

THE LIFE-BOAT

The Journal of the Royal National Life-boat Institution

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THE LIFE-BOAT FLEET

155 Motor Life-boats

1 Harbour Pulling Life-boat

LIVES RESCUED

from the foundation of the Life-boat Service in

1824 to 30th June, 1954 - - - - 78,727

Notes of the Quarter

LIFE-BOATS AND HOLIDAY-MAKERS

LIFE-BOATS of the Institution were launched on service 256 times in the first six months of 1954. They rescued 208 lives.

The month of June was an exceptionally busy one, for there were 58 service launches and 33 lives were rescued. In the history of the Institution there have been only two years in which life-boats were launched more frequently in June. One of these years was 1940, the year of the Battle of Britain. The other was 1952.

An analysis of the services in June gives some impression of what holiday-makers have owed to the Life-boat Service. Of the 58 launches, 20 were to the help of yachts—a category which includes sailing dinghies, sailing boats, motor cruisers, sailing yachts and motor yachts—8 were to small boats, canoes and rubber dinghies; and two were to people cut off by the tide. Thus, in the course of the month more than half of the services of the life-boats were to people who can reasonably be supposed to have been holiday-makers. The figures for lives rescued are even more telling. Of the 33 people whose lives were

saved, 23—that is to say more than two-thirds—were yachtsmen, people in small boats and dinghies, or people cut off by the tide. These figures emphasize again that life-boats, although built and maintained for the primary purpose of saving life from shipwreck, do in fact find a wide variety of other uses.

THE LATE HENRY BLOGG

With the death of *Henry Blogg*, the Service has lost a man whose record was unique in the 130 years of the history of the Institution. It is true that Henry Blogg retired from active service seven years ago, but as long as he lived nobody could feel that he was really lost to the Service. An obituary notice of the great coxswain is to be found on page 730.

It is perhaps significant that the last time the Journal had occasion to mention Henry Blogg was the summer of 1953, when three Cromer life-boatmen lost their lives a hundred yards from shore. Henry Blogg rushed down to help launch a crab boat, but in doing so collapsed and had to be taken home.

In the obituary notice is to be found the text of a tribute which was paid

by the Chief Inspector, Commander T. G. Michelmores, in a recent broadcast. One story which Commander Michelmores would have told about Henry Blogg in his broadcast, had time permitted, recalls the occasion in November 1941, when a distinguished admiral paid a visit to Cromer for the express purpose of decorating the coxswain and other members of the Cromer crew for their great services that year. Just as the ceremony of presentation was about to begin, a maroon was fired to call out the life-boat. The first to make for the door was Henry Blogg, and the Chief Inspector had some difficulty in restraining him from going out in the life-boat and persuading him to leave it to the second coxswain to take charge. This immediate willingness to serve, whatever the circumstances, and this longing to avoid personal publicity were both characteristic of the great coxswain.

A NEW SURVIVAL BAG

A new type of survival bag, a photograph of which appears on page 741, has been specially adapted for the needs of the Institution. It is designed for cases in which survivors who have been picked up by life-boats have been subjected to severe exposure. After they have been wrapped in the survival suit their body temperatures should return to normal in a very short time. Artificial respiration can be carried out on a body which is inside the suit.

The suit is made of a rubberized fabric. It is extremely light and is inflated before being put into use. Its underlying principle is that of air insulation.

The bag has been subjected to a variety of tests by Dr. Geoffrey Hale, a member of the Committee of Management, and by Commander Michelmores, and a small number will be issued shortly to selected life-boat stations for lengthy trial.

INTERNATIONAL LIFE-BOAT CONFERENCE

The seventh international life-boat

conference will be held in 1955 in Portugal. These international conferences are held at intervals of four years, and apart from the interruption of the war they have taken place regularly since 1924. The first conference was held that year in London, at the time of the centenary of the founding of the Institution. The other conferences have been held in Paris in 1928, Amsterdam in 1932, Gothenburg in 1936, Oslo in 1947 and Ostend in 1951.

WHAT A NEW BRANCH CAN DO

AN example of what a new branch can achieve in an inland town has been provided this year by Watford. In 1953 the flag day in Watford produced only £36, and from 1950 to 1952 no flag day was held. Not since 1946 has Watford in the course of a whole year produced more than £120, and a high proportion of the sums raised came from works collections.

In April of this year a new branch was formed at Watford under the chairmanship of Councillor P. Rochs. The honorary secretary is Mrs. W. E. Ward. A flag day was held on the 3rd of July, which produced the sum of £392 17s. 9d. Much of the credit must go to Councillor Rochs, but the branch was also fortunate in the enthusiastic support given by the Mayor of Watford, Alderman John Davis, the president of the branch. Alderman Davis and Councillor Rochs made personal appearances, shortly before the flag day, in a number of cinemas, and in other cinemas where permission for this was not given, recordings of appeals they had made were broadcast between performances. Collections were made in the repertory theatre and in all cinemas, and nine shops had displays in their windows. One helper, Mr. K. L. Vosper, collected almost continuously from 7 a.m. till 10.30 p.m. on the flag day and Mrs. Ward's son also raised substantial sums. The branch is by no means confining its activities to a flag day and already has an ambitious programme for the rest of the year.

Rescue in A Gale near the Harbour Bar

ON the morning of the 15th of April, 1954, the weather at Whitby, which was already bad, became steadily worse. The local fishing fleet was at sea, and at 9.30 the No. 1 life-boat *Mary Ann Hepworth* was launched. Ex-Coxswain Richardson was in command, as the regular coxswain, Eric Taylor, was himself at sea in his own boat.

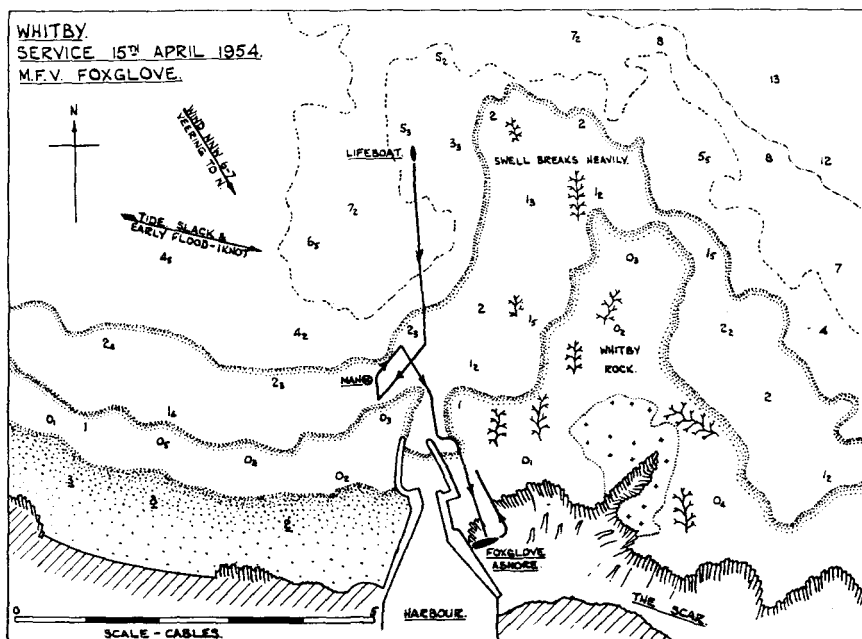
The sea was very rough and a gale was blowing from the north-north-west. The life-boat escorted in some of the smaller boats, and Coxswain Taylor himself entered the harbour un-

of action. One member of the crew was swept into the sea.

Weighed Seventeen Stone

The life-boat made for the *Foxglove* at full speed, and fortunately the coxswain and bowman saw the man who had been swept overboard. The man managed to hold on to the life-boat's outside life-line. In his oilskin and sea-boots he weighed seventeen stone and he was not wearing a life-belt, but with considerable difficulty the crew managed to haul him on board the life-boat.

Meanwhile the *Foxglove*, which had



escorted in his keel boat. This was at 10.20, and he thereupon took over command of the life-boat.

The harbour entrance was now becoming more dangerous, and two fishing boats, *Easter Morn* and *Foxglove*, were warned by the life-boat of the dangers in front of them. The *Easter Morn* entered the harbour safely, but near the harbour entrance the *Foxglove* was hit by a heavy sea. It carried away her drogue and partially flooded her wheel-house and engine-room, putting the engine out

let go two anchors, had drifted and dragged on to the rocks to the eastward of the east breakwater. There were still three men on board, one of whom was seventy years old.

The coxswain brought the life-boat at reduced speed through a gap in the rocks. Several times she touched bottom. By manœuvring the engines, the coxswain laid the bow of the life-boat at right angles to the fore part of the *Foxglove*, but at the first attempt none of the crew of the *Foxglove* was taken off.

All Three Rescued

The coxswain then went astern at full speed to seaward and came alongside again. This time all three men were taken on board the life-boat, which was again brought through the gap in the rocks to the harbour. The *Foxglove* broke up completely shortly afterwards.

The life-boat landed the crew of the *Foxglove* and then resumed her duty of escorting fishing boats. The last of the fishing boats entered harbour about

three o'clock, and the life-boat returned to her station at 3.30.

For the determination, initiative, sound judgment and good seamanship which he showed, Coxswain Eric Taylor was awarded the bronze medal of the Institution. Motor Mechanic William Dryden was accorded the thanks of the Institution inscribed on vellum. Additional monetary rewards of 30s. each were made to the nine members of the crew. Total rewards amounted to £30 10s.

Life-boat Christmas Card and Calendar

THE Institution will again have a Christmas card and a pocket calendar.

The card will be a reproduction in colour of the picture below. It is a photograph of the new Walton and Frinton life-boat, a gift to the Institution from Mr. Augustine Courtauld, a member of the Committee of Management.

added cost of 10s. for twenty-five and 11s. for fifty.

The pocket calendar will have on the front a reproduction of a photograph of the new Fraserburgh life-boat, *The Duchess of Kent*. It can be obtained in dozens. The price is 2s. for the first dozen and 1s. 6d. for each additional dozen.



The card will be of four pages, with the Institution's crest on page one, greetings on page two and the picture on page three.

The price of the card, with the envelope, will be 9d. Name and address can be printed in, if not fewer than twenty-five are ordered, at an

There will also be a hanging calendar, with a picture in colour, a reproduction of a photograph of the Margate life-boat alongside S.V. *Pamir*. Owing to the high purchase tax which would have to be paid on all calendars printed if any were sold, there will be none for sale.

A New Type of Life-boat

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

Chief Inspector of Life-boats

THE new 42-foot by 14-foot Watson cabin life-boat, the first of which has now gone to her station at Coverack, Cornwall, is the successor of the 41-foot by 11-foot 8-inches Watson type boat, which first came into service twenty-one years ago. The 41-foot Watson type of boat is of comparatively shallow draft, specially designed for launching from harbours where there is only very shallow water at low tide, or where a shallow bar has to be crossed.

The Committee of Management has for some time been of the opinion that greater power was desirable in this type of boat in order to give maximum power when necessary and to permit the engines to be run economically at other times. After much research into the question, it was decided to power the new boat with two 48 h.p. Gardner 4.L.W. diesel engines. These give her a full speed of 8.38 knots with a total endurance at this speed of 238 miles, as compared with the 7.78 knots and 125 miles endurance of her predecessor, which is powered with twin 35 h.p. petrol engines. The fuel capacity in each case is the same, i.e. 112 gallons.

Watertight Inner Bottom

Another major modification embodied in the new boat is the construction of a watertight inner bottom to her engine room, which, together with its watertight wing bulkheads and watertight forward and after bulkheads, makes it virtually a watertight box within the hull of the boat.

Among several minor modifications embodied for the first time in this type of boat are a combined mast exhaust; Kent clear-view screen; a twin R/T aerial, which gives greater range; and wooden bulwarks both forward and aft for greater protection from the sea.

Early in May, when this boat had satisfactorily completed her normal trials at Littlehampton, where she was built by Messrs. William Osborne, Ltd.,

she was despatched on a somewhat rigorous extended sea trial. This took her up the east coast of Britain to the Inverness neighbourhood, through the Caledonian Canal, down the west coast and back to Littlehampton. The object of the trial was to test the Gardner engines, which were new to the Institution, thoroughly, by driving them hard all the way, and to obtain the views of life-boat crews from comparable life-boat stations on her engines and the new method of watertighting the engine room.

Complete Success

The trial was a complete success. The life-boat completed 1,500 miles in 181 steaming hours at an average speed of 8.3 knots, despite very heavy weather on two occasions, without the least suspicion of engine trouble. Altogether, before leaving her station, she completed 213 hours running, the equivalent of four or five years' normal running. During this trial, some nineteen deputations from life-boat crews were given an opportunity of going afloat in her, all of whom, without exception, expressed themselves as being entirely satisfied both with her engines and the new watertighting arrangement. Criticisms of her were invited but very few—and those were of a superficial nature—were received; in fact, she created a most favourable impression everywhere.

Commander E. W. Middleton, District Inspector (General), who commanded this boat for part of her extended sea trial, made the following report on his trip:

With Coxswain Upperton and Mechanic Philcox of Shoreham on board in addition to a crew of six, we left Littlehampton at nine o'clock on the morning of Saturday, the 1st of May. The weather was fine with a light south-south-westerly breeze and a smooth sea.

Feeling of Great Power

On passage to Shoreham, the coxswain and mechanic were able to inspect the new life-boat thoroughly and to test her manœuvring qualities. On reaching Shoreham we ran in alongside the life-boat slip, landed the Shoreham men and were away again inside ten minutes. The quiet, smooth-running Gardner diesels gave a feeling of great power, and all hands were already impressed by the new boat's qualities.

The remainder of the passage to Newhaven, where we were scheduled to spend the night, took place without incident, and soon after 12.30 in the afternoon we were rounding the breakwater. Had we not been working to a fixed programme in order to allow deputations from other stations to inspect the boat, it would have been easy to have made Ramsgate that day.

When we left Newhaven at 6.15 on Sunday morning, there was a strong south-south-westerly breeze and a steep breaking sea on the bar. With the engines eased well down in order to give the new vessel a chance of learning her tricks gently, the steepest seas were ridden cleanly and easily.

Gale Conditions

The wind and sea were increasing, and it was obvious we were in for gale conditions. Making a good offing, we stood well out clear of Beachy Head before bringing the wind and sea just abaft the beam on the course for Dungeness.

Off Beachy there was a big lump of sea, and with the engines at full operational revolutions it was a good test of the new boat's running qualities. Every now and then she would pick up and run on the top of a breaking wave in exhilarating fashion, but she always left the helmsman a feeling of complete control, with never any suggestion of broaching.

Under the lee of Dungeness we were able to embark Coxswain Tart and Mechanic Oiller of that station, and once more a complete inspection and opportunity to handle the boat was arranged.

Somewhat to my surprise the Dungeness men were in their Sunday best, and on my remarking that this was

not quite the gear I should have chosen in such weather, Coxswain Tart replied: "Well, we didn't expect to get wet in a fine new boat like this." They didn't.

Yachts Capsize

A message by radio telephone informed us that the Walmer deputation were unable to get off the beach owing to the bad weather, so arrangements were made to pick them up at Dover.

Off Dover harbour there was the usual confused sea produced by the tide in gale conditions, and there was a nasty break across the eastern entrance. However, the life-boat took both in her stride and without shipping anything other than spray. A quick change over in the Camber, and we were away again, with Coxswain Fred Upton and Mechanic Percy Cavell of Walmer on board. Again the boat was inspected and tried out and pronounced "very good indeed" by these two most experienced life-boatmen.

The entrance to Ramsgate harbour looked very unpleasant when we arrived, with a confused breaking sea and masses of spray. Inside were a number of French trawlers, which had come in for shelter, including two which had been escorted in by the Ramsgate life-boat shortly before our arrival. Four or five yachts capsized at their moorings, and conditions generally were in keeping with what is often called life-boat weather. We felt the new boat had had a vigorous introduction to her job.

Lively Passage

From Ramsgate to Whitby the weather continued changeable, with fresh or strong winds from all points of the compass. A further deputation was embarked at Aldeburgh and landed at Lowestoft, and the next night was spent at Gorleston.

Gorleston to the Humber is rarely a smooth-water trip, and on this occasion the wind soon found its way into the north-east and gave us a somewhat lively passage from Cromer to Spurn. In the short steep seas of the Wash the boat again behaved excellently, and not once did she fall into the trough with that teeth-chattering

crash which some seamen refer to as "hitting a milestone".

At Spurn we refuelled and fed and got away to sea again before midnight. After passing Flamborough Head at first light, we were entering Whitby harbour at nine in the morning, tired, but ready for breakfast.

Of the rest of the long journey north, through the Caledonian Canal, down the west coast and along the south coast back to Littlehampton, I can only tell at second-hand, as I left the life-boat at Whitby.

Commander S. W. F. Bennetts, the Deputy Chief Inspector, who was in command from Whitby to Berwick, made a night passage under very unpleasant conditions.

"A Grand New Boat"

The wind was south-westerly up to four in the morning, when it started to blow hard and veer to the north-west. For the last two hours of the trip the boat was plunging into a big head sea and once more received a severe testing, which she came through splendidly.

For the rest of the trip scarcely any bad weather was encountered, but many crews were embarked and

allowed to examine the boat and see how she handled. Crews from Whitby, Berwick, Dunbar, Whitehills and Buckie all made trips in her, and without exception all pronounced her "a grand new boat".

The Northern District Inspector was in command as far as Troon, then the Western District Inspector took over, and after calling at the Isle of Man and Moelfre in Anglesey, handed over to the Irish District Inspector at Dun Laoghaire.

Down the coast of Ireland and across to Newlyn, where the Southern District Inspector took over, the voyage lasted only twenty-eight hours.

At Coverack a special welcome had been arranged, and not unnaturally the new life-boat was received with even greater enthusiasm than anywhere else. Up channel to the Solent, where further speed trials were run, and then, just twenty-three days after her departure and exactly on schedule, the life-boat steamed into Littlehampton, where she was built.

Throughout this long and exacting trial there was not a falter from the engines or a sign of a defect in the boat itself. For what better reward could her designers and builders wish?

Radio Equipment in Life-boats

By N. S. Mounsdon,

Inspector of Machinery (Electrical), Royal National Life-boat Institution.

WITH the exception of seven short-range boats, all the Institution's life-boats, both in the active and in the active reserve fleet, are equipped with radio telephony. The advantages of a life-boat being in two-way communication with the shore during a service are many. The coxswain can be given the latest information about the position and condition of the casualty; he can advise the station of the number of survivors picked up and arrange for medical aid and ambulances if necessary; and the life-boat can be recalled if the vessel for which she is searching succeeds in reaching shelter. This last advantage is greatly appreciated by the life-boat

crew, who might otherwise continue searching unnecessarily.

While on service, all distress messages are passed on the international distress frequency of 2182 kilocycles (137.5 metres). This traffic is handled by the nearest G.P.O. or Coastguard radio station, and all other traffic is kept off this frequency until the life-boat's service is completed or the distress call cancelled.

Simple to Operate

The radio-telephones, which are now fitted as standard equipment, were designed and manufactured especially to meet the Institution's requirements by Messrs. Coastal Radio, Ltd., of

Edinburgh, who install and service the equipments on a hire-maintenance basis. The number of sets fitted is 164, and the annual cost to the Institution is between £9,000 and £10,000.

The equipment must be, and is, simple to operate and reliable, and it has to be stowed into as small a space as possible. It is divided into five separate units, the transmitter, the receiver, the power pack, the remote control panel and the loud hailer projector. In the larger life-boats the first three units are installed in the cabin, but in the smaller types they are fitted into watertight boxes on either side of the deck. The remote control panel is alongside the engine room instrument panel, within easy reach of the life-boat's motor mechanic who usually acts as radio operator. The loud hailer projector is mounted in a convenient position on the deck.

The transmitter contains six valves and is crystal-controlled. It can operate on any of four pre-set frequencies, selected by a five-position switch which is the only control on the transmitter panel. The fifth position feeds the output from the amplifying stages directly into the loud hailer, which can be heard clearly at distances up to four hundred yards.

Superheterodyne Receiver

The receiver also uses six valves and is of the superheterodyne type. A click-stop mechanism on the tuning control enables any one of five predetermined frequencies to be located and held. The only other knob is the volume control.

The remote control panel has its own microphone, loud speaker and volume control, on/off switches for the transmitter and receiver and a switch to bring the loud hailer into circuit when required. The same microphone is used for both transmitting and hailing. Headphones are also provided.

The power pack is fed with current at 12 volts through a changeover switch from either the port or starboard battery. The low tension current passes direct to the valve heaters, and the high tension current is produced by two rotary generators. The

smaller of these supplies the receiver and is running the whole time the life-boat is at sea. The larger supplies 475 volts for the transmitter and comes into operation only when the switch on the microphone is pressed to transmit a message or use the hailer. The current taken from the boat's batteries is 6 amps while the receiver is working and the transmitter is in the stand-by position, and 19 amps while actually transmitting or while the hailer is in use.

Heard 550 Miles Away

The output from the transmitter varies with the type of aerial used; with a whip aerial, it radiates about 18 watts and with a twin wire aerial about 30 watts. The reliable range of the equipment is about 100 miles, but the range is to some extent dependent upon land screening and the type of aerial used. Some remarkable results have been reported from time to time. Signals from the Courtmacsherry (Co. Cork) life-boat have been received at good strength at Fraserburgh (Aberdeenshire), a distance of 400 miles, and the Cromarty life-boat has been heard in the Scilly Isles about 550 miles away.

Direction finding equipment has been fitted experimentally to four life-boats stationed at carefully selected points, i.e. Rosslare Harbour in Eire, Aberdeen in Scotland, Ramsgate in England and Holyhead in Wales. This equipment enables a life-boat to take bearings on and set a direct course to a casualty, provided of course, that the casualty is also equipped with radio-telephony and is able to transmit. A loop aerial is fitted above the deck cabin and a goniometer unit installed alongside the radio equipment. The direction finding equipment works in conjunction with the existing receiver and was designed by Messrs. Coastal Radio, Ltd., at the Institution's request.

The Institution keeps under constant review the latest inventions and developments in such fields as those of radar, echo-sounders and navigator equipments, but up to now these have not been found suitable for the special purposes for which life-boats are needed.

How a Life-boat is Launched

By Brian Collins

[The following article appeared in the Lytham St. Annes Express on the 12th of March. It is reproduced by kind permission of the editor.]

COULD you do what Lytham life-boatmen do when they are called out on an emergency?

Could you (or would you) drop whatever you happened to be doing wherever it happened to be, and be on board the life-boat and away in just over 15 minutes?

You think you could? Perhaps you could.

But after you've read this you might want to think again.

On the last five occasions the Lytham life-boat has been called out the time taken to get her under weigh—that is, from the time the maroons are fired to the moment her moorings are slipped—has averaged 15 minutes 36 seconds. The record is 10 minutes.

Here is the normal procedure for calling out the boat.

The secretary, Mr. John Kennedy, is warned of an emergency, usually by the coastguard at Formby or St. Annes, the police or watchers on the beach.

The Warning is Given

He informs the life-boat signalman, Mr. Stanley Wilson, who goes to the old life-boat house where he fires two maroons (one for a practice) to call out the crew.

Mr. Kennedy also telephones the coxswain Mr. Joe Parkinson, and the engineer, Mr. George Harrison. Mr. Parkinson informs the second coxswain, Mr. Harry Bonney, by telephone also.

But the remaining members of the crew rely on the maroons, and once they have been fired the rush starts.

Remember, a life-boatman might be at work and some of them have other jobs as well as fishing. He might be in bed asleep—but always with one ear cocked for the sound of the maroons.

He might have his feet up in front of the fire listening to the radio, or

be out visiting friends. He might be enjoying a pint of ale, or be at the pictures.

He might be in the bath, having a meal, picking shrimps, or taking the dog for a walk.

He might live somewhere where he can't hear the maroons when the wind is in a certain direction and blowing strongly.

But he will get to know either from neighbours who might just be within hearing distance, or from mates, who, knowing his difficulty, will warn him.

Drop Everything

But no matter where he is or what he is doing, he will drop everything when the maroons blast their warning in the sky.

Would you?

Well, maybe you would. But could you do what the life-boatman does then?

If he is at home it is ten to one he will have his sea-boots and some warm clothing handy. He has to put these on. If he is not at home then he does without.

Then he has to get to the life-boat house.

Most members of the crew rely either on their own legs, for those who live near to the beach, or on a bicycle, for those who live anything from quarter-of-a-mile to a mile away.

He might have to ride in pitch darkness into the teeth of a gale from the westward, in rain or snow and perhaps on icy roads.

When he gets to the boathouse he has to put on his oilskin, sou'wester and life-jacket, and the hardest part of his calling is then only beginning.

Pulling the Boarding Boat

With the help of a couple of launchers and anyone else who likes to lend a hand, he has to get the 18-ft. long boarding boat on her carriage out

of the boathouse, on to the promenade and drag her about quarter-of-a-mile to the slade beside the mussel tanks.

Down the slade she goes and then begins another long haul, perhaps a further quarter-of-a-mile according to where the tide is, across the soft-clinging mud to the water's edge.

Boarding boat, carriage and all, are then pushed into the water until it is deep enough for the boat to be slid off the carriage.

There's no engine in the boarding boat and wherever she goes she has to be pulled, and against wind and tide a pull of a couple of hundred

yards can seem like a couple of miles.

Once aboard the life-boat the canopy has to be removed from the cockpit, the engines started, the moorings slipped and the boarding boat moored.

And then, and only then, is the life-boat ready to put to sea.

Would you do all this to try to save some fellow being whose life may depend on how quickly the life-boat can get to him?

You would! Well, perhaps you would.

But could you do all this?

You could! What, in 15 minutes 36 seconds?

Obituary

HENRY BLOGG, G.C., B.E.M.

HENRY GEORGE BLOGG, G.C., B.E.M., died in Cromer and District Hospital on the night of the 13th of June, 1954, at the age of 78.

Henry Blogg's record as a life-boatman is unique in the history of the Institution, for no other life-boatman has won so many medals for gallantry. He first joined the crew of the Cromer life-boat in January 1894 at the age of 18. He was appointed second coxswain in 1902 and coxswain in 1909.

First Gold Medal

Three times he won the Institution's gold medal for gallantry. His first gold medal was awarded for the rescue of the entire crew of eleven of the Swedish steamer *Fernebo*, which had struck a mine during a gale on the 9th of January, 1917. The *Fernebo* was blown in half. The Cromer life-boat, which had only just returned from a service to a Greek vessel, was immediately launched again in circumstances which led the District Inspector who reported the service to say of Coxswain Blogg: "It was his own remarkable personality and really great qualities of leadership which magnetised tired men into launching, and when the boat was launched it was the consummate skill with which he launched her and the encouragement

he gave his crew which brought their efforts to such a successful conclusion."

Ten years later, on the 22nd of November, 1927, the Cromer life-boat rescued fifteen men from the Dutch tanker *Georgia*, which had broken in half on the Haisborough Sands. The service lasted twenty hours and Coxswain Blogg was awarded a clasp to his gold medal.

Coxswain Blogg's third gold medal was awarded for services in September, 1941, in which 88 lives were rescued from six steamers of a convoy which had been wrecked on the Haisborough Sands.

Coxswain Blogg's silver medals were awarded for the rescue of 30 men from the Italian steamer *Monte Nevoso* in 1932; for the rescue of 2 men from the barge *Sepoy* of Dover in 1933; for the rescue of the crew of 29 of the Greek steamer *Mount Ida* in 1939; and for the rescue of the crew of 44 of the steamer *English Trader* in 1941.

Coxswain Blogg was also awarded the George Cross and the British Empire Medal, and he was presented with a gold watch by the Queen of Holland.

Lord Templewood's Tribute

At the funeral service held in Cromer Parish Church on the 17th of June more than 1,400 people crowded into

the church, and many hundreds more stood on the pavements outside. The life-boat coxswains of Sheringham, Wells, Caister and Gorleston carried the coffin. In his address the vicar, the Rev. E. T. Dick, described Coxswain Blogg as "Cromer's greatest son," and Viscount Templewood, President of the Cromer branch of the Institution, said: "We are here to pay the last tribute to a very gallant man of simple tastes, great courage and strong character. His exploits are known to the whole nation. . . . We in the neighbourhood of Cromer are especially proud of him. We knew him to be one of the bravest men who ever lived."

At the Cromer Magistrates' Court and at a meeting of the Sheringham Urban District Council proceedings were delayed until tributes had been paid to the late coxswain. The Chairman of the Cromer Magistrates' Court, Mr. R. W. Ketton-Cremer, said: "His extraordinary skill and courage and the number of lives that were saved by the brave men whom he commanded became a matter of not only local but also of national history." The Chairman of the Sheringham Urban District Council, Mr. H. G. Johnson, said: "I knew Henry Blogg as a very modest gentleman, yet whenever I heard his name mentioned I always thought of the many hundreds of seamen who in dire distress were cheered by the words 'Blogg is coming'."

Chief Inspector's Broadcast

Tributes to the late Coxswain Blogg were also paid in a programme broadcast by the B.B.C. on the 21st of July, in which Commander T. G. Michellmore, Chief Inspector of Life-boats, said: "Coxswain Henry Blogg, whose death recently occurred, was coxswain of the Cromer life-boats for 38 years until he retired in 1947 at the age of 71. Altogether, he served 53 years in the Cromer life-boats, during which period they rescued 873 lives. For his part in this great achievement he was decorated with the George Cross and the British Empire Medal, and was three times awarded the R.N.L.I. gold medal for most conspicuous gallantry and four times their silver

medal. A record unlikely to be equalled.

"It has been my privilege not only to have been associated with Henry Blogg for a number of years but to have known him and to have enjoyed his friendship.

"He was a big man in every sense of the word, a kindly genial man of exemplary character and possessing a youthful spirit; a magnificent seaman of very few words with the courage of a lion; a man of quick decisions and resolute action, sparing neither himself, his crew, nor the life-boat, in taking grave risks to rescue unfortunate seamen faced with disaster. He always succeeded and always beat the fury of the gale.

Church Bells Ringing

"On his return to Cromer after one particularly gallant rescue, and hearing the church bells ringing to welcome him and his crew he asked: 'What's all this fuss about?'

"That was Henry Blogg, a man who belittled his own gallant actions and a man who disliked intensely any form of publicity, in which he would take no part unless he could be assured that in doing so he would further the interests of the R.N.L.I., to whose ideals he was intensely loyal.

"To those of us who have to design new life-boats, his views, opinions and vast experience were of very great value.

"This outstanding man of our time, this very gallant gentleman, whose name has become legendary, is no longer with us, but his spirit is embodied in the Cromer No. 1 life-boat which bears his name—*Henry Blogg*—and which is so ably commanded by his nephew."

COXSWAIN JOHN STRACHAN OF PETERHEAD

JOHN R. STRACHAN, a former coxswain of the Peterhead life-boat, died on the 1st of July at the age of 82.

Coxswain Strachan was awarded the silver medal of the Institution for the rescue of the crew of nine of the trawler *Struan*, of Aberdeen, on the 18th of January, 1933. As a member of the crew he also took part in the

rescue of 74 men, including British soldiers and Russian sailors, in 1916, when the Russian steamer *Kiev* grounded on Scotstoun Head.

In December 1914 he was in the life-boat when three of the crew, including his brother, lost their lives while

helping a minelayer which had run aground.

John Strachan served in the Peterhead life-boat for 48 years, during which time he helped in saving 364 lives. He was appointed coxswain in 1922 and retired in 1937.

Ray Oliver: Bowman and Centre-forward

By J. A. St. S. Talbot,

Honorary Secretary, Cullercoats and Whitley Bay Branch

THE crew of the Cullercoats life-boat and the people of Cullercoats and Whitley Bay are justly proud of their bowman, Ray Oliver. Not only is Ray a first-class officer in the boat, but he is known throughout the country as the centre forward of the English international amateur soccer team.

Ray Oliver follows a family tradition. His father was a member of the crew of the Cullercoats life-boat for twenty-five years and was bowman for seven years. Although still a young man Ray has been a crew member for many years. In July 1949 he was appointed as second assistant motor mechanic, and he succeeded his father as bowman on 1st April, 1952.

Humane Society Award

In November 1946, while the life-boat was being launched on service, the boat became jammed on the stone breakwater of the harbour. In trying to dislodge it, three of the shore helpers were washed off the breakwater into the sea. Ray Oliver immediately jumped overboard, badly damaging an ankle. He swam out twice and brought two of the men to safety; the third one managed to regain the shore unaided. Oliver then returned to the boat and took his place in the crew. He was subsequently off work nearly four weeks with his injured ankle. He received a letter of thanks from the Institution and was also presented with the Parchment of the Royal Humane Society.

His football career has been meteoric, starting in junior football with Culler-

coats A.F.C. Here he was found playing at centre-half in 1949 by Mr. D. Davidson, former Scottish international and Newcastle United player and the manager of the newly formed Whitley Bay Club—at that time another comparatively junior team. Mr. Davidson saw Ray's possibilities and persuaded him to try the centre-forward position. While playing with Whitley Bay he gained his first of eight county caps to date for Northumberland. In the summer of 1953 he was invited to tour South Africa with the famous amateur club, Bishop Auckland. On returning to this country he decided to play in the 1953-54 season with the "Bishops" and in senior football immediately attracted attention. Games for an F.A. Amateur XI against Oxford University, Headington United and Watford led to his selection as travelling reserve for England v. Holland at Rotterdam on March 7th, 1954.

First International Cap

He received his first international cap as England's centre-forward against Scotland at Wembley on March 27th and was back again at Wembley on April 10th for his club in the first of those three tremendous amateur cup final games against Crook Town. In the last of those games Ray was injured and had to withdraw from the England team in which he was to have been centre-forward against Wales on 24th April. He was then chosen to represent an F.A. Amateur XI against Jersey on May 10th and Guernsey on May 12th. Naturally many very attractive offers to turn professional

have come his way from first division clubs, but all have been refused. Ray Oliver prefers his footballing as an amateur—and his life-boat work.

His future career will no doubt be followed with keen interest by life-boatmen everywhere. He is typical of all that is best in the service.

A Life-boat in the Antarctic

IN 1946 Colonel Niall Rankin, F.Z.S., F.R.P.S., F.R.G.S., of Calgary, in the Isle of Mull, went out to the island of South Georgia in the South Atlantic. He sailed in October in a whale factory ship, taking with him a motor yacht, the *Albatross*, and as crew, two young men from the Shetlands who had served in the Mercantile Marine. His intention was to spend the summer cruising round South Georgia and studying the life of Antarctic animals and birds. He tells the story of his cruise in *Antarctic Isle*, published by Messrs. Collins.

Search for a Boat

His first care had been to find the right sort of boat for his adventure, and in 1944, when he was on sick leave from the Army, he went round a shipping yard on the Clyde to look at small boats requisitioned by the Admiralty on the outbreak of war. He thus describes what he saw:

"They were drawn up in rows, forlorn, deserted. I wandered round the yard among scores of such vessels. Then I caught sight of a hull which instantly attracted me. It was dirty, the paint was cracked and chipping, and in two places it was patched with metal sheets, but it bore the unmistakable imprint of a Royal National Life-boat. . . . Forty-two feet long and 11 feet beam, she had been built with a double skin of mahogany, about thirty years ago and had seen all her service in the north of Scotland. Sold two years before the war she had been converted by her new owner, then, on the outbreak of hostilities had taken her place in the Clyde Patrol. . . . This was the very craft for my purpose. . . . An expert examined her timbers for me and pronounced them sound in every way, adding that such beautiful workmanship was rarely seen in these days."

She must have been the *Lady*

Roths, a motor life-boat of the self-righting type, 42 feet by 11 feet 6 inches, with a 40 h.p. engine, built in 1915 and sent to Fraserburgh. She was a gift to the Institution from Mr. T. Dyer Edwardes, of London, and he gave her "as a thank offering to Almighty God for preserving the life of my only child from a great peril on the foundering of the White Star liner *Titanic* in May, 1912." His child the Countess of Roths, well deserved to have a life-boat named after her, for, said an article in *The Life-boat* of November, 1915: "She gave an example of coolness and courage which materially contributed to calm and comfort the boatful of terrified women and children with whom she found herself. There were only three sailors in charge and, in order to assist, Lady Roths took the helm and held it for eight or ten hours, in spite of the cold and fatigue from which she suffered."

The *Lady Roths* remained at Fraserburgh until 1937 when she was sold out of the Service to a purchaser at Dunbar. During her 22 years at Fraserburgh she was launched on service 66 times and rescued 65 lives.

Penguins for Zoos

With this old life-boat, and his two Shetlanders, Colonel Rankin arrived on the 26th of November, 1946, at Leith Harbour, South Georgia, added to his crew a Norwegian pilot, and spent the Antarctic summer cruising round South Georgia, in what he described as "one of the smallest vessels ever to set out on a deliberate cruise in Antarctic waters."

What he found there is graphically described in his book. On the 20th of April, 1947, he and his boat were shipped on board another whale factory ship and returned to Liverpool, bringing with them, among other

things, penguins which are now in the zoos of London, Edinburgh and Glasgow.

From the building yard at Cowes to Fraserburgh, from Fraserburgh to Dumbarton to be converted into a yacht, then, two years later, to war

service in the Clyde Patrol, then 9,000 miles across the world to study the birds and beasts of the Antarctic! Old life-boats have gone to varied and strange duties, but none, in her old age, has had a more interesting career than the *Lady Rothes* of Fraserburgh.

A Hundred Years Ago

An extract from The Life-boat, or Journal of the National Shipwreck Institution, July, 1854.

IN the autumn of 1853, a new life-boat was stationed at Dover by the Dover Humane Society to replace their old one. This boat was constructed by Mr. Clarkson, of a material which he has patented, composed of alternate layers or laminae of canvass, cork, and wood, united to each other with marine glue.

She is 28 ft. long, 7½ ft. wide, and 3 ft. 2 in. deep, with a water-tight deck, and having raised end air-boxes or tanks, as in the boats of Mr. Peake and Mr. Beeching, to give her self-righting power. Her ballast, the disposition, character and amount of which in a life-boat is of much importance, is differently arranged from that in either of the descriptions of boats above alluded to; Mr. Beeching's boats are ballasted with water in an enclosed tank; Mr. Peake's by an iron keel attached to the under part of the wooden one; but Mr. Clarkson has left a longitudinal channel or opening in the deck of his boat amidships fore and aft above the keel, in which pigs or bars of iron are stowed up to the level of the deck, and so secured that they should not fall out in the event of the boat upsetting.

Although the ballast placed in this raised position above the keel will not act with the same powerful leverage on the boat's heeling over, yet for

flat and shallow beaches it would possess the advantage of making her draw less water, and would also render her motion more easy when rowing with a broadside sea on.

The durability of Mr. Clarkson's material remains to be proved, but to all appearance it has all the solidity and strength of a wooden boat, if not more, has greater elasticity, and so would be less liable to injury from concussion against a rock or other hard substance, and from the nature of the material would not, like a wooden boat, become leaky after being long out of the water. Another peculiarity of this boat is lightness, her weight not being more than 27 cwt., which is about a quarter less than that of a wooden boat of the same dimensions and fitted in the same manner.

Altogether Mr. Clarkson, who is not a professional boat-builder, or at all acquainted with ordinary boat-building, has displayed great skill and ingenuity in the construction of this boat, which was in great part put together by his own hand. She is also very favourably spoken of by the coastguard, and others, who have taken her off on trial. The Lords of the Admiralty have given permission for her to be hoisted up to davits on the east side of the Royal Pier.

Award to Falmouth Coxswain

MR. C. H. BROWN, coxswain of the Falmouth life-boat, has been awarded a certificate by the Royal Humane Society for rescuing a young boy from the sea near Falmouth.

Coxswain Brown has served with the Falmouth life-boat for more than thirty years, as bowman from 1922-1931 and assistant mechanic from 1931-1946, being appointed coxswain in 1947.

A Story of Dutch Life-boats

Messrs. Victor Gollancz Ltd. are to be congratulated on producing under the title *Wild Water* an English edition of a Dutch book by Klaas Toxopeus, which has already had considerable success in the Netherlands (15s.).

Wild Water is largely the life-story of a Dutch life-boatman. Klaas Toxopeus comes from a seafaring family. His brother was himself a life-boat captain—or in the English phrase, a “coxswain.” He himself for a number of years has commanded the life-boat *Insulinde*.

His book tells of his early fight to escape from a factory and to join his father at sea. He won his fight and in time joined the Dutch Life-boat Service. In this he was employed in a full-time capacity, his first job being with the Rottum life-boat. Here he lived in a community numbering only eight persons: himself; the captain of the life-boat and his wife; his uncle; his uncle's housekeeper and three farm hands. At the Rottum station, which was later closed, he saw a good deal of

service and soon learnt his duties from his captain. In his captain's phrase there was “only one right way. That is to be on board before the bad weather sets in. It is not an easy job but there is no alternative, and you have to be prepared sometimes to spend three or four days on board in dirty weather and high seas.”

There follow descriptions of Mr. Toxopeus's first trip as captain and of several daring rescues from Finnish, Turkish, German and Spanish ships. Finally there is an account of the disastrous storm which led to the sinking of the *Princess Victoria* and which swept across the whole of Northern Europe.

Well deserved tributes are paid to the crews of the Dutch life-boats and to Mr. de Booy, the Director of the North and South Holland Life-saving Society, whom the author calls “as good a sailor as any of us.”

Wild Water is written in a breezy, conversational style and evokes a lively picture of a great Life-boat Service.

New Ways of Raising Money

A COLLECTION in aid of the Institution was made at the Silverstone International Trophy meeting on the 15th of May by kind permission of the *Daily Express* and the British Racing Drivers' Club. A total of £131 7s. 4d. was received.

* * *

A new and most attractive toy life-boat can now be supplied to branches at 1s. 6d. each for sale to the public at 2s. each. These boats can be supplied from headquarters only in dozens, but they can be bought individually from branches.

* * *

Messrs. Micromodels, Ltd., of London, are producing a booklet of instructions on how to make a model life-boat. The instructions have been prepared by Mr. L. F. Gilding, a former member of the staff. These

booklets will be supplied to branches at 2s. each for sale to the public at 2s. 6d.

* * *

The Countess of Glasgow raised £55 for the Institution by the sale of daffodils and other flowers in Largs railway station.

* * *

Mr. R. G. Coles, of Coventry, made a decorated cake, weighing 15 lbs., in the shape of the St. Helier life-boat. It was shown at the time of the Coventry flag day on a stall where the takings were £23, and was later raffled at a private dance, whereby a further sum of £9 16s. was made.

* * *

A Malayan curry stall was a feature of a bring-and-buy sale organised by Mrs. Colville, Mrs. Lias and Mrs. Nightingale at Sandgate.

The Carshalton branch, whose honorary secretary is Mr. E. Heron, has started collecting jam jars, silver paper and milk bottle tops, from which the Institution has received more than £5 in the past two months.

* * *

A suggestion has been made by Mrs. K. Neale, of Llanfechain, that regular subscribers to the Institution should be able to buy a special pennant for flying on their own yachts. If

enough support for this scheme is forthcoming, the Institution will consider supplying such a pennant.

* * *

An anonymous contributor recently sent the Institution the money which he has saved by giving up smoking.

* * *

A contribution has been received from the private cash of one of the inmates of Her Majesty's prison at Stafford.

New Brooch Bars for Medallists

BROOCH bars for winners of the medals awarded by the Institution have recently been introduced and are now issued to all medallists. The bars are covered with the Institution's medal ribbon, which is light blue in colour, and are $1\frac{1}{4}$ in. wide and $\frac{1}{2}$ in. deep. A small emblem of the effigy of Sir William Hillary, the founder of the Institution, is attached to the bars in

gold, silver or bronze. The brooch bars are for wearing on occasions when medals are not worn. Medallists also receive a miniature reproduction of the medal which they have won in the form of a badge for wearing in the coat lapel. Those entitled to brooch bars who wish to receive them should apply to the Secretary of the Institution.

Portrait on the Cover

THE portrait on the cover is of Coxswain John Watters, who has been coxswain of the Fowey, Cornwall, life-boat since 1934. In 1947 Coxswain Watters was awarded the bronze medal for the rescue of seven men from the auxiliary motor vessel *Empire*

Contamar, of London. Seven men had to be hauled through heavy seas in a gale. Before going out on this service Coxswain Watters had been injured by a fall, but in spite of this he insisted on taking command of the life-boat.

The Beeching Model

THE famous life-boat model made by James Beeching of Great Yarmouth, which won the prize of 100 guineas offered by the Duke of Northumberland in 1851 for the best design of a life-boat, can be seen today in the Municipal Museum of Science and Industry in Newcastle-upon-Tyne. Beeching's design won the prize against wide competition. There were 280 entries from the United Kingdom, United States of America, France,

Germany and the Netherlands. The model has been lent to the museum by the Royal United Service Institution.

It is to be seen in the shipping room, in which there is a life-boat section. Above the model are two diagrams of self-righting life-boats and a picture of a rescue off Tynemouth Castle. There is also a bust of the fourth Duke of Northumberland, and several publications on the Life-boat Service are displayed.



From the painting by]

[T. C. Dugdale, R.A.

COXSWAIN HENRY GEORGE BLOGG, G.C., B.E.M., OF CROMER

(see page 730)



By courtesy of]

THE FOXGLOVE ON THE ROCKS

[Doran Brothers

(see page 723)



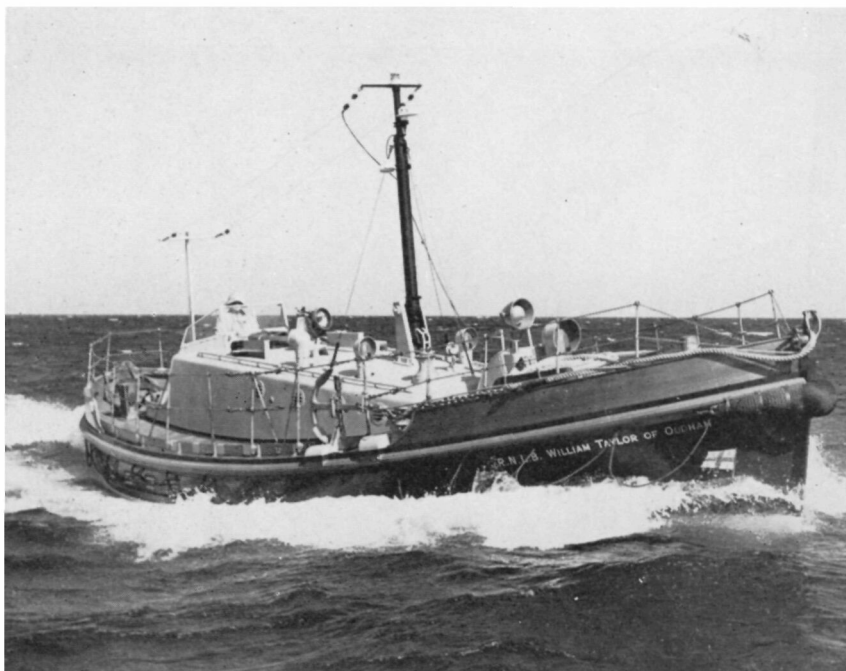
By courtesy of]

WHITBY LIFE-BOAT TO THE RESCUE

[Doran Brothers

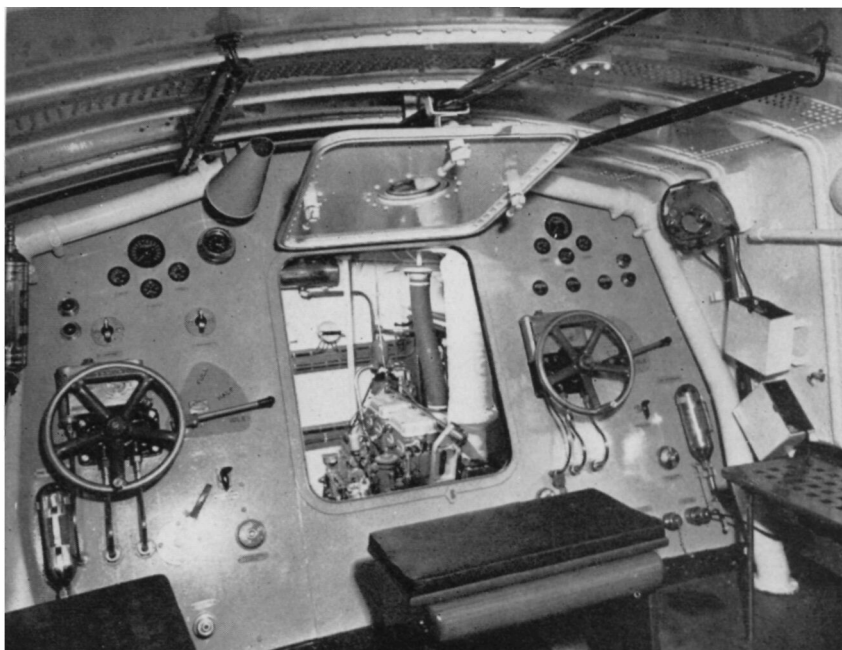


THE WRECK OF THE *FOXGLOVE*



THE COVERACK LIFE-BOAT

(see page 725)



ENGINES OF THE NEW GARDNER TYPE



By courtesy of]

[Belfast News-Letter

H.R.H. THE DUCHESS OF KENT MEETS NORTHERN IRISH LIFE-BOATMEN



By courtesy of]

[Keystone

EXPERIMENTAL SURVIVAL BAG

(see page 722)



By courtesy of

[Sunbeam Photo

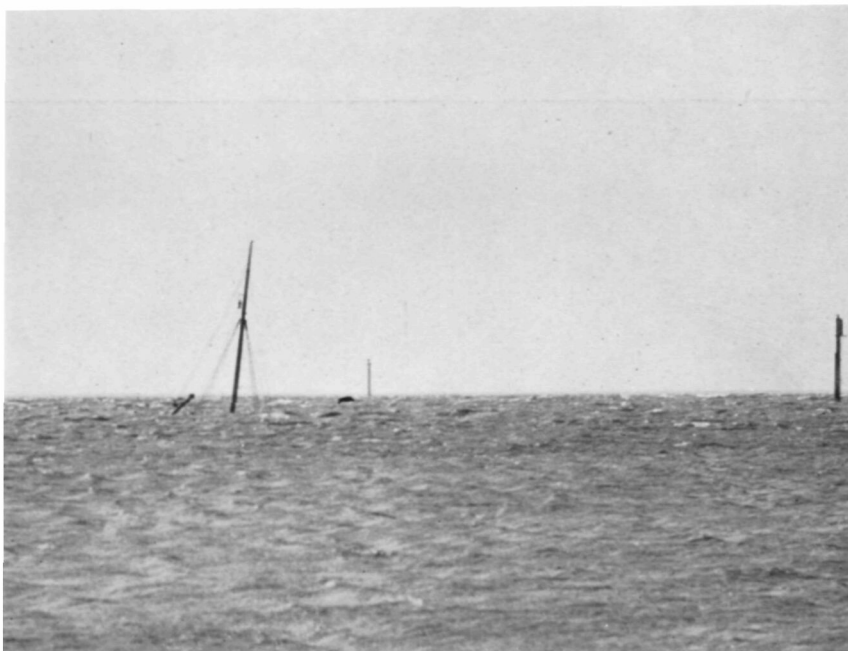
**H.R.H. THE DUCHESS OF GLOUCESTER NAMES THE NEW RAMSGATE
LIFE-BOAT**



By courtesy of

[Sunbeam Photo

THE MICHAEL AND LILY DAVIS
(see page 759)



By courtesy of]

CLINGING TO THE MAST

[the Lytham St. Anne's Express

The survivor who clung to the mast for an hour was rescued by the Lytham-St. Anne's life-boat
(see page 729)



By courtesy of]

[West Herts Post

THE MAYOR OF WATFORD AND MR. R. L. VOSPER

(see page 722)



By courtesy of]

[The Evening News, North Shields

BOWMAN RAY OLIVER, OF CULLERCOATS

(see page 732)

Services of the Life-boats in April, May and June, 1954

91 Lives Rescued

APRIL

DURING April life-boats were launched 26 times and rescued 22 lives.

THREE MEN RESCUED FROM SAILING BOAT

Margate, Kent.—At 2.50 on the afternoon of the 1st of April, 1954, the coastguard telephoned that he had received a message from Kingsgate that two men in a sailing boat three quarters of a mile off Joss Bay were waving an oar. At three o'clock the life-boat *North Foreland, Civil Service No. XI* was launched. The sea was rough and a fresh breeze was blowing from the west-north-west. The life-boat found the sailing boat *Avec Nom*, of Kingsgate, three miles east of Broadstairs being blown seawards. The men were wet and very cold. The life-boatmen rescued them, gave them rum, took their boat on board the life-boat and returned to their station, arriving at 5.20.—Rewards, £9 12s. 6d.

INJURED MAN TAKEN OFF LIGHTHOUSE IN GALE

Valentia, Co. Kerry.—On the 3rd of April, 1954, the Commissioners of Irish Lights asked if the life-boat would land a seriously injured man from the Skellig's Rocks lighthouse, as the Commissioners' tender *Valonia* had already made four unsuccessful attempts to do so in the bad weather. At 10.20 the next morning the life-boat *A.E.D.* put out in a very rough sea. There were hail showers and a moderate north-westerly gale. With difficulty the life-boat took the injured man on board, landed him at Reenard Quay, and reached her station again at 3.5.—Rewards, £10 3s.

SICK MAN BROUGHT FROM LIGHTVESSEL

Rosslare Harbour, Co. Wexford.—At 9.50 on the morning of the 7th of April, 1954, the Commissioners of Irish Lights rang up and asked if the life-boat would land a sick man from

the Blackwater lightvessel. The Commissioners had no boat available, and at 10.30 the life-boat *K.E.C.F.*, on temporary duty at the station, put out in a choppy sea with a light south-westerly breeze blowing. She landed the man and arrived back at her station at 2.20.—Rewards, £9 5s. Refunded to the Institution by the Commissioners of Irish Lights.

FISHING BOAT TOWED TO HARBOUR

Berwick-on-Tweed, Northumberland.—At 1.6 on the afternoon of the 8th of April, 1954, the coastguard telephoned that a motor boat had broken down and was drifting towards the shore three miles north of Berwick. At 1.26 the life-boat *J. and W.* was launched. There was a slight sea and a light south-westerly breeze. The life-boat found the local fishing boat *Bydand*, with a crew of three, about two hundred yards off-shore, and towed her to the harbour, arriving at 2.30.—Rewards, £7 4s.

MEDAL AWARD TO WHITBY COXSWAIN

On the morning of the 15th of April, 1954, the Whitby No. 1 life-boat *Mary Ann Hepworth* rescued four men from the local fishing-boat *Foxglove*. One of the four had been swept overboard by a heavy sea, and to rescue the others the coxswain had to take the life-boat through a gap in the rocks in a rough sea, with a gale blowing from the north-north-west.

Coxswain Eric Taylor was awarded the bronze medal and Motor Mechanic William Dryden the thanks of the Institution inscribed on vellum. For a full account of this service see page 723.

COBLE ESCORTED TO RUNSWICK

Runswick, Yorkshire.—During the morning of the 15th of April, 1954, the weather worsened while local fishing boats were at sea, and at 10.30 the

life-boat *The Elliott Gill* was launched. The sea was very heavy and a gale was blowing from the north-north-west. Two fishing cobsles landed at Staithes, and the life-boat escorted the Staithes coble *Coronation Queen* to Runswick, reaching her station again at 6.30.—Rewards, £23 8s.

TWO BOYS LANDED FROM DRIFTING DINGHY

Holyhead, Anglesey.—At 12.3 on the afternoon of the 16th of April, 1954, the coastguard rang up to say that a dinghy with two boys on board was drifting out to sea off Rhoscolyn Island. At 12.10 the life-boat *St. Cybi, Civil Service No. 9* was launched. The sea was calm, with a light north-north-east breeze blowing. An R.A.F. amphibious D.U.K.W. also put out. The D.U.K.W. found the dinghy one and a half miles south of Rhoscolyn and took it in tow. Shortly afterwards the life-boat also reached the position. The D.U.K.W. asked the life-boat to take the dinghy to Trearddur Bay. The life-boat took over the tow, landed the boys in Trearddur Bay, and reached her station again at 3.10.—Rewards, £8 7s.

CABIN CRUISER TOWED TO MARGATE

Margate, Kent.—At 11.6 on the morning of the 19th of April, 1954, the coastguard rang up to say that a cabin cruiser had broken down in Kingsgate Bay, but had made no distress signals. Watch was kept on her, and at 11.53 the coastguard reported that she was in difficulties. At 12.5 the life-boat *North Foreland, Civil Service No. XI* was launched in a very rough sea with a strong north-easterly breeze blowing. She found the auxiliary yacht *Merlin*, of Maldon, with three men on board. The yacht had lost her anchors, her skiff had been washed away, and the men had only been able to set her fore-sail. She was being driven towards the shore. With difficulty the life-boat passed a wire rope to her and towed her to Margate, arriving at 3.30.—Rewards, £18 10s.

PIER CATCHES FIRE

Great Yarmouth and Gorleston, Norfolk.—At 1.23 early on the morning

of the 20th of April, 1954, the Gorleston coastguard rang up to say that Britannia Pier at Great Yarmouth had caught fire and to ask for the life-boat, as there was some danger of people being trapped. At 1.38 the life-boat *Louise Stephens* was launched in a slight sea with a moderate easterly breeze blowing. She stood by the pier for nearly two hours. In that time the pier had burnt out, but no one was in danger, and the life-boat returned to her station, arriving at 3.30.—Rewards, £11 5s.

TWELVE MEN RESCUED FROM LIFTING CAMEL

Teesmouth, Yorkshire.—At 2.17 early on the morning of the 23rd of April, 1954, the South Gare lighthouse keeper rang up to say that one of the lifting camels working on the wreck of the S.S. *Guildford* in Tees Bay had broken adrift, and was driving towards a slag reef. Twelve men were aboard and they flashed SOS signals. At 2.44 the life-boat *John and Lucy Cordingley* was launched. There was a heavy swell, with a north-easterly breeze blowing. The life-boat found Camel L.C. 16 aground. The life-boat went alongside and with difficulty rescued the men. She took them to Hartlepool and arrived back at her station at 5.35.—Rewards, £11 6s.

INJURED AIRMAN PICKED UP AT SEA

Eastbourne, and Hastings, Sussex.—At 11.54 on the night of the 26th of April, 1954, the coastguard telephoned the Eastbourne life-boat station to say the R.A.F. station at Worthing had reported that two airmen were baling out of a Meteor aircraft two miles south-east of Beachy Head. At 12.29 the life-boat *Beryl Tollemache* was launched. She searched in a rough sea and strong north-easterly breeze and at 1.50 found an injured airman in a rubber dinghy one mile west of Bexhill. The life-boat rescued him, took him to Eastbourne, and then resumed the search for the second man. The Hastings life-boat *M.T.C.* had also been launched at 1.34, and both life-boats searched widely. The Eastbourne life-boat found a parachute one and a half miles south-west of

Bexhill, but no trace of the other airman was seen. The Hastings life-boat reached her station again at 7.30 and the Eastbourne life-boat arrived at Eastbourne at 7.50.—Rewards: Hastings, £31 8s. 6d.; Eastbourne, £29 4s. The airman wrote a letter of thanks, in which he stated: "Up till then I had never thought about the work the Life-boat Service do. But when that life-boat picked me up after being in my dinghy for two hours it was certainly the most welcome sight in the world."

FISHING BOAT TOWED TO PORTMAGEE

Valentia, Co. Kerry.—At 8.40 on the morning of the 29th of April, 1954, a message was received from Portmagee that the fishing boat *Island Rover*, of Tralee, was overdue with a crew of four. At nine o'clock the life-boat *A.E.D.* put out. The sea was calm, and a light breeze was blowing from the north-east. The life-boat found the fishing boat one mile north of Lemon Rock with her engine broken down. She towed her to Portmagee, reaching her station again at 2.15.—Rewards, £8 16s.

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

Dun Laoghaire, Co. Dublin.—April 4th.—Rewards, £6 10s.

Dungeness, Kent.—April 5th.—Rewards, £20.

Bembridge, Isle of Wight.—April 7th.—Rewards, £10 11s.

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

Flamborough, Yorkshire.—April 12th.—Rewards, £12 11s. 6d.

Howth, Co. Dublin.—April 14th.—Rewards, £8 10s.

Dun Laoghaire, Co. Dublin.—April 14th.—Rewards, £7.

Padstow, Cornwall.—April 17th.—Rewards, £4 11s.

Youghal, Co. Cork.—April 23rd.—Rewards, £8 6s.

Galway Bay.—April 26th.—Rewards, £15 12s. 6d.

FATHER RESCUES TWO CHILDREN

Shoreham Harbour, Sussex.—At 2.40

on the afternoon of the 26th of April, 1954, the coastguard telephoned that a sailing dinghy, with two children on board, had capsized half a mile off shore opposite King's Drive, Lancing. At 2.48 the life-boat *Rosa Woodd and Phyllis Lunn* was launched. There was a moderate sea and a moderate north-easterly breeze. The children's father also put out in a shore-boat and managed to rescue the children. The life-boat returned to her station, arriving at 3.25. The father made a donation to the funds of the Institution.—Rewards, £7 5s.

Kirkcudbright. — April 26th. — Rewards, £12 15s.

Pwllheli, Caernarvonshire. — April 28th.—Rewards, £16 11s.

MAY

DURING May life-boats were launched 45 times and rescued 33 lives.

NINE RESCUED FROM FISHING BOAT

Peterhead, Aberdeenshire.—At 1.20 early on the morning of the 1st of May, 1954, the coastguard telephoned that a vessel had gone ashore at North Head. At 1.45 the life-boat *Julia Park Barry, of Glasgow* was launched. There was a heavy ground swell, with a moderate north-easterly breeze. The life-boat found the local motor fishing boat *Spes Melior II*, with a crew of nine. She had been bound for the harbour from the west coast fishing grounds, but had gone on the rocks near the north entrance to the harbour. The life-boat first rescued three men from her, then approached her again and rescued the other six. She took them all to Peterhead, arriving at 2.50.—Rewards, £14 14s. 6d.

THREE TRAWLERS ESCORTED IN GALE

Ramsgate, Kent.—At 11.30 on the morning of the 2nd of May, 1954, the coastguard rang up to say that a French trawler in tow of another trawler appeared to be in difficulties half a mile south-east of the coastguard station. At 11.40 the life-boat *Michael and Lily Davis* put to sea.

The sea was very rough, and a gale was blowing from the south-west. The life-boat found a third trawler, escorted all three to Ramsgate harbour and reached her station again at 12.20.—Rewards, £8 13s.

FISHING BOAT HELPED TO DUNBAR

Dunbar, East Lothian.—At 4.25 on the afternoon of the 3rd of May, 1954, the coastguard reported that the local motor fishing boat *Devotion*, with a crew of three, was in difficulties about three miles north-east of Dunbar and had asked for help. At 4.50 the life-boat *George and Sarah Strachan* put out in a rough sea, with a strong north-north-east breeze blowing. She found that the *Devotion* had engine trouble, escorted her to the harbour, and reached her station again at 6.30.—Rewards, £5 5s.

LIFE-BOATMEN BOARD DRIFTING KETCH

Youghal, Co. Cork.—At eight o'clock on the evening of the 3rd of May, 1954, the auxiliary ketch *Three Brothers*, of Rye, broke from her moorings in the harbour. A whole gale was blowing from the north, and the sea was rough. The life-boat *Herbert John* was launched ten minutes later and came up with the ketch in the middle of Youghal Bay. Four life-boatmen boarded her, and took her back to the harbour. The life-boat returned to her station, arriving at 9.30.—Rewards, £9 1s.

SICK MAN TAKEN FROM LIGHT-VESSEL

Humber, Yorkshire.—At 3.50 on the afternoon of the 5th of May, 1954, the Superintendent of Trinity House at Great Yarmouth asked if the life-boat would take a sick man from the Humber lightvessel to Grimsby, as no other boat was available. At 4.5 the life-boat *City of Bradford III* was launched in a rough sea with a strong south-south-west breeze blowing. She took the patient on board, landed him at Grimsby, where an ambulance was waiting, and reached her station again at ten o'clock.—Paid Permanent Crew. Expenses refunded to the Institution by Trinity House.

BOYS BROUGHT OFF DESERTED ISLAND

Clogher Head, Co. Louth.—At 7.15 on the evening of the 5th of May, 1954, the Coast Life-saving Service at Skerries telephoned that two boys were stranded on an uninhabited island off Skerries. At 7.50 the life-boat *George and Caroline Ermen* was launched. There was a moderate sea, and a gale was blowing from the north-west. The life-boat searched the island coast with a searchlight, but found nothing and went to Skerries. There a man, who had previously seen the boys on the island, boarded the life-boat, which again left for the island, this time taking a small boat with her. Four men also put off in a shore-boat, and the shore-boat found the boys on the sheltered side of the island lying under an upturned boat. The men rescued them and transferred them to the life-boat, which made for Skerries. The shore-boat then got into difficulties, and the life-boat rescued the four men who were on board and towed their boat to Skerries, arriving at one o'clock. She landed the four men and two boys and left for her station an hour later, arriving at six o'clock.—Rewards, £29 10s. 6d.

RESCUES DURING DINGHY RACE

New Brighton, Cheshire.—At eight o'clock on the evening of the 5th of May, 1954, the life-boat bowman was on the New Brighton landing-stage when a sailing dinghy taking part in a race capsized. He arranged for the life-boat to be launched immediately. At 8.7 the *Norman B. Corlett* put to sea, and a rowing boat also put off, manned by two youths. The sea was rough, and a squally wind was blowing from the westward. Two other dinghies capsized near Rip-Rap Buoy, but the youths in the rowing boat picked up the crews and their dinghies. The man in the first dinghy was rescued by a sand pump dredger, which with the help of the life-boat also picked up two other dinghies, which had lowered their sails. The life-boat noticed that the youths in the rowing boat and the dinghymen they had saved were in difficulties and took them all on board. She landed them and the dinghies at the stage. She

then put out again, took the two other men off the dredger, and landed them and their dinghies. She reached her station again at 9.30.—Rewards, £5 7s.

REPORTER HEARS STEAMER'S S O S

Girvan, and Troon, Ayrshire.—At 6.48 on the evening of the 5th of May, 1954, the Portpatrick coastguard telephoned the Girvan life-boat station that the S.S. *Sir James*, of Cardiff, was drifting ashore between Heads of Ayr and Turnberry lighthouse. At 9.20 the life-boat *Frank and William Oates* was launched. The sea was rough, and a fresh gale was blowing from the north-west. At nine o'clock a newspaper reporter told the Troon life-boat station that he had heard an S O S from the *Sir James* on his wireless set, and at 9.50 the life-boat *Sir David Richmond of Glasgow* was launched. She found the steamer off Turnberry lighthouse at 12.50 early on the 6th, escorted her to Whiting Bay, and returned to her station, arriving at 5.30. The Girvan life-boat had returned to her station at 11.30 on the night of the 5th.—Rewards, Girvan, £7 1s. 6d.; Troon, £11 18s.

COXSWAIN PILOTS STEAMER IN GALE

Barrow, Lancashire.—At 12.40 early on the morning of the 6th of May, 1954, the Walney Island coastguard telephoned that a "Mayday" distress message had been received from the S.S. *Celt*, of Glasgow, ten miles south of St. Bees Head. At 11.10 the life-boat *Herbert Leigh* was launched in a very rough sea with a fresh north-westerly gale blowing. A member of the crew collapsed, and the life-boat returned to her station to land him, and put to sea again at 12.10. At 12.50 she made wireless contact with an Irish cattle boat. This boat had stood by the *Celt*, which had a breakdown in her fuel system, but had lost contact with her. The cattle boat directed the life-boat to a position north-north-west of Selker Buoy, and the life-boat later made wireless contact with the *Celt* and found her near the buoy at 6.45. She escorted her to Lightning Knoll Buoy and waited for

the tide. The coxswain then boarded her and piloted her to Barrow docks. The life-boat returned to her station, arriving at 10.30.—Rewards, £20 11s. The owners made a donation to the funds of the Institution.

SICK MAN TAKEN OFF WELSH TRAWLER

Valentia, Co. Kerry.—At two o'clock on the afternoon of the 8th of May, 1954, the steam trawler *Brecon Castle*, of Swansea, arrived at Valentia with a sick man. A doctor examined him and decided to have him taken ashore, but the weather was too bad for the ferry boat to land him. The doctor asked for the life-boat, and at three o'clock the *A.E.D.* put to sea with a nurse and a stretcher in a rough sea with a strong south-easterly wind blowing. The life-boat took the patient on board, landed him at Valentia, and reached her station again at 4.30.—Rewards, £3 11s.

TWO YOUTHS RESCUED FROM SAILING YACHT

Buckie, Banffshire.—At 3.15 on the afternoon of the 9th of May, 1954, the coastguard rang up to say that a small sailing boat was in difficulties three and a quarter miles north-north-west of Buckie. At 3.32 the life-boat *Glencoe, Glasgow* was launched. The sea was choppy with a strong south-easterly wind blowing. The life-boat found that the sailing boat, with two youths on board on a pleasure trip, had become unmanageable in the wind. She rescued them and towed the boat to the harbour, arriving at 4.50.—Rewards, £6 8s.

DOCTOR BROUGHT TO LIGHT- VESSEL

Barrow, Lancashire.—At 4.17 on the morning of the 14th of May, 1954, the Walney Island coastguard rang up to say that the Morecambe Bay light-vessel had asked for the life-boat as a member of her crew was seriously ill. At 5.15 the life-boat *Herbert Leigh* was launched, with a doctor on board. She made for the lightvessel in a moderate sea, with a moderate north-west-by-north breeze blowing, and put the doctor on board. He exam-

ined the man and had him transferred to the life-boat, which landed him at her station at ten o'clock. An ambulance was there waiting.—Rewards, £10 4s. 6d. Refunded to the Institution by Trinity House.

BOAT WELCOMING THE QUEEN TOWED TO PLYMOUTH

Plymouth, Devon.—At 5.58 on the morning of the 14th of May, 1954, the life-boat *Hearts of Oak*, on temporary duty at the station, was launched to stand by the many small boats which had put off to welcome the return of H.M. the Queen from the Commonwealth tour in H.M.Y. *Britannia*. The Royal Yacht passed Plymouth about seven o'clock, and the boats made for home. One of them, the *Apollo*, of Plymouth, a converted whaler fitted with an engine, with a crew of eight, broke down three miles south of Mewstone. The sea was moderate, with a moderate breeze blowing from the north-east. The life-boat towed the *Apollo* to Millbay docks, reaching her station again at 11.5. The crew expressed their thanks and a donation to the funds of the Institution was received.—Rewards, £10 17s.

DOCTOR TAKEN TO IRISH CORVETTE

Rosslare Harbour, Co. Wexford.—At 8.30 on the evening of the 14th of May, 1954, the Irish corvette *Maev* entered Rosslare Bay and signalled that she needed a boat to land a sick man, as her motor cutter was out of commission. The sea was moderate, with a moderate breeze blowing from the north-east, when the life-boat *Douglas Hyde* put to sea at 9.15. She went alongside the *Maev*, and at the request of her commanding officer took him ashore to consult the Port Medical Officer. The life-boat then took the doctor to the corvette. He treated the sick man, decided that he could remain aboard until the *Maev* reached Cork, and then re-embarked in the life-boat, which returned to her station, arriving at 10.50.—Rewards, £2 1s.

THREE RESCUED FROM PUNT

Southend-on-Sea, Essex.—At 8.10 on

the morning of the 15th of May, 1954, the life-boat *The Lord Southborough, Civil Service No. 1*, on temporary duty at the station, was launched to welcome the return of H.M. the Queen in H.M. Yacht *Britannia*. The sea was very choppy, and a fresh wind was blowing from the north. The life-boat made for her station again about eleven o'clock, but when she was a quarter of a mile west of Southend pier she saw a man and two boys in a home-made punt. The punt's outboard motor had broken down, and she had shipped a lot of water. She was in danger of capsizing, and the life-boat rescued the three people, gave them hot cocoa and food, and towed the punt to the pier. She landed them and then put off to another boat reported in difficulty at Leigh Middle, but a naval boat was already with her. The life-boat returned to her station, arriving at 12.40.—Rewards, £8 18s.

RESCUE FROM CAPSIZED DINGHY

Shoreham Harbour, Sussex.—At 4.4 on the afternoon of the 15th of May, 1954, the coastguard telephoned that during racing held by a local yacht club a Merlin sailing dinghy, the *Punch*, had capsized one and a half miles south-west-by-west of the harbour. Another yacht capsized in the same position ten minutes later. A club launch was near the spot and went to the *Punch*, but the launch needed further help, and at 5.5 the life-boat *Rosa Woodd and Phyllis Lunn* was launched. There was a slight sea, and a moderate breeze was blowing from the north-east. The life-boat rescued one of the *Punch's* crew of two, and the launch rescued the other. The launch then went to the help of the second yacht, and the life-boat towed in the *Punch*, reaching her station again at 6.48.—Rewards, £7 8s.

YACHT AGROUND NEAR RAMSGATE

Ramsgate, Kent.—At 7.43 on the morning of the 16th of May, 1954, the coastguard telephoned that the yacht *Aquila* had gone ashore at West Bay Point. At 7.52 the life-boat *Michael and Lily Davis* put to sea. There was a moderate sea, and a moderate breeze was blowing from the north-east. The life-boat found the yacht, which

had a crew of three, on a lee shore close to cliffs, and coastguardsmen were standing by at the cliff top with life-saving gear. The life-boat anchored, veered down to the yacht, and fired lines to her. She then passed a tow rope across, towed the yacht to Ramsgate, and reached her station again at 12.17.—Rewards, £10 3s. 6d.

TEN COBLES ESCORTED TO FILEY

Filey, Yorkshire.—During the morning of the 21st of May, 1954, ten local fishing cobles were overtaken by bad weather, and at 10.50 the life-boat *The Isa & Penryn Milsted* was launched, with the bowman in charge. She escorted the boats to the shore in a strong squally north-westerly breeze and reached her station again at 1.5.—Rewards, £11 9s. 6d.

TOW FOR CONVERTED SHIP'S BOAT

Swanage, Dorset.—At 5.50 on the afternoon of the 23rd of May, 1954, the St. Aldhelm's Head coastguard rang up to say that a motor boat appeared to be in difficulties about two miles east of the Head. At six o'clock the life-boat *R. L. P.* was launched. The sea was calm, and a light breeze was blowing from the west-south-west. The life-boat found the converted ship's boat *Dorothy*, with two men on board, bound for Wareham from Weymouth. Her engine had broken down. The life-boat towed her to Swanage Bay and reached her station again at 6.50.—Rewards, £6 15s.

HELP FOR TANKER OFF AILSA CRAIG

Girvan, Ayrshire.—At 7.30 on the morning of the 24th of May, 1954, the Portpatrick coastguard telephoned that the tug *Cruiser* had reported that she had the tanker *British Valour*, of London, in tow four miles south-south-west of Ailsa Craig, but that she could not hold her. Ten men were aboard the tanker. At 8.5 the life-boat *Frank and William Oates* was launched in a moderate sea with a moderate south-south-east gale blowing. She came up with the tanker a mile north of the Craig and found that

the tug was having difficulty in towing her. The life-boat stood by while the tug and her tow made for the shelter of the Ayrshire coast. Three miles south of Cumbraes the tug *Battle Axe* arrived on the scene. She passed a line to the tanker and helped the *Cruiser* to tow her. The life-boat, being no longer needed, returned to her station, arriving at nine o'clock.—Rewards, £21 6s. 6d.

LIFE-BOATMEN HELP TO FIGHT FIRE

Lytham-St. Annes, Lancashire.—At 10.50 on the night of the 25th of May, 1954, the Lytham police rang up to say that the pile beacon, known as Peet's Light, three and a quarter miles west of Lytham pier in the estuary of the River Ribble, had caught fire. The top structure is of wood and is mounted on wooden piles. The Port of Preston harbour-master asked if the piles at least could be saved, and it was agreed that the St. Annes fire brigade should load a pump into the life-boat's boarding boat. Firemen embarked with it, and at 11.30 the life-boat *N. T.*, on temporary duty at the station, put out, towing the boarding boat. The sea was calm, and a light breeze was blowing from south-by-east. The life-boat laid off the beacon, and two life-boatmen and three firemen took the boarding boat to it. The tide was low, enabling the men to fight the fire from the sands and to secure the boarding boat clear of danger. The fire was extinguished in about two hours, by which time only the piles remained. The life-boat took her boarding boat and gear back to her station, arriving at three o'clock on the morning of the 26th.—Rewards, £12 9s.

TWO YACHTS TOWED IN FROM RACE

Howth, Co. Dublin.—During a yacht race on the evening of the 26th of May, 1954, the 5-ton yacht *Alethea* was dismasted off Portmarnock Strand about two miles from Howth. The yacht *Ann Gail* wirelessly a distress call for her to Portpatrick Radio Station. This was intercepted by the Valentia Radio Station and passed to the life-boat station. At 7.50 the

Alethea burnt a flare, and at eight o'clock the life-boat *R. P. L.* was launched. The sea was rough, and a fresh breeze was blowing from the south. The life-boat made for the position, and the *Ann Gail* told her that another yacht, the *Southern Cross*, was also in difficulties. However, the *Southern Cross* was found to be making headway slowly. The *Alethea* was in a dangerous position on a lee shore, so the life-boat rescued her crew of four and towed her to Howth. She also towed in the *Southern Cross*, reaching her station again at 9.30.—Rewards, £4 18s.

TWO RESCUED FROM IRISH YACHT

Howth, Co. Dublin.—At eight o'clock on the evening of the 27th of May, 1954, the life-boat's motor mechanic saw the yacht *Maybe*, of Dun Laoghaire, capsize half a mile off the Nose of Howth. Five minutes later the life-boat *R. P. L.* was launched. The sea was rough, and a squally southeasterly wind was blowing. The life-boat rescued the yacht's crew of two, towed her to Howth, and reached her station again at 9.15.—Rewards, £4 18s.

RESCUED MEN CLINGING TO CABIN

Great Yarmouth and Gorleston, Norfolk.—At 9.35 on the evening of the 29th of May, 1954, the police at Great Yarmouth telephoned that the motor cruiser *Sea Eagle*, of Norwich, with three young men on board, had run ashore in Breydon Water and was in danger of capsizing in the fast ebbing tide. The life-boat *Louise Stephens* was launched at 9.50, with the honorary secretary, Mr. J. S. Ling, on board, and made for the position in a light north-westerly breeze. She found the men clinging to the top of the *Sea Eagle's* cabin. The *Sea Eagle* was heeling over sharply. The life-boat went alongside with difficulty in pitch darkness, rescued the men, and returned to her station, arriving at 12.10.—Rewards, £13 10s.

COBLE ESCORTED IN BAD WEATHER

Filey, Yorkshire.—On the morning of the 31st of May, 1954, the weather

worsened while fishing cobbles were at sea, and at eleven o'clock the life-boat *The Isa & Penryn Milsted* was launched. A strong breeze was blowing from the north-north-west. The life-boat escorted the local coble *Windsor Lad II* to the shore and reached her station again at 1.50.—Rewards, £13.

THREE COBLES ESCORTED TO NEWBIGGIN

Newbiggin, Northumberland.—On the evening of the 31st of May, 1954, some fishing cobbles put off to go salmon fishing, but at 9.30 one of them came ashore and reported that the sea was rough and that the weather was worsening. Conditions were dangerous for the cobbles to land, and at 11.45 the life-boat *Richard Ashley* was launched, with an ex-coxswain in charge. There was a heavy swell with a fresh north-north-east breeze. The life-boat escorted three cobbles to harbour and reached her station again at 7.45 on the 1st of June.—Rewards, £18 3s.

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

Clacton-on-Sea, Essex.—May 2nd.—Rewards, £24 16s. 9d.

Baltimore, Co. Cork.—May 3rd.—Rewards, £10 14s.

St. Mary's, Scilly Islands.—May 4th.—Rewards, £19 9s.

Clacton-on-Sea, Essex.—May 7th.—Rewards, £8 10s. 9d.

Whitehills, Banffshire.—May 8th.—Rewards, £17 3s. 6d.

Lowestoft, Suffolk.—May 9th.—Rewards, £11 15s.

Torbay, Devon.—May 14th.—Rewards, £5 3s. 6d.

Dungeness, Kent.—May 15th.—Rewards, £26 4s.

Skegness, Lincolnshire.—May 17th.—Rewards, £21 17s.

Courtmacsherry Harbour, Co. Cork.—May 20th.—Rewards, £14 1s.

The Lizard, Cornwall.—May 21st.—Rewards, £12 5s.

St. Peter Port, Guernsey.—May 22nd.—Rewards, £7 5s.

Clacton-on-Sea, Essex.—May 23rd.—Rewards, £24 1s. 3d.

Port St. Mary, Isle of Man.—May 25th.
—Rewards, £14 10s.

LIFE-BOAT TWENTY-THREE HOURS AT SEA

Stronsay, and Stromness, Orkneys.—At 10.24 on the night of the 26th of May, 1954, the Kirkwall coastguard telephoned the Stronsay life-boat station that a man had left St. Catherine's Bay in a motor boat for Kirkwall at five o'clock, but had not arrived. The coastguard made enquiries, but nothing more had been heard of the man, and at 11.23 the life-boat *Edward Z. Dresden* put to sea. She searched widely in a rough sea and fresh south-south-east breeze, but found nothing and arrived back at Stronsay for fuel at 11.40 on the morning of the 27th. At 10.35 that morning, the coastguard had asked if the Stromness life-boat *J.J.K.S.W.* would help in the search, and at 10.50 she was launched. She made a search in company with an aircraft, and at 12.40 the Stronsay life-boat put to sea again. She found the boat's mast and other wreckage near Black Craig, Shapinsay, but no sign of the man was seen. The life-boats continued searching until late that night but without success. In the end they returned to their stations, Stronsay arriving at 10.35 that night and Stromness at 1.43 early on the 28th. The Stronsay life-boat had been at sea for twenty-three hours. The man lost his life.—Rewards: Stronsay, £40 8s.; Stromness, £26 19s. 6d.

Fowey, Cornwall. — May 27th. — Rewards, £5 5s.

Weymouth, Dorset. — May 28th. — Rewards, £6 13s.

JUNE

DURING June life-boats went out on service 59 times and rescued 36 lives.

PASSENGERS AND CREW TAKEN OFF TRAWLER

Galway Bay.—At 10.30 on the morning of the 1st of June, 1954, the life-boat coxswain noticed that the trawler *St. Kieran*, of Galway, had gone aground at Straw Island about one mile east of Kilronan. At eleven

o'clock the life-boat *Mabel Marion Thompson* put to sea. There was a heavy ground swell, a northerly breeze and fog. The life-boat found the trawler being pounded by the seas and took off two passengers, one of them a woman. The life-boat took them to Kilronan and then put out again and took off the trawler's crew of three. Helped by another trawler, she refloated the *St. Kieran*, berthed her at Kilronan, and reached her station again at 2.45. The passengers expressed their thanks.—Rewards, £9 13s.

TOW FOR SHETLAND FISHING BOAT

Aith, Shetlands.—At 12.30 on the afternoon of the 3rd of June, 1954, the Lerwick coastguard rang up to say that the motor fishing boat *Britannia*, of Lerwick, with a crew of five, had broken down in Papa Sound off Sandness. At 12.58 the life-boat *City of Glasgow*, on temporary duty at the station, put to sea. There was a slight sea and a light south-south-west breeze. The life-boat found the fishing boat in danger of being carried ashore by the strong tide and towed her to Voe, reaching her station again at six o'clock.—Rewards, £10 17s.

YACHT TOWED TO HOYLAKE

Hoylelake, Cheshire.—At 8.30 on the evening of the 5th of June, 1954, the Formby coastguard rang up to say that the coaster *Talacre*, which was at anchor in the estuary of the River Dee, had reported that a yacht with two youths on board had gone aground on Salisbury Bank about four hundred yards north-west of Salisbury Buoy. As she would be in danger when the fast running tide flowed, the life-boat *Oldham IV* was launched at 9.7. There was a ground swell, with a light easterly breeze and heavy rain. The life-boat found the local yacht *Aurelia* in a precarious position, towed her to Hilbre Pool, and reached her station again at 2.20 early on the 6th.—Rewards, £17 11s.

YACHT ASKS FOR ESCORT

Aldeburgh, Suffolk.—At 7.25 on the morning of the 7th of June, 1954, the coastguard telephoned that a yacht

was burning flares one and a half miles east-south-east of Aldeburgh. At 8.3 the No. 1 life-boat *Abdy Beauclerk* was launched in a moderate swell with a moderate southerly breeze blowing. She found the 8-ton auxiliary yacht *Margaret*, of Boston, with a crew of three, off Orfordness. Her rudder had broken, but her crew made temporary repairs, and the owner asked the life-boat to escort them to Lowes-toft. The life-boat did so and then returned to her station, arriving at five o'clock. The owner made a gift to the life-boatmen.—Rewards, £49 1s. 6d.

THREE RESCUED FROM MOTOR BOAT

Margate, Kent.—At 12.26 on the afternoon of the 7th of June, 1954, the coastguard reported that a small motor boat, with a crew of three, had broken down about two miles off Foreness. At 12.35 the life-boat *North Foreland, Civil Service No. 11* was launched. The sea was choppy, and a fresh breeze was blowing from the south-west. The life-boat found the motor boat *Cas-Jel*, of Foreness, about two and a half miles off-shore with her engine broken down and her crew sea-sick. The life-boat rescued them and towed the boat to Margate, reaching her station again at 1.50.—Rewards, £8 1s.

DINGHY TOWED TO FISHGUARD

Fishguard, Pembrokeshire.—At 1.29 on the afternoon of the 7th of June, 1954, the coastguard telephoned that a sailing dinghy had been reported in difficulties in Newport Bay. At 2.3 the life-boat *White Star* was launched. There was a moderate sea, with a moderate south-easterly breeze. The life-boat found the dinghy drifting three and a half miles north-east of Dinas Head. A shore-boat had picked up her crew of two. The life-boat towed the dinghy to Fishguard and reached her station again at 4.25.—Rewards, £8 2s.

FOUR RESCUED FROM PLEASURE FLOATS

Ramsgate, Kent.—At 1.55 on the after-

noon of the 7th of June, 1954, the coastguard rang up to say that two Pedalo pleasure floats, each with two people in them, were drifting southwards. At 2.7 the life-boat *E.M.E.D.*, on temporary duty at the station, put out. The sea was rough and a moderate south-westerly breeze was blowing. The life-boat came up with the floats off the harbour, rescued the four people in them and took the floats to Ramsgate, which she reached at 2.23.—Rewards, £7 7s. 6d.

THREE BOYS CUT OFF BY TIDE

Newhaven, Sussex.—At 4.20 on the afternoon of the 7th of June, 1954, the coastguard telephoned that some boys had been cut off by the tide at Crowlink, and at 4.40 the life-boat *Cecil and Lilian Philpott* was launched. She took a dinghy with her. The sea was moderate, a light south-easterly breeze was blowing, and it was high water. The life-boat found three boys, and three life-boatmen put off in the dinghy. Because of the state of the sea it was decided not to take the boys on board, but to stand by until they could make their way along the foot of the cliffs. The boys eventually reached Birling Gap, and the life-boat returned to her station, arriving at 6.30.—Rewards, £7 1s.

YACHT ESCORTED IN SEARCH FOR CABIN CRUISER

The Mumbles, Glamorganshire.—At 6.55 on the evening of the 7th of June, 1954, the coastguard telephoned that a cabin cruiser was making very heavy weather five miles south-south-west of Mumbles Head. At 7.10 the life-boat *William Gammon—Manchester and District XXX* was launched. The sea was very rough, and a moderate gale was blowing from the south-east. During her search the life-boat came up with a sailing boat, with a crew of three, in difficulties off the head. She escorted her to safety, and continued the search for the cabin cruiser, which she eventually found ashore in Oxwich Bay. The cabin cruiser was the *Ampico 2*. Her crew of seven had gone ashore. The life-boat then returned to her station, arriving at 10.30.—Rewards, £19 6s.

PLEASURE BOAT BREAKS FROM MOORINGS

Clacton-on-Sea, Essex.—At 9.24 on the evening of the 9th of June, 1954, the coastguard telephoned that the owner of the local motor pleasure boat *Nemo II* had reported that his boat had broken from her moorings and was drifting towards the shore to the east of the pier. At 9.30 the life-boat *Sir Godfrey Baring* was launched in a rough sea. A southerly gale was blowing and the tide was two hours ebb. She found that the *Nemo II* had been washed ashore and, as the weather would not allow the life-boat to be re-housed, she made for Brightlingsea, arriving at eleven o'clock that night. At 4.10 the next morning she left Brightlingsea, refloated the *Nemo II* and then escorted her to Brightlingsea, which was reached again at 7.45. The life-boat remained there until the weather moderated and was taken back to her station on the 11th.—Property Salvage Case.

LIFE-BOAT TAKES OVER TOW OF KETCH

Angle, Pembrokeshire. — At 12.25 early on the morning of the 9th of June, 1954, the Tenby coastguard rang up to say that the tanker *Esso Cheyenne* had taken in tow the ketch *Progress*, of Bideford, with a crew of five, which she had found leaking, and was making for Milford Haven. The life-boat was asked to take over the tow, and at 3.35, when the tanker was two miles south-west of St. Anns Head, the life-boat *Elizabeth Elson* was launched. There was a heavy swell and a moderate southerly breeze. The life-boat took over the tow, anchored the ketch eight hundred yards north-east of the life-boat station, and arrived back at her station at 7.45. At eleven o'clock the life-boat winchman reported that the *Progress* was dragging her anchor, so at 11.20 the life-boat was launched again. She beached the ketch in Angle Bay and reached her station at two o'clock.—Rewards, £21 14s.

YACHT TOWED CLEAR OF SLIPWAY IN GALE

Dover, Kent.—At 11.30 on the night of the 9th of June, 1954, Lloyd's

signal station reported that a yacht, was being driven ashore in the Camber and was burning red flares. The sea was rough, with a moderate south-westerly gale blowing and heavy rain. At 11.45 the life-boat *Southern Africa* put out, and with the help of her searchlight found the yacht *Lutine* stranded on the slipway in the Camber, with six people on board. Seas were breaking over her and she was rolling heavily. A life-boatman threw a line to people ashore, who passed it to the yacht, and the life-boat then closed her and took her in tow. She pulled her clear, berthed her alongside another vessel at the South Wall, and then returned to her station, arriving at 12.48 early on the 10th.—Property Salvage Case.

LIFE-BOAT AT SEA TWENTY-ONE HOURS IN GALE

Dover, Kent.—At 5.12 on the morning of the 10th of June, 1954, the Sandgate coastguard rang up to say that the Dutch tug *Loire* had wirelessly that she had been towing the hopper *Novia Magum*, which had two men on board, but that the hopper had broken adrift four miles south-east of Dover. At 5.35 the life-boat *Southern Africa* put out in a very rough sea with a fresh south-westerly gale blowing. She found the hopper six miles to the east drifting very quickly. The life-boat stood by her all day until a position fifty miles from Dover was reached, and passed soup to the two men on board. The life-boat had been asked not to take the men off unless they were in danger, but to remain with the hopper until the tug *Rumania* arrived. The tug reached the hopper at 8.15 thirty miles east-by-north of North Foreland and took her in tow. The life-boat then returned to her station, arriving at 2.50 on the 11th, having been at sea for over twenty-one hours. A gift was received by the life-boatmen.—Rewards, £31 15s.

THREE RESCUED FROM MOTOR CRUISER'S DINGHY

Southend-on-Sea, Essex.—At 5.25 on the afternoon of the 10th of June, 1954, the coastguard rang up to say that a small motor boat off Leysdown, with Sea Cadets on board, had broken down.

At 5.45 the life-boat *The Lord Southborough, Civil Service No. 1*, on temporary duty at the station, was launched. There was a rough sea, and a strong breeze was blowing from the south-west. The life-boat did not find the motor boat, but two miles north-east of Leysdown she saw three men in an 8-feet dinghy from the motor cruiser *Ubique II*, of Erith. The motor cruiser had sunk, and the dinghy, which was made fast to her and flying a distress signal, was shipping a lot of water. The men were wet and cold and trying to bale her out with a saucepan. The life-boat rescued them, took the dinghy on board and returned to her station, arriving at 8.50. The Sea Cadet motor boat was reported to have been towed to safety by another boat.

The owner of the motor cruiser later asked if the life-boat would try to raise her, so at 10.45 the life-boat was launched again, taking a small boat with her. The weather had moderated a little, and three life-boatmen put off from the life-boat in the small boat and remained near the *Ubique II* until the tide ebbed. The life-boat stood off near by in deeper water. When the tide had dropped low enough the men in the small boat went on board the *Ubique II*, baled her out and repaired a hole in her side. When she refloated, the men sailed her to the life-boat, which towed her to Southend and beached her at 7.30 on the morning of the 11th.—Rewards: 1st service, £10 3s.; 2nd service, Property Salvage Case.

EXPECTANT MOTHER BROUGHT TO ORKNEY HOSPITAL

Stronsay, Orkneys.—At 12.50 on the afternoon of the 11th of June, 1954, the North Eastern Regional Hospital Board at Kirkwall asked if the life-boat would take a woman, who was about to have a baby, from North Ronaldshay to Kirkwall, as no other boat was available. At 1.20 the life-boat *Edward Z. Dresden* put out. There was a moderate sea, and a strong wind was blowing from the north. The life-boat reached North Ronaldshay at 3.40, took the expectant mother to Kirkwall, where an ambulance was waiting, and arrived back at her

station again at 11.48.—Rewards, £19 5s. 6d.

KERRY FISHING BOAT TOWED IN

Valentia, Co. Kerry.—At 9.15 on the morning of the 12th of June, 1954, a telephone message was received from Portmagee that the fishing boat *Naom Finton*, of Portmagee, had sailed for the fishing grounds with a crew of three at four o'clock on the afternoon of the 11th, but had not returned. At 9.30 the life-boat *K.E.C.F.*, on temporary duty at the station, put out in a moderate sea, with a moderate northerly breeze blowing and an ebbing tide. She found the *Naom Finton* broken down one mile north-west of Valentia Radio Station, towed her in, and reached Valentia again at 10.35.—Rewards, £5 16s.

YACHT TOWED TO NEW BRIGHTON

New Brighton, Cheshire.—At seven o'clock on the evening of the 13th of June, 1954, the Formby coastguard telephoned that the Wallasey police had reported a small yacht in difficulties about a mile west of the Rock lighthouse. Her crew of two were signalling. At 7.27 the life-boat *Edmund and Mary Robinson*, on temporary duty at the station, put out in a moderate sea, with a fresh northerly breeze blowing, and found the yacht *Jean*. The yacht had lost her rudder, and she was dragging her anchor towards the Battery Rock. The life-boat towed her to Canning Dock and reached her station again at 8.45.—Rewards, £5 7s.

FOUR-TON YACHT TOWED TO HARWICH

Aldeburgh, Suffolk.—At 7.25 on the evening of the 13th of June, 1954, the coastguard telephoned that a small yacht heading south was flying a distress signal and making heavy weather. At 7.43 the No. 1 life-boat *Abdy Beauclerk* was launched. The sea was rough, with a strong north-north-east breeze blowing. The life-boat came up with the 4-ton yacht *Dawn Wind*, which had a crew of two, one mile north-east of Aldeburgh. She put a man on board, towed the yacht to Harwich and then returned

to her station, arriving at 3.30 on the morning of the 14th. The owner made a gift to the life-boatmen.—Rewards, £49 1s. 6d.

SURVEY VESSEL PULLED OFF SANDS

Caister, Norfolk.—At 12.15 on the afternoon of the 15th of June, 1954, information reached the life-boathouse that H.M. motor launch No. 323, a survey vessel, had gone aground on the Barber Sands. At 12.19 the Great Yarmouth coastguard telephoned the same story, and one minute later the life-boat *Jose Neville* was launched in a rough sea. There was a strong southerly breeze, and the tide was half ebb. The life-boat found the motor launch, which had a crew of nine, hard aground with seas breaking all round her. She fired a line to her, connected a tow rope, and after several attempts pulled the vessel clear. The motor launch was leaking badly, but she made for Great Yarmouth under her own power, and the life-boat returned to her station, arriving at 5.20.—Property Salvage Case.

RESCUES FROM TWO SMALL BOATS

Blackpool, Lancashire.—At midnight on the 17th of June, 1954, the Formby coastguard rang up to say that the police had reported seeing two small boats, each with two men on board, off Bispham. The men were said to be shouting for help. At 12.30 early on the 18th the life-boat *Sarah Ann Austin* was launched in a rough sea. There was a south-westerly breeze, and it was high water. The life-boat found one boat off Norbreck, rescued two men, and then found the other boat off Little Bispham. She rescued her crew of two as well and then returned to her station, arriving at 2.30.—Rewards, £8 19s. 6d.

HELP TO FRENCH FISHING BOAT

Valentia, Co. Kerry.—At 3.48 on the afternoon of the 17th of June, 1954, a message was received from the Valentia Radio Station that a vessel was flying distress signals about one and a half miles south-south-west of Skellig's Rocks lighthouse. At four o'clock the life-boat *K.E.C.F.* on

temporary duty at the station, put out. The sea was rough, a southerly gale was blowing, and the tide was flooding. The life-boat found the fishing boat *Nono*, of Camaret, with a crew of twelve, in tow of another French boat one and a half miles south-south-west of Skellig's. The *Nono's* engine had broken down. The life-boat passed a rope to her and helped to hold her while her crew repaired the engine. By 6.30 the engine was going again. The *Nono* then went on her way and the life-boat returned to her station, arriving at 8.15. The skipper of the *Nono* expressed his thanks.—Rewards, £11 10s.

RESCUE FROM CAPSIZED DINGHY

Beaumaris, Anglesey.—At 5.10 on the afternoon of the 17th of June, 1954, the Penmon coastguard rang up to say that a Firefly sailing dinghy, with a crew of two, had capsized off Irishman's Spit at the eastern end of the Menai Straits. At 5.25 the life-boat *Field Marshal* and *Mrs. Smuts* was launched. The sea was rough, a light breeze was blowing from west-south-west, and it was the last hour of the ebb tide. The life-boat found the two people clinging to their dinghy, rescued them, righted the dinghy, and towed it to her station, which she reached at 7.30.—Rewards, £12 3s.

TWO MEN RESCUED FROM SPEED BOAT

Southend-on-Sea, Essex.—At 3.43 on the afternoon of the 18th of June 1954, a message was received from the coastguard that a tanker had reported a yacht apparently broken down off Nore Towers. At 4.5 the life-boat *The Lord Southborough, Civil Service No. 1*, on temporary duty at the station, was launched. The sea was moderate, a moderate south-westerly breeze was blowing, and the tide was one hour ebb. The life-boat found the speed boat *Blue Peter*, of Margate, three miles east of the Towers, with two men on board. Sea water had put her engine out of action, and a life-boatman boarded her. The life-boatmen then rescued the men, gave them rum and towed their boat to Southend, arriving at 6.15.—Property Salvage Case.

SEVEN DROWNED AFTER MOTOR BOAT CAPSIZES

Clogher Head, Co. Louth.—At 10.5 on the night of the 22nd of June, 1954, the Kilkeel coastguard rang up to say that the motor boat *Nautigel*, of Warrenpoint, had capsized in Carlingford Lough, and that three people were clinging to her. At 10.25 the life-boat *George and Caroline Ermen* was launched. The sea was rough, a north-westerly breeze was blowing and the tide was half ebb. The life-boat searched the lough for survivors with the help of her searchlight and found the boat, which had a foul propeller and had sprung a leak, drifting, partly submerged, three miles off Carlingford village. She towed it to the shore and handed it over to the Civic Guard. She then resumed the search and recovered a body of a woman a mile south-east of Carlingford lighthouse. She found no other bodies or survivors and reached her station again at 9.30 on the 23rd. Seven people, including a seven-year-old boy, lost their lives.—Rewards, £48 15s.

FOUR CUT OFF BY TIDE RESCUED

Newhaven, Sussex.—At 4.12 on the afternoon of the 24th of June, 1954, the coastguard telephoned that the Seaford police had reported that four people were cut off by the tide between Splash Point, Seaford, and Cuckmere Haven. At 4.24 the life-boat *Cecil and Lilian Philpott* was launched, taking a rowing boat with her. The sea was moderate, a light west-south-west breeze was blowing, and the tide was five hours flood. The life-boat found the four people east of Splash Point, and the rowing boat was taken inshore. The four people were rescued and transferred to the life-boat, which took them to Newhaven, arriving at 6.15.—Rewards, £7 1s.

YACHT TOWED IN WITH POLES ON BOARD

Walmer, Kent.—At 9.42 on the night of the 24th of June, 1954, a message was received that a yacht had broken down near the South Goodwin light-vessel. At 9.45 the life-boat *Charles Dibdin, Civil Service No. 2* was

launched. The sea was moderate, a moderate south-westerly breeze was blowing, and the tide was four hours ebb. The life-boat found the yacht *Fisher*, of Shoreham, with a crew of three, flashing signals for help between Leathercote Point and the lightvessel. The crew were Poles, who had chartered the yacht at Shoreham for a trip to France, but their engine had broken down returning from Boulogne, and they had had difficulty in sailing her. Four life-boatmen went on board the yacht, and the life-boat towed her to Ramsgate, reaching her station again at 2.30 early on the 25th. The Dover life-boat was also launched, but was not needed.—Property Salvage Case.

TWO RESCUED FROM YACHT DURING REGATTA

Barry Dock, Glamorganshire.—At two o'clock on the afternoon of the 26th of June, 1954, the life-boat *Rachel and Mary Evans* was launched on exercise, with the second coxswain in charge, to stand by yachts off Penarth, which were taking part in the annual regatta. There was a moderate sea and a north-north-west wind, and it was nearly high water. When the life-boat approached Penarth pier, she saw the yacht *Gareen Junior* capsize three quarters of a mile south-by-east of the pier. She rescued her crew of two, put them aboard a motor cruiser anchored near by, and then towed the yacht to the pier. She remained at Penarth for the afternoon and arrived back at her station at six o'clock.—Rewards, £10.

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

Valentia, Co. Kerry.—June 1st.—No rewards desired.

Swanage, Dorset.—June 2nd.—Rewards, £18 13s.

Fowey, Cornwall.—June 3rd.—Rewards, £5 5s.

Sheringham, Norfolk.—June 5th.—Rewards, £27 0s. 6d.

Blackpool, Lancashire.—June 5th.—Rewards, £7 1s.

New Brighton, Cheshire.—June 5th.—Rewards, £7 3s.

Weston-super-Mare, Somerset.—June 6th.—Rewards, £9 6s.

Dover, Kent.—June 6th.—Rewards, £4.

Falmouth, Cornwall.—June 7th.—Rewards, £5 14s.

Margate, Kent.—June 7th.—Rewards, £12 15s. 6d.

Padstow, Cornwall.—June 9th.—Rewards, £7 16s. 6d.

Shoreham Harbour, Sussex.—June 12th.—Rewards, £8.

Aldeburgh, Suffolk.—June 14th.—Rewards, £31 2s. 6d.

Aberystwyth, Cardiganshire.—June 18th.—Rewards, £20 13s.

New Brighton, Cheshire.—June 19th.—Rewards, £9 17s.

Newhaven, Sussex.—June 19th.—Rewards, £7 12s. 6d.

Dover, Kent.—June 19th.—Rewards, £14 2s.

Dungeness, Kent.—June 19th.—Rewards, £38 8s.

Dover, Kent.—June 20th.—Rewards, £12 13s.

Boulmer, Northumberland.—June 20th.—Rewards, £14 9s.

Torbay, Devon.—June 23rd.—Rewards, £3 5s. 6d.

Flamborough, Yorkshire.—June 23rd.—Rewards, £13 2s.

Dover, Kent.—June 24th.—Rewards, £5 10s.

Margate, Kent.—June 24th.—Rewards, £17 14s.

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

Fowey, Cornwall.—June 27th.—Rewards, £5 5s.

Margate, Kent.—June 28th.—Rewards, £12 15s. 6d.

Eastbourne, Sussex.—June 29th.—Rewards, £26 14s.

Newhaven, Sussex.—June 29th.—Rewards, £14 2s.

Swanage, Dorset.—June 30th.—Rewards, £12 7s.

Weymouth, Dorset.—June 30th.—Rewards, £8 2s.

The Duchess of Gloucester at Ramsgate

H.R.H. THE DUCHESS OF GLOUCESTER named the new Ramsgate life-boat *Michael and Lily Davis* on the 11th of June, 1954. A certificate inscribed on vellum to commemorate the 150th anniversary of the founding of a life-boat station at Ramsgate was presented at the same ceremony.

A life-boat station was established by the Ramsgate Harbour Trustees in 1802, but it did not come under the control of the Institution until 1865. From 1865 to the time of the ceremony Ramsgate life-boats had been launched on service 980 times and had rescued 1,648 lives. In 1940 the Ramsgate life-boat *Prudential* brought 2,800 men off the beaches of Dunkirk. Two gold and 37 silver medals have been awarded to Ramsgate life-boatmen.

The Mayor of Ramsgate, Councillor E. G. Butcher, took the chair at the

naming ceremony, and Commander T. G. Michelmores, Chief Inspector of Life-boats, described the new boat, which is a 46-feet 9-inches Watson cabin type boat. The Marquess Camden, a member of the Committee of Management, handed the life-boat over to the Ramsgate branch and presented the commemorative vellum. The Mayor accepted the life-boat on behalf of the branch.

The Bishop Suffragan of Dover, the Right Rev. A. C. W. Rose, assisted by the Vicar of Ramsgate, the Rev. George Bennett, and the President of the Ramsgate Free Church Council, the Rev. B. R. Goodchild, dedicated the life-boat. H.R.H. the Duchess of Gloucester then named her. Prince William and Prince Richard of Gloucester were both present at the ceremony.

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, O.B.E., M.C., T.D., M.A., the Secretary, Royal National Life-boat Institution, 42 Grosvenor Gardens, London, S.W.1.

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

The next number of THE LIFE-BOAT will be published in DECEMBER 1954.