard them. At 11.55 the life-boat *Lady Jane* and *Martha Ryland* left her moorings in a fresh north-north-east gale, but at 12.30 the *Launch Out* was reported to be making steady progress. At 12.44 the *Vesper* was stated to be making safely for Lerwick, but the life-boat found the *Guiding Star* in Mousa Sound making very slow progress. The life-boat escorted her to Lerwick and reached her station at 3.50.—Rewards, £12 5s.

FISHING BOATS ESCORTED IN GALE

Whitby, Yorkshire.—At 1.15 on the afternoon of the 4th of February, 1953, local fishermen reported that bad weather was making conditions dangerous at the harbour bar, and at 1.20 the No. 1 life-boat *Mary Ann Hepworth* was launched. A moderate northerly gale was blowing with a rough sea. The life-boat came up with the local fishing boats *Provider A*, *Pilot Me II*, and *Venus* at the harbour entrance. The coxswain told the skippers that the bar was dangerous and escorted them in. The life-boat then put to sea again, escorted in the *Lead Us* and *Progress* and arrived back at her station at 4.15.—Rewards, £11 0s. 6d.

FISHING BOAT TOWED TO HARTLEPOOL

Hartlepool, Durham.—At 2.47 early on the morning of the 9th of February, 1953, the coastguard telephoned that a boat off the Palliser Works, north of Hartlepool, was burning flares, and at 3.15 the life-boat *The Princess Royal*, *Civil Service No. 7*, was launched. There was a light westerly breeze with a moderate sea. The life-boat found the motor fishing boat *Jean Horsley*, of Hartlepool, with a crew of seven, one mile north of Heugh. Her engine had broken down, and the life-boat towed her to Hartlepool, reaching her station again at 5.20.—Rewards, £11 0s. 6d.

THE FRASERBURGH DISASTER

On the 9th of February, 1953, six of the crew of seven of the *Fraserburgh*

life-boat lost their lives when the life-boat capsized near the harbour entrance in a heavy sea. For a full account of this disaster see page 469.

DRIFTERS ESCORTED IN GALE

Ballycotton, Co. Cork.—At 8.15 on the evening of the 9th of February, 1953, the coxswain learned from the skipper of the fishing boat *Happy Home* that the motor fishing drifter *Florence*, of Glandore, was burning flares south-east of Ballycotton Light. A fresh south-westerly gale was blowing, causing a heavy sea. This had prevented the *Happy Home* from helping the drifter, but another motor drifter, the *Ross Gill*, was remaining by her, waiting for the life-boat. At 8.30 the life-boat *K.E.C.F.*, on temporary duty at the station, was launched. She found the *Florence* about three miles south-east of the Ballycotton Light, without her rudder. The *Florence* was then in tow of the *Ross Gill*, and the life-boat escorted both boats into harbour, arriving at 10.30.—Rewards, £9 7s.

TOWLINE PARTS FOUR TIMES

Montrose, Angus, and Anstruther, Fifeshire.—On the afternoon of the 9th of February, 1953, a wireless message reached the Montrose life-boat station from the fishing boat *Angus Rose*, which had a crew of two, that she had lost her rudder, but that the fishing boat *Mizpah*, with a crew of three, was helping her. The boats were off Montrose, and at 3.30 the Montrose life-boat *The Good Hope* was launched. There was a south-easterly breeze with a very heavy sea. The life-boat found that the *Mizpah* had taken the *Angus Rose* in tow. They could not enter Montrose harbour because of the weather, and they made for Johnshaven, accompanied by the life-boat. As the entrance to Johnshaven harbour was also dangerous, the *Mizpah* decided to make for the Firth of Forth, and the life-boat remained with the boats. When they had reached a position off Bell Rock the *Mizpah's* engine broke down. The life-boat took both boats in tow, and the life-boatmen gave the five men of their crews food and rum. Meanwhile, at ten o'clock that evening the Anstruther coastguard reported to

the Anstruther life-boat station that the Montrose life-boat, with the fishing boats in tow, was approaching from the vicinity of the North Carr, and needed a pilot. A south-westerly breeze was blowing with a heavy swell, and it was decided to send the life-boat *James and Ruby Jackson*, as the Montrose life-boat had two disabled boats to deal with. The Anstruther life-boat was launched at 10.30, with the second coxswain in charge, and found that the *Mizpah* had by then broken adrift. The towline used by the Montrose life-boat did in fact part four times, but the two life-boats succeeded in bringing in the two fishing boats, Anstruther harbour being reached at 1.35. Owing to weather conditions the Anstruther life-boat could not be re-housed and remained in the harbour. The Montrose life-boat remained at Anstruther until 10.5 on the morning of the 13th, when the weather moderated. She reached her station again about 2.30 that afternoon.—Rewards: Montrose, £63 10s. 6d.; Anstruther, £50 16s.

LIFE-BOAT'S SERVICE FOR ANOTHER STATION

Broughty Ferry, Angus.—At 5.7 on the evening of the 9th of February, 1953, the Carnoustie coastguard telephoned that the Arbroath coastguard had asked if the life-boat would escort four Arbroath fishing boats into harbour. The Arbroath life-boat was temporarily out of service, and at 5.25 the Broughty Ferry life-boat *Mona* was launched in a heavy swell with a light breeze blowing. She reached Arbroath at 6.45, and by this time three of the fishing boats had entered the harbour. The life-boat remained until the fourth boat arrived, escorted her in and returned to her station, arriving at 10.20.—Rewards, £12 12s. 6d.

ADVICE TO SKIPPERS ON HARBOUR APPROACH

Aberdeen.—At 4.53 on the afternoon of the 9th of February, 1953, the Gregness coastguard reported that two fishing vessels were making for Aberdeen, as it was too dangerous to

enter Stonehaven Harbour. The No. 1 life-boat *Hilton Briggs* was launched at 5.5. A south-westerly breeze was blowing with a very heavy breaking swell, and the two vessels, which were the *Mary Gowans* and *Trustful III*, both of Aberdeen, seemed reluctant to enter owing to the state of the channel and fading daylight. Each boat was approached by the life-boat and the skippers advised as to the best method of running into harbour. Both boats were safely escorted in by 5.30.—Rewards, £6 7s. 6d.

SERVICE TO GERMAN STEAMER

Moelfre, Anglesey.—At eight o'clock on the morning of the 10th of February, 1953, the Holyhead coastguard telephoned that the S.S. *Alice* of Bremen, which had broken down and had been towed to Moelfre Bay by a pilot boat, was dragging her anchors and being driven towards Moelfre Rocks. At 8.25 the life-boat *G.W.* was launched in a very rough sea with a strong northerly gale blowing. She found the *Alice* about three quarters of a mile east of Moelfre Island, with eight Germans and an English pilot aboard. She had four anchors down, which now appeared to be holding, but the life-boat stood by her in case she dragged again. She remained with her until 4.30 and asked the pilot to wireless if he needed her again. The life-boat then returned to her station, which she reached at 8.40.—Rewards, £29 1s.

FISHING BOAT ESCORTED IN ROUGH SEA

North Sunderland, Northumberland.—At 8.15 on the morning of the 10th of February, 1953, it was reported that the local fishing boat *Good Fellowship* was bound for North Sunderland from Blyth, with a crew of four, and was then east of Newton. Conditions at the harbour mouth were dangerous, and at 8.40 the life-boat *W.R.A.* was launched in a rough sea with a moderate easterly breeze blowing. She waited at the harbour entrance until the *Good Fellowship* arrived and then escorted her in, reaching her station again at 9.20. The skipper expressed his thanks.—Rewards, £25.

KEEL BOAT HELPED IN WHOLE GALE

Scarborough, Yorkshire.—At 9.20 on the morning of the 10th of February, 1953, the coastguard telephoned that a fishing boat was off Hayburn Wyke in worsening weather. As a whole gale was blowing from the east-north-east, causing a very rough sea, the life-boat *E.C.J.R.* was launched at 10.50. She found the local keel boat *Courage* and, with difficulty, the life-boat passed life-belts to her crew of five. The life-boat then escorted her to Scarborough harbour and reached her station again at 12.45.—Rewards, £12 14s.

FISHING BOAT WITHIN INCHES OF PIER

Whitby, Yorkshire.—At 12.20 on the afternoon of the 10th of February, 1953, the conditions at the harbour bar were very bad and four local fishing vessels were still at sea. The No. 1 life-boat *Mary Ann Hepworth* was launched at 12.38 in a very rough sea, with an east-to-north-easterly gale blowing, and snow. The *Galilee* was escorted in, followed by the *Provider*, which then asked the other boats by radio to make port as quickly as possible. The next one in was the *Success*, which had had a very rough passage, and last to come was *Lead Us*. She was caught by a heavy sea and carried to within inches of the east pier, but the seamanship of her skipper saved her. After the four boats were safely in, the life-boat returned to her station at 3.30.—Rewards, £13 15s.

DOCTOR TAKEN TO INJURED SEAMAN

Torbay, Devon.—At 8.45 on the evening of the 10th of February, 1953, local shipping agents telephoned that a man had fallen down the hold of the S.S. *Henriette Schulte*, of Emden, seriously injuring himself, and asked if the life-boat would take a doctor out. The weather was too bad for the agents' boat to go, and at 9.25 the life-boat *George Shee* left her moorings, with the second coxswain in charge. She embarked a doctor and ambulance men at the inner pier, and then made for the steamer in a strong northerly

breeze and rough sea. She found her at anchor at the mouth of Torbay and put the medical team on board, but the man had died. The doctor and the ambulance men then re-embarked in the life-boat, which returned to her station, arriving at 11.10.—Rewards, £6 16s.

MONKS TAKEN TO CALDY ISLAND

Tenby, Pembrokeshire.—At twelve noon on the 10th of February, 1953, the Superintendent of Trinity House asked if the life-boat would take a mechanic to the Helwick lightvessel, as the light needed attention. At 9.35 on the morning of the 11th the life-boat *John R. Webb* was launched, with the mechanic and stores on board, in a strong northerly breeze with a rough sea. She reached the lightvessel at 11.30, put the mechanic and stores aboard, and returned to her station, arriving at 1.50. At 5.30 the coastguard said the lightvessel had asked if the life-boat would launch again to take spare parts for the mechanic, as no other boat was available. At 9.30 on the morning of the 12th she embarked the spare parts and also took on board two monks and a woman, as well as mail and provisions for Caldy Island, and was launched again. She put the spare parts aboard the lightvessel and then went to Caldy Island, where she landed the passengers, mail and provisions. She reached her station again at two o'clock in the afternoon.—Rewards: 1st service, £17 17s.; 2nd service, £22 12s.—proportion refunded by Trinity House.

STORES TAKEN TO TRAWLER IN HEAVY SEA

Aberdeen.—At 12.45 on the afternoon of the 12th of February, 1953, the owners of the steam trawler *General Botha*, of Aberdeen, informed the life-boat station that the vessel was in urgent need of food and water. The trawler was five days overdue, and her crew had been without food for two days and her fresh water supply was also exhausted. A strong north-north-easterly breeze was blowing, with a heavy breaking sea, and owing to these conditions the port of Aberdeen was closed to shipping and likely to remain so for another twenty-four hours. The No. 1 life-boat *Hilton*

Briggs left her moorings at 12.55, and, after taking aboard food and water, went out to the *General Botha* in Aberdeen Bay. With difficulty the stores were passed to the trawler, and the life-boat reached her station again at two o'clock.—Rewards, £7 8s.

DOCTOR BROUGHT TO INJURED ENGINEER

Humber, Yorkshire.—At 8.35 on the morning of the 13th of February, 1953, the Spurn Point Coastguard reported that the S.S. *Monkton Combe*, of Bristol, had been in collision with another vessel, and that the *Monkton Combe* was trying to beach herself on the Sunk Sands. However, she ran on the Trinity Sands, and the life-boat was not then needed. About 9.45 the coastguard stated that the *Monkton Combe* had wirelessed that her second engineer had head injuries and was bleeding badly, and at 10.40 the life-boat *City of Bradford II* was launched, with a doctor on board. There was a moderate north-easterly breeze, with a smooth sea, and she put him aboard the steamer. The life-boat then re-embarked the doctor and the injured man, and wirelessed for an ambulance to meet her at Spurn Point, which she reached at 11.20. At 4.20 she took the man back to his ship and stood by her at high water, which was at five o'clock. The steamer did not need help, and the life-boat returned to her station, arriving at 6.10.—Paid Permanent Crew.

SECOND SERVICE ON ONE DAY

Humber, Yorkshire.—At 12.10 on the afternoon of the 13th of February, 1953, while the life-boat *City of Bradford II* was on service to the S.S. *Monkton Combe*, of Bristol, the Spurn Point coastguard reported that the S.S. *Sirius*, of Stockholm, bound for Hull, needed a doctor and would arrive off Spurn Point between eight and nine that evening. The life-boat reached her station again at 6.10 after standing by the *Monkton Combe*, and at 10.25 the coastguard stated that the *Sirius* was now in sight. At 10.30, as no other boat was available, the life-boat was launched with a doctor on board, and, in a light north-easterly breeze with a moderate swell,

she put the doctor on board. At 10.50 the doctor said he would remain in the steamer until she reached Hull, and the life-boat returned to her station, arriving at 11.35.—Paid Permanent Crew.

TWO YOUTHS IN DRIFTING BOAT

Walton and Frinton, Essex.—At 7.15 on the morning of the 18th of February, 1953, the coastguard reported that the S.S. *Arnhem*, coming from Holland, had sighted an open motor boat near Beach End buoy. The motor boat appeared to have broken down and to be drifting eastwards without gear, but with people on board. The life-boat *E.M.E.D.* was launched at eight o'clock in a calm sea, with a light north-westerly wind blowing, and began to search. At 9.20 she found the drifting boat two and a half miles east-by-north of Beach End buoy with two youths aboard. They had been absent without leave from an approved school since the night before and had taken the boat. The youths were given refreshments and taken to Harwich together with the boat. After the youths had been handed over the life-boat returned to Walton, which was reached at 12.45.—Rewards £21.

FORTY-HOUR SERVICE IN BAD WEATHER

Barra Island, Outer Hebrides.—At 6.50 on the morning of the 20th of February, 1953, the Stornoway coastguards reported that the trawler *Richard Crofts*, of Milford Haven, was ashore between Coll and Tiree. A strong south-south-westerly gale was blowing, with a very rough sea, and at 7.45 the life-boat *Lloyd's* put out and made for the position. A search of the area was made, but nothing was found until the late afternoon, when six bodies were seen floating off the north-east coast of Coll. They were taken aboard the life-boat. The *Richard Crofts* had been holed and had sunk, but four survivors of her crew of twelve had landed by raft at Cornaig Beach, Coll, and two bodies were recovered at the same spot. On her arrival at Tobermory to land the six bodies, the life-boat was directed to Oban. After spending the night on board, the life-

boat crew went to Oban, where the bodies were landed. They then returned to Barra Island, having been absent for about forty hours in very bad weather.—Rewards, £84 14s.

LEAKING STEAMER SAFELY BERTHED

Holyhead, Anglesey.—At 1.55 early on the morning of the 24th of February, 1953, the coastguard reported that a wireless message had been intercepted indicating that the S.S. *Larchfield*, of Liverpool, was ashore near Carmel Head, in Holyhead Bay, and in need of immediate help. The life-boat *St. Cybi*, Civil Service No. 9, was launched at 2.25 in a heavy ground swell with a south-south-westerly breeze blowing, and dense fog. At 3.5 the steamer was found pounding heavily, but the master refused to leave and asked for a final effort to be made to get the *Larchfield* off. The second coxswain was placed on board, and the ship was brought off the rocks on the rising tide. Although leaking badly, the *Larchfield* was taken to Holyhead by the second coxswain, with the life-boat leading, and safely berthed. The life-boat reached her station at 7.20—Property Salvage Case.

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

Barra Island, Outer Hebrides. — February 1st.—Rewards, £19 2s.

Clacton-on-Sea, Essex. — February 1st.—Rewards, £20 10s. 6d.

Wick, Caithness-shire—February 1st.—Rewards, £10 0s. 6d.

North Sunderland, Northumberland.—February 1st.—Rewards, £26 1s.

Sheringham, Norfolk. — February 2nd.—Rewards, £25 16s.

North Sunderland, Northumberland.—February 4th.—Rewards, £25 1s.

Southend-on-Sea, Essex. — February 5th.—Rewards, £15 5s.

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

Ilfracombe, Devon.—February 9th.—Rewards, £20 8s.

Ramsgate, Kent.—February 10th.—Rewards, £8 13s.

Lowestoft, Suffolk.—February 10th.—Rewards, £9 3s. 6d.

St. Peter Port, Guernsey.—February 14th.—Rewards, £8 15s.

Dover, Kent.—February 15th.—Rewards, £9 5s.

Dover, Kent.—February 16th.—Rewards, £10 15s.

Stornoway, Outer Hebrides.—February 17th.—Rewards, £8 15s.

St. David's, and Angle, Pembrokeshire. At 10.15 on the morning of the 17th of February, 1953, the St. David's coastguard asked if the St. David's life-boat would search for the pilot of a Sea Hornet aircraft who, it was thought, might have taken to a rubber dinghy after his machine had crashed the previous afternoon off St. Ann's Head. At 10.45 the life-boat *Civil Service No. 6* was launched and began to search. The Tenby coastguard informed the Angle life-boat station, and at 11.15 the life-boat *Elizabeth Elson* was also launched. Both life-

boats searched in a light westerly breeze with a moderate sea, but no trace of the pilot was seen, and they returned to their stations, Angle arriving at seven o'clock and St. David's at 7.15. A donation to the funds of the Institution was received from the owners of the aircraft.—Rewards: St. Davids, £22 2s.; Angle, £27 18s.

Dover, Kent.—February 17th.—Rewards, £8 5s.

Dungeness, Kent.—February 21st.—Rewards, £27 4s.

Humber, Yorkshire.—February 23rd.—Rewards, £12.

Portrush, Co. Antrim.—February 26th.—Rewards, £15 8s. 6d.

Weymouth, Dorset.—February 26th.—Rewards, £12 5s.

Cloughy, Co. Down.—February 28th.—Rewards, £16 8s.

Salcombe, Devon.—February 28th.—Rewards, £7 15s.

“The Brotherhood of Man:” A Tribute to the Life-boat Service*

DURING the war our life-boat men were condemned by some people because they rescued those, who (in the opinion of certain folk) should have been left to perish. Some of these angry people wrote letters to the papers to ask why the men who had come over to bomb us, should be saved from the sea. When this Life-boat Service, of which we are all so proud, was founded about one hundred and thirty years ago, it pledged itself to go to the rescue of all in peril on the sea around the shores of Britain without distinction of race, and to do this in peace and in war. The Life-boat Service is at the command of any human beings needing its aid. Had that pledge been broken, even under the provocation of bombing, should we in this country have had for the Service the respect we have? No, we should not.

It is not only the courage displayed that we admire so much, but the fact

that the Life-boat Service stands for an ideal. In a dark, menacing world it has never wavered in its carrying out of the Christian teaching of the brotherhood of man. Vast numbers of us give lip service to that ideal, but taking the world as a whole there is not much sign that races, nations, religions or Churches, regard those of other races, nations, religions and Churches as brothers. They may say they do, but “actions speak louder than words.” The men of the Life-boat Service say little, but they act as though all men are their brothers. The Service is a moral lighthouse sending out its radiance over stormy seas that threaten to overcome us all. This is one very important reason for our enormous respect for it, and it is a reason that is not mentioned as often as it ought to be.

*From an article on the Life-boat Service in *The Quiver*, reproduced by very kind permission of its author, Mrs. Ruth Harrison, and the editor.

The Duke of Montrose

THE DUKE OF MONTROSE has been compelled by ill-health to give up the work which, for many years, he has done for the Life-boat Service, as a member of the Committee of Management of the Institution and its treasurer, and as chairman of the Scottish Life-boat Council.

As Marquis of Graham he was elected a member of the Committee of Management about 1907. He resigned in 1910. In 1924 he was appointed a vice-president of the Institution, and as such he again became a member of the Committee of Management. In 1927 his active work for the Service began, and it has continued for over a quarter of a century. It was in that year, largely through him, that the Institution held a conference in Scotland, at which it was decided to form a Scottish Life-boat Council. The Duke was elected its chairman. He has been its chairman ever since. The measure of the success of his work is in two figures. In 1927 the year in which

the council was formed, Scotland contributed to the Life-boat Service £11,858. In 1952 she contributed £47,556.

The Duke was a very active chairman of the Council, presiding at all its meetings, visiting the Scottish branches, attending their meetings, and taking a personal part in many of their other functions. He also took an active part in the work of the Committee of Management, made a broadcast for the Service in the "Week's Good Cause" in 1946, attended the Fifth International Life-boat Conference held in Oslo in 1947, and from 1947, until he resigned in December 1952, was the Institution's treasurer. Though he has now been compelled to give up his active life-boat work, he remains a vice-president of the Institution, and at the meeting of the Scottish Council in April, 1953, at which his resignation as its chairman was very regretfully accepted, he was elected the Council's honorary president.

Life-boat Broadcasts in 1952

THE first of the life-boat broadcasts in 1952 was in Children's Hour, on the 25th of January. It was in a series called "I'm Proud of My Father," and the narrator was Miss May Newlands, daughter of Coxswain Duncan Newlands, of Campbeltown, who won the bronze medal for gallantry in 1942 and again in 1946. The broadcast was written by Mrs. Angus MacVicar, in a series of "dramatised episodes" in which the coxswain himself appeared, describing some of the exciting rescues carried out by the Campbeltown life-boat.

The second broadcast was on the 19th of March, and again it was in the Children's Hour. It was called "Down the Slipway." In it Mr. Barrie Edgar interviewed Coxswain Denis Price of Margate, who, eight months later, was to win the Institution's silver medal for gallantry. The broadcast ended with the sound of the

maroons and the launch of the life-boat.

On the 16th of October the Life-boat Service appeared as the third in a series of broadcasts by Mr. Stephen Grenfell, produced by Mr. R. D. Smith, called "Special Duty." The first was on the work of the railway breakdown gang, and the second on the treatment of children who have been burnt through carelessness with fires in their own homes. The third, "Rescue by Life-boat," was a service by the Walmer life-boat to a steamer wrecked on the Goodwin Sands.

On Christmas Day the B.B.C. broadcast in "Christmas Round Britain" the annual carol-singing by members of the Mousehole Fishermen's Choir, and Miss Margaret Drew, the daughter of the motor mechanic of the Penlee life-boat, over the life-boat's radio telephone to the three keepers of the Wolf Rock Lighthouse off Land's End.

The Service Boards of Rye Harbour

ON Sunday the 27th of July, 1952, a service was held in the Church of the Holy Spirit, at Rye Harbour, to celebrate the centenary of the first recorded rescue, in August 1852, by the Rye Harbour life-boat, known at first as the Winchelsea life-boat, though manned by men from Rye Harbour.

The station was closed after the disaster on the 15th of November, 1928, when the life-boat capsized with the loss of her whole crew of 17 men. It was closed because there were no longer the men in that little village to man the life-boat.

The service-boards of the station were then presented by the Institution to the Mayor of Rye, and were placed at the Sailors' Home, but as they stood in the open and suffered from the

weather, the Institution recently had new boards painted and offered them to the Church to be kept there as a permanent memorial of the station. They are entitled "Lives rescued by life-boats manned by the intrepid men of this village." At the service on the 27th of July the boards were handed to the church by Air Vice-Marshal Sir Geoffrey Bromet, K.B.E., D.S.O., now a member of the Committee of Management of the Institution, and at that time Lieutenant Governor of the Isle of Man, the birth place of the Institution. They were accepted by the Vicar and dedicated by the Bishop of Lewes. The Institution was represented at the ceremony by two of its Vice-Presidents, Sir John G. Cumming, K.C.I.E., C.S.I., and Mr. T. O. Gray, J.P.

150 Years Old

IN 1950 the Committee of Management of the Institution resolved that life-boat stations which had been presented with a vellum to commemorate the completion of a hundred years would be presented with another to mark the completion of a hundred and fifty years.

Three life-boat stations celebrated the hundred and fiftieth anniversary of the foundation in 1951: Lowestoft, Montrose and Scarborough; and six in 1952: Aberdeen, Douglas, Holy Island, Ramsgate, Redcar and Whitby. Except at Aberdeen and Ramsgate, where ceremonies are still to take place, a vellum was presented to each station by the Institution, signed by the Duchess of Kent as its president, expressing the Institution's appreciation of the voluntary work of the officers and committee of the station and the devotion and courage of the life-boat crews.

LOWESTOFT, SUFFOLK

In 1801 a life-boat built by Henry Greathead, the builder of the *Original*, was stationed at Lowestoft. The Institution has no records of the work of this life-boat, which was replaced

in 1807 by the *Francis Ann*. The *Francis Ann* was built for the Suffolk Humane Society by Messrs. Sparham, of Lowestoft, under the superintendence of Lionel Lukin, the London coach builder, and is second only in importance to the *Original*, for she was the first of the sailing life-boats and is the direct ancestor of the later Norfolk and Suffolk type of boat. The *Francis Ann* served at Lowestoft until 1850 and so far as can be ascertained rescued 300 lives. In 1855 the Institution took over the station, and in 1869 a second station was established at Lowestoft. This station was maintained until 1913. The two stations have had twelve life-boats and have rescued over 1,200 lives. Two gold, nineteen silver and ten bronze medals have been awarded to Lowestoft men for gallantry.

The vellum was presented to Lowestoft by Lady Somerleyton, J.P., the branch president, at a dinner held on the 30th of January, 1952.

MONTROSE, ANGUS

Montrose was one of the five places in Scotland to have a life-boat built by Henry Greathead, the other four

being Aberdeen, Arbroath, Ayr and St. Andrews. The first Montrose boat went to the station in 1800. This is the oldest station in Great Britain and Ireland. From 1869 to 1950 two life-boat stations were maintained there. They have had fifteen life-boats which have rescued 516 lives. Fourteen silver medals have been awarded to Montrose men for gallantry. Seven of them were awarded for rescues by men who were not themselves life-boat men. The Norwegian Government awarded medals and diplomas for a service to a Norwegian vessel in 1916.

The vellum was presented by Commodore the Duke of Montrose, K.T., C.B., C.V.O., V.R.D., R.N.V.R., at a whist drive and dance held at Montrose on the 3rd of October, 1951.

SCARBOROUGH, YORKSHIRE

The first life-boat was stationed at Scarborough in 1801, a year before the neighbouring station at Redcar was established. The Scarborough station was taken over by the Institution in 1861, and since then its life-boats have rescued 409 lives. Twelve silver and three bronze medals have been awarded to Scarborough men for gallantry. There have been thirteen life-boats at Scarborough.

The vellum was presented by the Marchioness of Carisbrooke, G.B.E., after she had named the *E.C.J.R.* life-boat at the South Bay, Scarborough, on the 15th of June, 1951.

ABERDEEN

The first life-boat at Aberdeen was built by Henry Greathead, builder of the *Original*, but of the work of this life-boat the Institution has no records. In 1853 the Harbour Commissioners stationed a life-boat at Aberdeen. This was known as the "beach life-boat." In 1875 they stationed a second life-boat which was known as the "harbour life-boat." These two life-boats remained in service until 1925.

At the beginning of that year, at the request of the Harbour Commissioners, the Institution took over the stations, the Commissioners agreeing to contribute £550 a year towards their maintenance and handing over to the Insti-

tution a legacy received in 1894 to provide a life-boat at Aberdeen, which by 1925 amounted to £3,000. At Torry and North Pier shore life-saving apparatus is maintained by the Institution and manned by men in its service. They have rescued 41 lives. Since 1925 the Aberdeen life-boats have rescued 131 lives. Three silver medals and five bronze medals have been awarded to Aberdeen men. There are at present two life-boats at Aberdeen.

DOUGLAS, ISLE OF MAN

As soon as Sir William Hillary, of Douglas, had seen his appeal for a national life-boat service answered by the founding of the Institution in 1824, he set to work to organise a district life-boat association in the Isle of Man. In 1824 a station was established at Douglas. This was followed by a station at Castletown, which was closed in 1922. The Peel Station was established in 1828 and the Ramsey station in 1829, so that within six years of the founding of the Institution, at a time when there were only 45 life-boats on the entire coasts of the United Kingdom, there were four stations in the Isle of Man. About the middle of the last century they were allowed to fall into decay, but after the Institution had been reorganised in 1851 there was a revival of the Isle of Man stations.

Since 1850 the Douglas life-boats have rescued 123 lives. Sir William Hillary won the Institution's gold medal three times, and he was also awarded the gold medal as the Institution's founder. His son, Augustus William Hillary, won the silver medal for gallantry. In addition, one gold medal and eleven silver medals have been awarded to Douglas men for their services. There have been seven life-boats stationed at Douglas.

The vellum was presented on 15th February, 1953, by H. E. the Lieutenant-Governor of the Isle of Man, Sir Ambrose Dundas Flux Dundas, K.C.I.E., C.S.I., and received by the chairman of the Douglas branch, Mr. A. J. London. The ceremony took place at the annual meeting of the Douglas branch.

HOLY ISLAND, NORTHUMBERLAND

The station was established in 1802, its first life-boat being built by Greathead. Since 1867 there have been two stations at Holy Island and they have had altogether ten life-boats. Two of these life-boats were named *Grace Darling*.

The Institution has no record of the work of the first life-boat, which served until 1829, but since then the Holy Island life-boats have rescued 336 lives. One gold, eight silver and two bronze medals have been awarded by the Institution to Holy Island men.

The vellum was presented on 14th of August, 1952, by Mrs. R. Crossley, vice-president of the Berwick Ladies' life-boat guild, and was received by the coxswain, Mr. Henry Walker. The ceremony took place near the boathouse and attracted a large crowd of holiday-makers. In honour of the occasion the life-boat from Berwick paid a courtesy visit to Holy Island.

RAMSGATE, KENT

The Ramsgate station was established in 1802, its first life-boat being built by Greathead. In 1863 the Institution stationed a life-boat at Ramsgate, and from then until 1922 the station was maintained jointly by the Institution and the Board of Trade, the Institution supplying and maintaining the life-boats, while the Board of Trade bore the cost of maintaining the station and rewarding the crew, and placed a tug at the disposal of the life-boat for towing her out to vessels in distress.

In March, 1922, the Institution took over full financial responsibility for the station. The Ministry of Transport, which at the same time relieved the Board of Trade of its duties in connection with the harbour, continued to supply a tug until 1925, when the Institution placed the present life-boat *Prudential* at Ramsgate.

Altogether Ramsgate has had eight life-boats. Three of them, which were at the station from 1877 to 1905, were gifts from the City of Bradford. Since 1865 the Ramsgate life-boats have rescued 1,642 lives, the third largest figure for the British Isles.

Two gold medals, thirty-six silver medals, and one bronze medal have been awarded for gallantry. In addition Ramsgate has received awards from the President of the United States and the thanks of the German Government.

REDCAR, YORKSHIRE

The station at Redcar is the second oldest of the stations maintained by the Institution. It was established in 1802. The first Redcar life-boat was the *Zetland*. She was built in 1800 by Greathead and she was not replaced until 1867. She actually carried out a service in 1880 when no other life-boat was available, and her length of service is therefore unique. There have been seven life-boats stationed at Redcar, and since 1850 they have rescued 289 lives. A silver medal was presented to a coxswain in 1857 for long service.

The vellum was presented by Alderman B. O. Davis on 2nd August, 1952, and was accepted by the Mayor of Redcar, Councillor R. Cowie, J.P., who handed it over to Mr. W. Stott, honorary secretary, who received it on behalf of the Redcar branch. The ceremony took place in a thunderstorm, and the *City of Leeds* was launched and visited Saltburn and Marske in support of their life-boat days.

WHITBY, YORKSHIRE

According to a Whitby historian, Dr. Young, Whitby possessed a life-boat in 1798. Of this the Institution has no record, but in 1802 Henry Greathead, builder of the *Original*, built a life-boat for Whitby. The station was taken over by the Institution in 1861. A second station was established there in the same year, and a third station in 1919, which was equipped with a motor life-boat. In addition to these three stations, there was a station at Uppang, which was closed when the Whitby motor life-boat station was opened. These four stations had altogether twenty-four life-boats. They have rescued 813 lives. Six gold, thirteen silver and

nine bronze medals have been awarded to Whitby men for gallantry. Today there are two life-boats at Whitby.

The vellum was presented on 30th of October, 1952, by Miss C. Yeoman, honorary secretary of the ladies' life-boat guild, to Councillor J. C. Stoney, Chairman of Whitby Urban District

Council, and received on behalf of the Literary and Philosophical Society for safe keeping in the Museum by Miss D. M. Walker, president of the ladies' life-boat guild and one of the Museum's honorary curators. The ceremony took place at the Pannett Art Gallery.

Three Station Secretaries

THE Institution has recently lost three very distinguished secretaries of life-boat stations, for whose long services it is very grateful.

Mr. Alexander Robertson, of Eastbourne

Mr. Alexander Robertson, of Eastbourne, died on the 15th of November, 1952, at the age of 83. He was honorary secretary of the station from December 1923 to March 1949. During those twenty-six years he devoted himself with the greatest enthusiasm to the work of the station and took a deep personal interest in the welfare of the crew. It was said of him that he was never happier than when he was out with them in the life-boat on exercise. In 1925 he was awarded the Institution's gold badge, for distinguished honorary services, and in 1926 its inscribed binoculars. In 1949, on his retirement, he was elected an honorary life-governor, the highest honour which can be given to an honorary worker. His funeral was attended by the whole crew, and by past members of the crew, and his ashes were scattered at sea from the life-boat.

Mr. Claude Hart, of the Lizard

Mr. Claude M. Hart of The Lizard, who died on the 6th of November, 1952, at the age of 83, had served for thirty-nine years as honorary secretary of the station when he retired in 1948. During those thirty-nine years the life-boats at The Lizard rescued 269 lives. Mr. Hart was appointed in 1909. In 1912 he received a special letter of thanks, in 1919 he was presented with inscribed binoculars, in 1931 he received the gold badge, awarded only for distinguished honorary services, and in 1933 a letter of appreciation for his

part in a dangerous launch of the life-boat in a very heavy sea with a whole gale blowing. In 1948 he was presented with an inscribed barometer, and on his retirement he was elected an honorary life-governor of the Institution, the highest honour which it can give to an honorary worker. Mr. Hart was an artist who gave his whole life to the sea, and some of his paintings have been reproduced in the Institution's journal, and in its annual, *The Story of the Life-boat*. Among them was one of the White Star cargo vessel the *Bardic*, aground off The Lizard, from which the life-boat rescued the crew of ninety-three in 1929.

Mr. W. J. B. Moncas, of Rosslare Harbour

Mr. W. J. B. Moncas, of Rosslare Harbour, died on the 18th of October, 1952, at the age of 65. He had been secretary of the life-boat station for twenty-four years, taking part regularly in the services of the life-boat. Four times he received awards or letters from the Institution for his part in rescues. In 1926 he was awarded inscribed binoculars for putting out in a small boat, with several others, in a rough sea, and rescuing the crew of seven men of a fishing boat. In 1929 he won the bronze medal for his share in a very dangerous service, the rescue by night in a whole gale of the crew of the schooner *Mountblairy*, as she lay surrounded by rocks. In 1939 he received a letter of thanks for his share in a rescue on a night of January, in a very rough sea, when he went out without waiting to dress, in pyjamas and an overcoat. Just a year later he received yet another letter of thanks for another night service in January when the life-boat was out for ten hours in a whole gale.

Awards to Coxswains and Life-boatmen

To WILLIAM SWANKIE, B.E.M., on his retirement after serving for 17½ years as coxswain and 3½ years as second coxswain of the Arbroath life-boat, a coxswain's certificate of service and an annuity.

To LESLIE C. PENNYCORD, on his retirement, after serving for 16 years as coxswain and 4 years as second coxswain of the Selsey life-boat, a coxswain's certificate of service and an annuity.

To STANLEY T. SMITH, on his retirement, after serving for 8 years as coxswain and 11½ years as second coxswain of the Yarmouth, Isle of Wight, life-boat, a coxswain's certificate of service and an annuity.

To CECIL G. IRWIN, on his retirement, after serving for 7½ years as coxswain and 13 years as second coxswain of the Ilfracombe life-boat, a coxswain's certificate of service.

To WILFRED ELDER, on his retirement, after serving for 9 months as coxswain and 5 months as second coxswain of the Whitby No. 1 life-boat, and 6½ years as coxswain, 9 years as second coxswain and 1½ years as bowman of the Whitby No. 2 life-boat, a coxswain's certificate of service.

To DOUGLAS S. KIRKALDIE, on his retirement, after serving for 6½ years as coxswain, 4 years as second coxswain and 5 years as bowman of the Ramsgate life-boat, a coxswain's certificate of service and an annuity.

To DENIS DRISCOLL, on his retirement, after serving for 5½ years as coxswain and 18½ years as bowman of the Courtmacsherry Harbour life-boat, a coxswain's certificate of service and an annuity.

To ROBERT W. RICHARDSON, on his retirement, after serving for over 5 years as coxswain of the Whitby No. 1 life-boat and being associated with the Whitby life-boats for 25 years, a life-boatman's certificate of service and a gratuity.

To WILLIAM MCCONNELL, on his retirement, after serving for 4½ years as coxswain and 2 years as second coxswain of the Portpatrick life-boat, and 13 years as a member of the crew of the Port Logan life-boat, a life-boatman's certificate of service.

To DENIS WHELTON, on his retirement, after serving for 24½ years as second coxswain of the Courtmacsherry Harbour life-boat, a life-boatman's certificate of service and an annuity.

To HAROLD J. BRAUND, on his retirement, after serving for 16 years as second coxswain and 15 years as a member of the crew of the Clovelly life-boat, a life-boatman's certificate of service and an annuity.

To RICHARD H. CANN, on his retirement, after serving for 11 years as second coxswain and 8½ years as bowman of the Appledore life-boat, a life-boatman's certificate of service and an annuity.

To JAMES FINDLAY, on his retirement, after serving for 8 years as second coxswain and 10 years as a member of the crew of the Montrose life-boat, a life-boatman's certificate of service and a gratuity.

To SAMUEL ASHBROOK, on his retirement, after serving for 5½ years as second coxswain and 8 years as a member of the crew of the Pwllheli life-boat, a life-boatman's certificate of service.

To NORMAN MORRISON, on his retirement, after serving for 1½ years as second coxswain, 3½ years as bowman and 28 years as a member of the crew of the Falmouth life-boat, a life-boatman's certificate of service and a gratuity.

To JOHN CLAGUE, on his retirement, after serving for 12½ years as bowman and 24 years as a member of the crew of the Douglas life-boat, a life-boatman's certificate of service and an annuity.

To LAURENCE SIMPSON, on his retirement, after serving for 11½ years as bowman and 1½ years as a member of the crew of the Lerwick life-boat, a life-boatman's certificate of service and an annuity.

To FREDERICK C. TATEM, on his retirement, after serving for 10½ years as bowman of the Appledore life-boat, a life-boatman's certificate of service and an annuity.

To WILLIAM MILLER, on his retirement, after serving for 6½ years as bowman and 11 years as a member of the crew of the Wick life-boat, a life-boatman's certificate of service and a gratuity.

To GEORGE DALLY, on his retirement, after serving for 18½ years as motor mechanic, 3 years as second coxswain and 9 months as bowman of the Coverack life-boat, a life-boatman's certificate of service and an annuity.

To JOHN JONES, on his retirement, after serving for 14½ years as motor mechanic of the Holyhead life-boat, a life-boatman's certificate of service, a gratuity and a retirement allowance.

To ALEXANDER FYVIE, on his retirement, after serving for 4½ years as assistant motor mechanic and 7 years as a member of the crew of the Yarmouth, Isle of Wight, life-boat, a life-boatman's certificate of service and a gratuity.

General Sir Reginald Wingate

By the death of General Sir (Francis) Reginald Wingate, Bt., G.C.B., G.C.V.O., G.B.E., K.C.M.G., D.S.O., on the 28th of January, 1952, at the age of 91, the Committee of Management lost one of their most distinguished members. He became a

member of the Committee in 1932, was elected a vice-president in 1945, and up to the end of his very long life he continued his interest in the Institution's work. He was also for very many years a vice-president of the Dunbar and Skateraw station branch.

Gift from Tasmania

THE Institution has received a gift of £100 from Tasmania for the benefit of the life-boat station at Southend-

on-Sea. The donor's aunt lived in Southend for many years and was a contributor to the branch.

An Indian Applicant

THE Institution has had a letter from a consulting engineer in Travancore-Cochin, India, asking to be told how he "can get selected as a life-boatman in the Royal National Life-boat Institution in England." He is, he says, a

student of Madras University, has received his military training, is an efficient swimmer, knows how to rescue the drowning, can drive boats and has had considerable experience in working a bulldozer.

A Mysterious Gift

ON the balustrade in front of the headquarters of the Institution stands a half model of a life-boat which is

also a collecting-box. When the box was opened on the morning of the 18th of April 84 farthings were found in it.

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 August, 1953.

Coronation Supplement

The Royal Family and the Life-boat Service*

WHEN the Life-boat Service was founded, at a meeting in the City of London, in 1824, King George IV became its Patron, and five of the royal dukes its vice-patrons—York, Clarence, Sussex, Cambridge and Gloucester.

So the Service began at once to justify the belief of its founder, Sir William Hillary, that it was "a cause which extends from the palace to the cottage . . . and which addresses itself with equal force to all the best feelings of every class in the state."

When the Duke of Clarence succeeded George IV, in 1830, as William IV, he, in turn, became the Institution's Patron, but the head of George IV remained on its medals for gallantry through the seven years of his reign and through the first twenty-five years of Queen Victoria's. It was not until 1862 that it was replaced by the head of the Queen.

Queen Victoria and the Prince Consort

In the first report of the Institution are the names only of men. Even among the subscribers are not more than a dozen names of women. Men founded the Institution. They set it on its way. Not until it was thirteen years old does a woman's name appear, when, on her accession to the throne in 1837, Queen Victoria became Patron. The next year another famous woman's name appears, the first woman to win the Institution's medal for gallantry—Grace Darling.

The Queen was married in 1840. Ten years later her husband, the Prince Consort, became a Vice-Patron. That was in 1850, the year in which he was preparing the Great Exhibition of 1851. It was, too, the year before Rear-Admiral the Duke of Northumberland became President of the Institution, and—in the word used at the time—the Life-boat Service was "renovated". When the Prince Consort died, in 1861, the Institution acknowledged its debt in that work of

renovation, and the help which he had given it as "a liberal annual subscriber."

In the early days of the Life-boat Service not only our own Royal Family but foreign royalties gave it their names and their help. Besides the five royal dukes, who were the original vice-patrons, there was a sixth, Prince Leopold of Saxe-Coburg, Queen Victoria's uncle. As King Leopold of the Belgians he continued to be a vice-patron. Among the foreign subscribers to the Institution were the Emperor of Austria and the Emperor of the French. Among those who made gifts to it were the King of Prussia and the Queen of Rumania.

Queen Victoria herself gave two boats. The estate of Samuel Fletcher of Manchester, who had died without making a will, came to the Queen in right of the Duchy of Lancaster. Part of it was given to the Institution to build a life-boat, the *Samuel Fletcher of Manchester*. She was stationed at Blackpool. A second *Samuel Fletcher* replaced her in 1896, and between them the two boats served at Blackpool for forty-four years.

Two years after the gift of the *Samuel Fletcher*, in the year of the Queen's Golden Jubilee, the Institution, with the Queen's consent, decided to build, and to maintain in perpetuity, a life-boat named after her. The first *Queen Victoria* was stationed at Bembridge, and named by the Queen's daughter-in-law, the Duchess of Edinburgh. The second was at Porthoustock. The third is stationed today at Guernsey. The three boats between them have rescued 227 lives.

When the Queen died in 1901, she had been the Patron of the Service for the sixty-three years of her reign. She had been "one of its largest annual subscribers," and to the end of her reign the Institution's medals for

* This account of all that the Royal Family has done for the Life-boat Service appears also in the Coronation Number of the *Story of the Life-boat* with 32 pages of pictures.

gallantry had born the head of the Queen, which had first been struck for them in 1862.

King Edward VII and Queen Alexandra

It was King Edward VII, as the young Prince of Wales, who began the more intimate and active association of the Royal Family with the Life-boat Service, which has continued through three generations to the reign of Elizabeth II. In 1863, at the age of twenty-two, he became vice-patron in succession to his father. The original vice-patrons—the royal dukes and the King of the Belgians—were now dead. The Queen was Patron, the Prince of Wales the only vice-patron. So it was for the next twenty years.

Seven years before he became vice-patron, one of the Padstow life-boats had been named after him, *Albert Edward*. Then, in 1864, the Berwick-on-Tweed life-boat was named *Albert Victor* after his first child, the Duke of Clarence, born in that year. For seventy-three years there was an *Albert Edward* in the fleet, and five life-boats bore the name. The first two were at Padstow from 1856 to 1883, the second being a gift from the City of Bristol. Then, while the second was still in service, another *Albert Edward*, a gift from the Freemasons of England, in gratitude for the Prince's safe return from his Indian tour, was stationed at Clacton-on-Sea in 1878. She was succeeded there by two more, and the third was not withdrawn from service until 1929. In those seventy-three years the five *Albert Edwards* rescued exactly 700 lives.

Edward VII, as Prince of Wales, was the first member of the Royal Family to preside at the Institution's annual meeting. This was in 1867. He presided again in 1884 and yet again in 1893. At that last meeting, in reply to a vote of thanks to him, he said:

"Be assured I always have taken, and always shall take, the very liveliest interest in the success of this great and most important Institution. I do not consider that in this world there can be a finer service than this one in which men are called upon at all hours of the day and night to give their services, frequently at imminent risk

to their lives, to save their fellow creatures from the frightful death of drowning. This is, to my mind, one of the noblest and finest services to which a human being can belong."

He spoke again, in 1899, at a dinner on behalf of the London Life-boat Saturday Fund, of which his son, the Duke of York (later George V) was president. At that dinner he made four speeches, in proposing the health of the Queen, in replying to the toast of other members of the Royal Family, in proposing the toast of the Army and Navy, and then, in a long speech, in proposing the toast of the London Life-boat Saturday Fund.

The Princess of Wales became a vice-patron in 1883. In 1913 she became a Patron. She remained a Patron until her death in 1925. She had then been associated with the Service for forty-two years. For an even longer time—for fifty-two years—life-boats named *Alexandra* were on the coast. There were three of them, built out of the same gift from the Freemasons of England, which had built the three *Albert Edwards* at Clacton-on-Sea. They were stationed at Hope Cove, Devon, from 1878 to 1930 and they rescued sixty-four lives.

Both the Prince and the Princess showed their interest in the Service in very personal ways. They received at Marlborough House Robert Egerton of Clacton-on-Sea, coxswain of the life-boat *Albert Edward*, and Rowland Hughes, coxswain at Moelfre, Anglesey, who was retiring that year, 1884, at the age of eighty-two. The Princess presented to them medals awarded by the Institution. In 1892, when the first steam life-boat, the *Duke of Northumberland*, was at Cowes, on her way from Harwich to Holyhead, the Prince of Wales went for a trip in her. Next day the German Emperor, Wilhelm II, also went a trip in her. In 1899 the Prince became the first royal President of the Service, and two years later, on the death of Queen Victoria, he succeeded her as Patron.

As King and Patron, Edward VII continued his personal interest in the Service, and a year after his succession he received at Sandringham James Haylett, of Caister. The new Prince of Wales (George V), who had just

become the Institution's President, and the new Princess of Wales (Queen Mary) were also present. It was two months after the disaster at Caister, when the life-boat, by night, was driven ashore and capsized in the surf, pinning her crew beneath her. Eight of them were drowned. Three were rescued by James Haylett, then aged seventy-eight, and one of his grandsons, who went into the surf at the risk of their lives. The Institution awarded James Haylett its gold medal for gallantry, and the King presented it. To the King's delight James Haylett "earnestly expressed the hope that His Majesty would live to be a hundred years old and then die and go to heaven."

Three months later came King Edward's last recorded meeting with the Life-boat Service. He was visiting the Isles of Scilly, and went out in a steam launch with Colonel T. A. Dorrien Smith, the president of the Institution's Scillies branch, and father of Major A. A. Dorrien Smith, D.S.O., who is now the president. Colonel Dorrien Smith told him of a recent good service by the life-boat. Just afterwards a boat passed them and he pointed it out as the boat of the coxswain, Eustace Thomas, with the man himself on board. They could not stop and speak, but all that the King could do he did. He raised his cap and bowed to the coxswain.

When King Edward died in 1910 he had been associated with the Service for forty-seven of his sixty-eight years.

Admiral of the Fleet the Duke of Edinburgh

Queen Victoria's second son, Prince Albert, the Duke of Edinburgh, who went into the Navy and became an admiral of the fleet before succeeding to the dukedom of Saxe-Coburg and Gotha, also took a personal interest in the Service.

As a captain in the Navy, he presided at the Institution's annual meeting of 1872, and from 1879 until 1882, as Admiral Superintendent of Naval Reserves, he was an *ex-officio* member of the committee of management. In 1881 he presented at Ramsgate the gold medal awarded to Coxswain Charles Fish, and the silver medals

awarded to the eleven members of his crew, for the most famous life-boat service of the nineteenth century, the service to the barque *Indian Chief*.

In the same year the Duke and Duchess of Edinburgh became the only two members of the Royal Family to be rescued by a life-boat. They had gone in H.M.S. *Lively* to Sidmouth and put off from her in a pinnace. There was an increasing swell; the pinnace nearly capsized; and the life-boat, which was waiting to be inspected, went out and brought them ashore.

Their interest in the Life-boat Service had already been recognised when they were married. The Duchess was the only daughter of the Emperor of Russia. She was Patroness of the Russian Association for the Rescue of Shipwrecked Crews, and the wedding gift of the British residents in St. Petersburg was two life-boats built in England, and named *Alfred* and *Marie*, to be stationed on the coast of Russia.

The Duke became a vice-patron of the Institution in 1883, and as Duke of Saxe-Coburg and Gotha spoke at a meeting in the City of London in 1894, which led to the founding of the City of London Branch of the Institution.

Other Children of Queen Victoria

The Princess Louise, Duchess of Argyll, was first associated with the Service when she attended the naming ceremony of the *Atherfield*, Isle of Wight, life-boat in 1891. Four years later she was in Manchester receiving purses from the Manchester and Salford ladies of the Life-boat Saturday Fund. In 1923 she became Patron of the newly-formed Ladies' Life-boat Guild, and speaking that year at a conference of life-boat workers she said: "It is a great pleasure and distinction to be the Patron of the Ladies' Life-boat Guild. . . . No Institution can go nearer to the hearts of our women with more penetrating interest, love and sympathy." In the same year, and the next year, she visited flag day depots in Kensington, and in the year after was at the meeting in London of the general council of the guild where, with the Prince of Wales, she personally welcomed the

150 members. She was at the *matinée* at the Victoria Palace, London, with Queen Mary, in 1922, to see the Citroën film of the crossing of the Sahara Desert; at the life-boat variety *matinée* at the Hippodrome, London, in 1930, with the King, Queen and Prince of Wales, and at the annual meeting of the Institution the following year. She remained the Patron of the Guild until her death in 1939.

Field-Marshal the Duke of Connaught spoke at the annual meeting of the Institution in 1917, and made personal appeals for the Service to all the corps, including the Grenadier Guards, of which he was colonel-in-chief.

The Princess Beatrice, Queen Victoria's youngest child, who had first been associated with the Service when she opened a life-boat *fête* in York in 1905, became Patron of the Isle of Wight branch in 1920, and remained Patron until her death in 1944.

The Princess Marie Louise, daughter of Queen Victoria's daughter Princess Helena and of Prince Christian of Schleswig-Holstein, has for the past five years taken part in the work of the Central London branch, as president of its bridge party committee, and has spoken at the bridge parties and the annual conference of the life-boat workers in Greater London.

George V and Queen Mary

Like his uncle, the Duke of Edinburgh, George V was trained for and served in the Navy. As Lieutenant Prince George of Wales, R.N., he became a vice-patron of the Institution in 1891, and three years later as Captain the Duke of Cornwall and York, R.N., he joined its committee of management and served as a member until 1901. In 1895 he became president of the Life-boat Saturday Fund, and the next year presided at the annual meeting of the Institution. Speaking in the name of the Navy and the merchant service, he said that the men of both had the greatest admiration for the life-boat crews.

In 1902, as Prince of Wales, he became the Institution's President. In the same year, when visiting Yorkshire, he met John Owston, the cox-

swain of the Scarborough life-boat, and gave him two silver-mounted briar pipes with the royal monogram on them. In 1908 he received at Marlborough House Coxswain John Owen of Holyhead, and presented to him the Institution's gold medal for gallantry.

Queen Mary, as Duchess of Cornwall and York, became president of the Ladies' Auxiliary of the Life-boat Saturday Fund in 1895. In 1902, as Princess of Wales, she became a vice patron of the Institution, and in 1903 she received purses for the Life-boat Service at Marlborough House from 125 ladies from all parts of the country.

The Prince and Princess both attended a life-boat *matinée* at the Alhambra in 1902, and in 1909, when visiting the Duchy of Cornwall, saw a launch of the Newquay life-boat and went aboard her.

As King and Queen they continued to show their interest in the Service. The King became its Patron on his accession to the throne, and the Queen a year later. For the first time the Institution had two Patrons. In 1913 the King went afloat at Cowes in a motor life-boat just about to sail for Beaumaris. During the war of 1914-18 he sent two special messages to the Service, in 1915 and 1917, thanking its men for their gallantry and for carrying on "the splendid tradition of an Institution with which the King is proud to have been for so many years so closely identified."

When the Service ended its first 100 years in 1924, he received at Buckingham Palace seven of the eight living holders of the gold medal and presented each of them with the Empire Gallantry Medal, and he sent a message to the delegates at the first International Life-boat Conference, then being held in London, in which he said: "I rejoice that the Prince of Wales succeeded me in the position of President of a society of which I am proud to be Patron."

The King and Queen showed their interest in other ways. In 1922 Queen Mary attended a *matinée* in aid of the Service at the Victoria Palace in London, to see the film of the Citroën expedition of tracked motor vehicles, which had crossed the Sahara Desert,

and a programme of French artists; and in 1930, the King and Queen, as well as the Prince of Wales and Princess Louise, Duchess of Argyll, were at the life-boat variety matinée at the Hippodrome in London.

For forty-six of his seventy-one years, King George was personally associated with the work of the Service. Queen Mary was associated with it for fifty-seven of her eighty-five years, only six years fewer than Queen Victoria.

Edward VIII, as Prince of Wales

It was at the same station of Newquay, in the Royal Duchy of Cornwall, where King George and Queen Mary saw a launch of the life-boat (down the steepest slipway on the coast) that their sons first met the Service. Prince Edward and Prince Albert (Edward VIII, now Duke of Windsor, and George VI) first met it in 1911, when they were cadets at the Royal Naval College at Dartmouth, and Prince Henry (the Duke of Gloucester) and Prince George (the Duke of Kent) two years later.

Eight years after his first sight of a life-boat in action—as soon as the war of 1914 to 1918 had ended—Prince Edward, who was now the Prince of Wales, became the Institution's President. He lost no time in showing his interest in the Life-boat Service, and that interest continued, and grew, during the next seventeen years. In 1921 he presided for the first time at the annual meeting. There he met the whole of the crew from Fishguard, in South Wales, and presented the gold medal won by Coxswain John Howells, and silver and bronze medals won by the other members of the crew, for the rescue, in extreme danger, of the crew of the Dutch motor schooner *Hermína*. There, too, he announced that a Ladies' Life-boat Guild had been formed to unite all women working for the Life-boat Service. The appeal which he then made for the Service was taken up at once by the Press. *The Times* said: "To the public, to the Army, to the great cities, to the shipping community and to the women of the nation the Prince made a special appeal for willing help. In the name of 'the glory and tragedy' of the

Life-boat Service it cannot be that he will appeal in vain."

That was the first of five annual meetings at which he presided. The other four were in 1924 (the centenary year), 1928, 1931 and 1934. He spoke in other places, at a meeting of the general council of the Ladies' Life-boat Guild in London in 1925, where the 150 members of the council were presented to him, and at a Scottish Life-boat Assembly in Edinburgh, in 1929, where he met the most distinguished of the Scottish coxswains.

At the annual meeting in 1928 he said: "Since my recent appointment to that high position as Master of the Merchant Navy and of the Fishing Fleets, I am even prouder than before to be in the chair, because this title gives me yet another link with this great Institution, and with its crews, which are the very pick of that splendid body of men, our fishermen."

Then he went on to appeal to the shipping companies and suggested that "one or two" might give a life-boat. "What prouder thing," he said, "could a great Shipping Line have than its name on one of our life-boats?" When he spoke next year at the Scottish Life-boat Assembly he was able to say how promptly that appeal had been answered, and to thank the Peninsular and Oriental Group of Companies for the life-boat *Princess Mary*, which last year came to the end of her service at Padstow, the Oceanic Steam Navigation Company for the life-boat *White Star*, now serving at Fishguard, the Cunard Company for the life-boat *Cunard*, now serving in the Scillies, the Canadian Pacific Company for the life-boat *Canadian Pacific*, now serving at Selsey, and the Royal Mail and the Union Castle Companies for the life-boat *Lady Kylesant*, now serving at Wicklow. In the same speech at Edinburgh, the Prince appealed to the fishing companies "whose ships are more frequently assisted by the life-boats than any other, and whose crews are made up of the same fine stamp of men as the life-boat crews."

In 1924, the centenary year of the Institution, the Prince was particularly active. The year before it, the last year of the first century of the

Service, he allowed all life-boat flag days to be called Prince of Wales Day, and he made a tour of the depots when the day was held in London. He spoke at the meeting held in the Mansion House on the Institution's 100th birthday, March 4th, 1924, with the Lord Mayor presiding. He presided and spoke at the centenary dinner, where the other speakers were the Prime Minister (Mr. Ramsay MacDonald), Mr. Winston Churchill, the Spanish Ambassador, the Minister for the Netherlands and Major H. E. Burton, one of the Institution's gold medallists. He issued a special centenary appeal to the country in which he said:

"There is not a country with a sea-board whose vessels and seafarers have not, at some time during the past century, been rescued from shipwreck by the British Life-boat Service. . . . There is nothing in our long and splendid history as a seafaring race of which we are more proud."

He contributed also an introduction to *Britain's Life-boats, The Story of a Century of Heroic Service*, by Major A. J. Dawson:

"It is the story of a great national duty, voluntarily undertaken by the British people themselves, and carried out by them without financial assistance from the State. The first maritime nation in the world has made it a point of honour that the Service which embodies the Brotherhood of the Sea should be a Service supplied and maintained by the people itself."

When the centenary year ended he sent an autographed letter of thanks to the honorary workers, officers and staff of the Service.

Not only the Prince of Wales but other members of the Royal Family took part in those celebrations. The King, as already mentioned, decorated the Institution's gold medallists, and sent a message to the International Life-boat Conference. The Duke and Duchess of York made a tour of the depots on life-boat flag day in London, and the Princess Louise, Duchess of Argyll, of the depots in Kensington. The Duke of Gloucester opened the Life-boat Centenary Fair in Birmingham.

In 1928 the Prince of Wales again toured the depots on London life-boat flag day, and in 1935, the year of George V's silver jubilee as King, he again allowed the life-boat days throughout the country to be called Prince of Wales Day.

He contributed an introduction to a second life-boat book in 1932, *Launch*, by Major-General Lord Mottistone, coxswain of the life-boat at Brooke, Isle of Wight. There he said: "I recommend this book to all. I recommend it specially to those who are inclined to lose confidence in our future. It will put courage into them."

In 1928 a second Citroën film, *The Black Journey*, was shown in London. This time it was of a journey the length of Africa from Algiers to the Cape. It was the Prince of Wales who suggested that, like the first, it should be shown for the Life-boat Service. He came to it himself, brought the Duke and Duchess of York, and Prince Arthur of Connaught, and went on the stage with M. Citroën to speak. Six years later a third Citroën film, *An Eastern Odyssey*, showed the cars travelling 7,000 miles across Asia. Again it was given in aid of the Life-boat Service and again the Prince of Wales was present.

In 1929 the Prince had attended the life-boat matinée in Bradford which, for many years, was given annually by Mr. Francis Laidler. In 1930 he was the host for the Service to King George and Queen Mary when they attended the life-boat matinée at the Hippodrome. Two years later he went to a life-boat ball at Liverpool.

He named life-boats at Yarmouth, Isle of Wight, Dover and Torbay. He visited the station at Eastbourne and met the crew. He visited the station at Hastings where he went aboard the life-boat, and the fishermen made him a member of their Winkle Club and presented him with a gold winkle. Two life-boats were named after him, the *Prince David*, stationed at Barry Dock in 1922, and the *Edward Prince of Wales*, stationed at The Mumbles in 1924.

He was always ready to meet men and women of the Service. After the annual meeting in 1928 he went from

the hall to the Westminster Hospital next door to talk to a crippled woman, who, though bedridden, had for years worked for the Service and won its gold badge. After the annual meeting in 1934 he met and talked to Mrs. Robert Patton of Runswick. She had just received from him the gold medal awarded to her husband who had deliberately risked, and lost, his life, in rescuing a cripple as he hung helplessly from a wreck.

The Prince's last life-boat speech was at the annual meeting in 1934, the year before he came to the throne. At the end of that speech he said: "As I pin the decorations on the coats of these life-boatmen . . . we want them to know what we think of them, which is that their service and self-sacrifice . . . are an example of all that is noblest and best in the British race."

George VI and Queen Elizabeth

In 1924, the centenary year of the Institution, George VI and Queen Elizabeth, as Duke and Duchess of York, toured the depots on life-boat day in London. Two years later the Duke and Duchess went to Montrose where the Duchess, in her own county of Angus, named the life-boat. In 1928 they went with the Prince of Wales to the film *The Black Journey*, and in the same year—the year of George V's serious illness—the Duke took the place of the King and Queen at a life-boat matinée of drama, opera and ballet at the Lyceum, where the first performance was given, with a very distinguished cast, of Louis N. Parker's life-boat play which he wrote for, and gave to the Institution, *Their Business in Great Waters*. In 1931 the Duchess again made a tour of depots on the life-boat flag day in London, and the next year she named the new life-boat at another station in the county of Angus, Arbroath. When Edward VIII succeeded to the throne in 1936 the Duke became the Institution's President, and when, in the same year, he succeeded to the throne himself, he and the Queen became Patrons. In 1934 the life-boat at the Lizard, the gift of King George's Fund for Sailors, was named after him, *Duke of York*.

The Princess Royal and the Duke of Gloucester

The Princess Royal (Mary, Countess of Harewood), has, like her grandfather, Edward VII, and her brother, Edward VIII, had two life-boats named after her, the *Princess Mary*, gift of the Peninsular and Oriental Shipping Companies stationed at Padstow in 1929, and the *Princess Royal*, gift of the Civil Service Life-boat Fund, stationed at Hartlepool in 1939. She herself has named four life-boats, two on the Yorkshire coast, at Scarborough and Bridlington, in 1931; then her own life-boat, the *Princess Royal*, at Hartlepool on the coast of Durham in 1941; and a third Yorkshire life-boat at Redcar in 1951, the *City of Leeds*. This boat had been built out of a special fund raised in Leeds, of which the Earl of Harewood was the patron.

The Duke of Gloucester opened the life-boat centenary fancy fair in Birmingham in 1925. The next year, following the example of the Prince of Wales in 1923, and the Duke and Duchess of York in 1924, he took part in the life-boat flag day in London, and in 1930 he named the Padstow life-boat *Princess Mary*. He said:

"It is a happy coincidence that this month my family are nearly all closely linked with the Life-boat Service. The other day my eldest brother named the Dover life-boat after Sir William Hillary, the founder of the Institution. Today I am naming the Padstow boat after my sister. On Friday next my youngest brother is naming his fourth and fifth life-boats at Walton-on-the-Naze and Clacton-on-Sea."

The Duke of Kent

The Duke of Kent became the Institution's fifth royal President when George VI ascended the throne. That was in 1937. He had already taken an active part in the work of the Service for the past nine years. In 1928, as Prince George, he went to the Orkneys, "the first member of my family," as he said, "for many years who has performed a public function in these remote islands." There he named the new life-boats at Stromness and Longhope, and presented the

Scottish challenge shield in the life-boat essay competition for elementary schools which, that year, had been won by an Orkney school: and there he made the first of his many life-boat speeches.

"As you know, all the other members of my family, following the example of His Majesty the King, have associated themselves personally with the great national undertaking which is carried out by the Royal National Life-boat Institution, and I am delighted to take this, my first opportunity, of sharing in a life-boat ceremony."

Those were the first two of a succession of naming ceremonies in which he took part on many parts of the coast, at Southend-on-Sea, in 1929, Walton-on-the-Naze and Clacton-on-Sea in 1930, Newhaven in 1931, Aldeburgh in 1932, Shoreham Harbour in 1933, Weston-super-Mare in 1935 and Blackpool in 1937.

At the annual meeting in 1936 he had spoken and presented the awards in place of the Prince of Wales, who had just become King. As President he presided at the meetings in 1937, 1938 and 1939. At those four meetings he presented medals for gallantry to eighty-four life-boatmen and then, when the meetings were over, met and talked with them, and was photographed with them. Not even his elder brother, in his busy seventeen years as President, had met so many of the men, or visited so many life-boat stations.

The 1939 meeting was the Duke's last. He had just been appointed Governor General of Australia. It was a meeting, as he said in the first sentence of his speech, held "under the shadow of two disasters" at St. Ives, in Cornwall, and at Cullercoats, in Northumberland, where the boats had capsized with heavy loss of life. The year before had been a year of special gallantry. As the Duke said, "It is hard for us sitting in this hall to realise how much lies behind that simple statement '673 lives rescued.' But presently we shall see some of the life-boatmen themselves. There are over forty with us this afternoon, the largest number that has ever come to this meeting. They have come from

all parts of our coast, from England, Scotland, Ireland and Wales. They are all men who have been given special awards for outstanding services. There will be several among them who have been here before, and I should specially like to welcome Coxswain William Mogridge of Torbay. Twice already I have presented medals to him, and he is here today to receive yet a third award for gallantry."

At the end of his speech he said good-bye: "For four years I have presided at these meetings. In a few months I shall be going to other duties overseas . . . I shall take with me to Australia very happy memories of these meetings, and of the gallant men that I have met in this hall. I shall look forward to presiding here again when I return. Meanwhile, you may all be sure that while I am away my warm interest and best wishes will always be with the Life-boat Service in its work round the shores of this country."

Those were his last publicly spoken words to the Service, spoken to an audience of over 2,500 people. That was at the end of April. Four months later, war was declared and his journey to Australia was cancelled. There was work for him at home.

He could not attend the annual meetings in the next three years, but he sent messages to each of them, and he found time in other ways still to help the Service. In November, 1941, he was in Northern Ireland and presented a bronze medal and a bar won by Coxswain Patrick Murphy, of Newcastle, Co. Down. Coxswain Murphy had won them both in twelve days. Within a year of winning the bar he had won the gold medal for an act of the greatest daring.

Then, in July, 1942, the Duke presented the bronze medal won by the coxswain of the Plymouth life-boat for rescuing an Australian flying boat as it was being carried on to the rocks. This was his last public act for the life-boats. Six weeks later he was killed on active service when his aeroplane crashed by night in the Scottish mountains on its way to Iceland.

The Duchess of Kent

Just three months after the Duke's death, the Duchess of Kent accepted

the Institution's invitation to succeed him as President. She wanted, as soon as it could be arranged, to meet as many as possible of the men and women of the Service. It could not be done at a public meeting. No public meeting could be called to meet her, since in the war the engagements of the Royal Family were kept secret. Instead a private tea party was held in London at which she met the Committee of Management, the Central London women's committee, the committee of the City of London branch, honorary life-governors of the Institution and the principal officials. There she made her first life-boat speech: "I look forward after the war to meeting the crews of the boats from many parts of the country, and to thanking them for their courageous deeds of mercy in these critical years."

As soon as the war ended that promise was fulfilled, but before it ended she attended a life-boat fête in Birmingham, and just after it ended she visited Cromer, where she met Coxswain Henry Blogg and his crew, and Sheringham where she met Coxswain James Dumble and his crew, and saw the life-boat launched.

In October of the same year she attended her first annual meeting. It was the first full meeting to be held since the Duke's last in 1939. For though a public meeting was held in 1940, no life-boatmen could come from the coast to receive their medals, and during the next four years the meetings were held solely to receive and pass the report and accounts.

At this memorable first meeting the Duchess presented the eight gold medals awarded during the war for conspicuous gallantry, to Robert Cross, of the Humber, who had won it twice, Henry Blogg, of Cromer, William Bennison, of Hartlepool, John McLean, of Peterhead, William Gammon of The Mumbles, Patrick Murphy, of Newcastle, Co. Down (who had received his bronze medal and clasp from the Duke of Kent three years before) and John Boyle, of Arranmore. When she had presented them she said:

"The dangers which the very gallant men of our Service cheerfully accept in peace time were increased a thousand times during the hardest years of

the war, and your record is unsurpassed in the 121 years since the Institution was founded. Men of all ages formed the boats' crews, and no praise can be too high for those who, although they had reached the retiring age when war broke out, stayed on through the last six years and together with the younger men showed not only great courage, but extraordinary physical endurance. It is with real pride that I have just presented the Gold Medals to the seven men of the life-boat crews who, as you have heard, come from all parts of the British Isles, England, Scotland, Wales, Northern Ireland and Eire. They will, I feel sure, accept these medals as a tribute not only to themselves, but also to their comrades who shared the dangers with them. The Institution has awarded 204 medals to life-boatmen during the war and we honour each one of them and the other members of the crews, and thank them for their wonderful, self-sacrificing work for humanity."

Two of the speakers who followed the Duchess at this memorable meeting had carried on their life-boat work under German occupation. One was Commander H. T. de Booy, secretary and chief inspector of the Royal North and South Holland Life-boat Society. The other was Mr. L. P. Stevens, honorary secretary of the Institution's life-boat station at St. Helier, Jersey, who was himself to win a medal for gallantry four years later.

In 1946 the Duchess visited the life-boat station at Weston-super-Mare. In the same year she sent a message to the annual meeting. Next year she was to have presented the awards at the meeting, among them certificates to the widows of the men of The Mumbles who, in the April of that year had lost their lives when the life-boat capsized in a hurricane. Illness prevented her, but her speech was read. "With a heavy and understanding heart, I pray that the families of these men may be comforted by the world-wide tributes to them . . . We shall not forget them or their relatives." And next year, when she was in Swansea for the Festival of Music, she met the widows.

In that same year, 1948, the Duchess named her first life-boats at Bridlington and Tynemouth; in 1951 the life-boats at New Brighton and Margate; and in 1952 the life-boats at Plymouth and Padstow. She paid other visits to life-boat stations. In 1947 she saw the Portrush life-boat and her crew in Northern Ireland. She went to Ramsgate in 1948, where she met present and past members of the crew, among them Coxswain Howard Primrose Knight, who had won the Distinguished Service Medal when he took the Ramsgate life-boat to Dunkirk in 1940 to help in bringing off the British Army. She went to Penlee in 1950; to Walmer, Aberystwyth and Barmouth in 1951.

In 1949 and in 1951 she attended the annual life-boat dinner and dance organised by the Central London women's committee, and in 1949 she visited the Institution's depot at Boreham Wood. There she saw all the departments at work, from the rigging loft and machine shop to the despatch department and canteen, and was presented with a bell rope made in the rigging loft and a pair of brass candlesticks made in the machine shop.

In each year from 1948 Her Royal Highness has attended the annual meeting, and in her six meetings she has met life-boatmen (some of them more than once) from twenty-seven different stations in England, Scotland, Wales, Northern Ireland, Eire, the Orkneys and the Channel Islands. It is not surprising that at the meeting in 1948, she said: "Only those who are familiar with the cheerfulness, increasing vigilance and undaunted courage of the life-boat crews can measure the debt which we owe to every one of them. I am indeed proud to be associated with a Service whose name is rightly famous throughout the world." Nor that she should have said, a year later: "The bravery of the Service seems inexhaustible."

Queen Elizabeth II, and the Sixth Generation

When Queen Elizabeth II, as Princess Elizabeth, was married in 1947, she gave the Institution £180. It was the balance of her wedding present

from Kimberley, and it came "with her good wishes and those of the people of Kimberley." It was a gift most appropriately chosen, for during the war the people of Southern Africa had spontaneously raised £30,000 for the Life-boat Service to provide three life-boats bearing Southern African names. Next year the Princess sent another cheque, this time from the royal wedding presents exhibition fund. Two other gifts came from the money raised by the exhibition of the Princess's wedding dress. The Lord Provost of Edinburgh gave the whole of the proceeds of the Edinburgh exhibition, £5,511. The Lord Mayor of Cardiff gave £1,000 from the proceeds of the Cardiff exhibition.

In June, 1949, the Princess Elizabeth visited the Channel Islands. There the crew of the life-boat at St. Helier, Jersey, were presented to her. Three months later they carried out the most gallant rescue since the war ended in 1945. Coxswain Thomas King won the gold medal; all his crew won bronze medals.

On that visit to Jersey the Princess Elizabeth was the first of the sixth royal generation since George IV became Patron in 1824 to meet the Life-boat Service. When she succeeded her father on the throne, she succeeded him also as the Institution's Patron. Last year, 1952, another of the sixth generation, the Princess Alexandra of Kent, came to the Institution's annual meeting and saw her mother present the medals for gallantry. The Duchess had chosen it to be her first public meeting. In memory of it the Institution presented her with a silver life-boat.

"It is a cause which extends from the palace to the cottage."

What the cottages, and the little homes, of England, Scotland, Ireland and Wales have given, and are giving, to the Life-boat Service is written in each year's records of the life-boat crews themselves. It is written also in the annual accounts of the thousands of pounds given in the street and at the house door, in answer to the Institution's appeals.

This story is the brief record of what the royal palaces have given to the Service through 129 years.