

Services by the Life-boats of the Institution and by Shore-boats during 1940

During the year life-boats were launched 1,081 times. Of these launches 640 were to vessels and aeroplanes in distress through attack by the enemy or from other causes due to the war.

The Record Month by Month

1940	Number of Life-boat Launches	Lives Rescued by Life-boats	Vessels which Life-boats Saved or Helped to Save	Lives Rescued by Shore-boats
January	143	383	5	31
February	114	390	8	4
March	87	109	8	79
April	53	40	5	16
May	52	33	5	15
June	67	178	7	16
July	70	49	12	9
August	113	119	12	17
September	64	62	5	35
October	96	231	3	8
November	121	170	13	41
December	101	292	7	18
Totals	1081	2056	90	289

Forty-eight Medals for Gallantry

FALMOUTH, CORNWALL

On the 19th January, 1940, the Falmouth life-boat rescued the crew of thirty-five of the S.S. *Kirkpool*, of West Hartlepool.

COXSWAIN JOHN C. SNELL was awarded the silver medal.

MOTOR MECHANIC CHARLES H. WILLIAMS was awarded the bronze medal.

BEMBRIDGE, ISLE OF WIGHT

On the 29th January, 1940, the Bembridge life-boat rescued the crew of twenty-one of H.M. Trawler *Kingston Cairngorm*.

COXSWAIN HARRY J. GAWN was awarded the bronze medal.

MOELFRE, ANGLESEY

On the 29th January, 1940, the Moelfre life-boat rescued the crew of sixty of the S.S. *Gleneden*, of Glasgow.

COXSWAIN JOHN MATTHEWS was awarded the silver medal.

MOTOR MECHANIC ROBERT WILLIAMS was awarded the bronze medal.

WHITBY, YORKSHIRE

On the 3rd February, 1940, three attempts were made by the Whitby life-boat to rescue the crew of the S.S. *Charles*, of Bruges.

MOTOR MECHANIC JAMES PHILPOT was awarded the silver medal.

COXSWAIN JAMES MURFIELD was awarded the bronze medal.

LIFE-BOATMAN JOHN R. DRYDEN, acting as second coxswain, was posthumously awarded a second-service clasp to his bronze medal.

LIFE-BOATMAN CHRISTOPHER WALE, acting as bowman, was posthumously awarded the bronze medal.

ASSISTANT MOTOR MECHANIC WILLIAM DRYDEN was awarded the bronze medal.

LIFE-BOATMAN MATTHEW L. WINSPEAR was awarded the bronze medal.

LIFE-BOATMAN JOHN W. C. WALKER was awarded the bronze medal.

NEWBIGGIN, NORTHUMBERLAND

On the 4th February, 1940, the Newbiggin life-boat rescued the crew of eleven of the motor vessel *Eminent*, of Antwerp.

SECOND COXSWAIN GEORGE R. TAYLOR, acting as coxswain, was awarded the silver medal.

FRASERBURGH, ABERDEENSHIRE

On the 8th February, 1940, the Fraserburgh life-boat rescued the crew of five of the *Baradrangur*, of Trangisvaag.

COXSWAIN DAVID HAY was awarded the bronze medal.

CAPTAIN ANDREW STEPHEN, harbour master and joint honorary secretary, acting as second coxswain, was awarded the bronze medal.

ARBROATH, ANGUS

On the 9th February, 1940, the Arbroath life-boat rescued the seven survivors of the crew of the hopper *Foremost 102*, of Aberdeen.

COXSWAIN WILLIAM SWANKIE was awarded the bronze medal.

THE HUMBER, YORKSHIRE

On the 12th February, 1940, the Humber life-boat rescued the crew of nine of the steam trawler *Gurth*, of Grimsby.

COXSWAIN ROBERT CROSS was awarded the gold medal.

MOTOR MECHANIC JOHN S. MAJOR was awarded the silver medal.

SECOND COXSWAIN WILLIAM R. JENKINSON was awarded the silver medal.

BOWMAN WILLIAM J. T. HOOD was awarded the silver medal.

ASSISTANT MOTOR MECHANIC SAMUEL CROSS was awarded the silver medal.

LIFE-BOATMAN SAMUEL F. HOOPELL was awarded the silver medal.

EASTBOURNE, SUSSEX

On the 20th of March, 1940, the Eastbourne life-boat rescued the captain of the S.S. *Barnhill*, of London.

LIFE-BOATMAN ALEC F. HUGGETT was awarded the bronze medal.

LIFE-BOATMAN THOMAS ALLCHORN was awarded the bronze medal.

FRASERBURGH, ABERDEENSHIRE

On the 24th September, 1940, the Fraserburgh life-boat rescued the crew of ten of the steam trawler *Northward*, of Grimsby.

CAPTAIN ANDREW STEPHEN, harbour master and joint honorary secretary, acting as coxswain, was awarded the silver medal.

MOTOR MECHANIC GEORGE F. DUTHIE was awarded the bronze medal.

LIFE-BOATMAN JOHN D. MAY, acting as second coxswain, was awarded the bronze medal.

MARYPORT, CUMBERLAND

On the 9th October, 1940, the Maryport life-boat rescued the crew of four of the herring drifter *Mourne Lass*, of Workington.

COXSWAIN THOMAS Q. REAY was awarded a clasp to his bronze medal.

DONAGHADEE, CO. DOWN

On the 21st November, 1940, the Donaghadee life-boat rescued seven of the crew of the S.S. *Coastville*, of Liverpool, and on the 6th December, 1940, landed nine of the crew of the S.S. *Hope Star*, of Manchester.

COXSWAIN SAMUEL NELSON was awarded the bronze medal.

BARRY DOCK, GLAMORGANSHIRE

On the 6th December, 1940, the Barry Dock life-boat rescued the crew of ten of the S.S. *South Coaster*, of London.

COXSWAIN DAVID LEWIS was awarded the bronze medal.

SOUTHEND-ON-SEA, ESSEX

On the 6th December, 1940, the Southend-on-Sea life-boat rescued eight men. the crews of the barges *Cambria*, *Decima*, *Glencoe*, and *Nelson*.

COXSWAIN SIDNEY H. B. PAGE was awarded the silver medal.

MOTOR MECHANIC FRANK A. JURGENSEN was awarded the bronze medal.

SECOND COXSWAIN WILLIAM A. DEER was awarded the bronze medal.

BOWMAN HERBERT G. MYALL was awarded the bronze medal.

SIGNALMAN SAMUEL H. G. THOMAS was awarded the bronze medal.

ASSISTANT MOTOR MECHANIC REGINALD H. SANDERS was awarded the bronze medal.

TROON, AYRSHIRE

On the 6th December, 1940, the Troon life-boat rescued the crew of seven of the S.S. *Moyallon*, of Belfast.

COXSWAIN WILLIAM McAUSLANE was awarded the silver medal.

MOTOR MECHANIC ALBERT J. FERGUSON was awarded the 'bronze medal.

ARRANMORE, CO. DONEGAL

On the 7th December, 1940, the Arranmore life-boat rescued the eighteen survivors of the S.S. *Stolwijk*, of Rotterdam.

COXSWAIN JOHN BOYLE was awarded the gold medal.

MOTOR MECHANIC TEAGUE WARD was awarded the silver medal.

BOWMAN PHILIP BOYLE, acting as second coxswain, was awarded the bronze medal.

LIFE-BOATMAN PHILIP BYRNE, acting as bowman, was awarded the bronze medal.

ASSISTANT MOTOR MECHANIC NEIL BYRNE was awarded the bronze medal.

LIFE-BOATMAN PATRICK O'DONNELL was awarded the bronze medal.

LIFE-BOATMAN JOSEPH RODGERS was awarded the bronze medal.

LIFE-BOATMAN BRYAN GALLAGHER was awarded the bronze medal.

TYNEMOUTH, NORTHUMBERLAND

On the 8th December, 1940, the Tynemouth life-boat rescued the crew of twenty-two of the motor vessel *Oslo Fjord*, of Norway.

MR. EDWARD SELBY DAVIDSON, honorary secretary, was awarded the bronze medal.

COXSWAIN GEORGE LISLE was awarded the bronze medal.

List of Services by Life-boats

All the life-boats mentioned are motor life-boats unless it is stated that they are pulling and sailing.

		Time of Launching		Persons rescued from shipwreck
1940				
Jan.	1.	10.5 p.m.	S.S. <i>Neti</i> , of Susak, Yugoslavia. Weymouth life-boat stood by vessel.	
"	1.	Midnight	Motor cruiser <i>Sea Mist</i> . Poole and Bournemouth life-boat saved boat and rescued - - - - -	3
"	3.	10.5 p.m.	S.S. <i>Svarton</i> , of Stockholm. Fraserburgh life-boat landed 11.	
"	3.	11.30 p.m.	S.S. <i>Athelbeach</i> , of Liverpool. Courtmacsherry life-boat stood by vessel.	
"	4.	3.45 a.m.	S.S. <i>Ardangorm</i> , of Glasgow. Fowey life-boat - - - - -	36
"	4.	8.52 a.m.	Trawler <i>Georges Edouard</i> , of Ostend. Eastbourne life-boat stood by vessel.	
"	4.	1.0 p.m.	Fishing cobsles <i>Flora</i> , <i>Minnie</i> , <i>Silver Line</i> , and <i>Star of Hope</i> , of Staithes. Runswick life-boat escorted cobsles.	
"	4.	11.25 p.m.	H.M. Destroyer <i>Whirlwind</i> . New Brighton No. 1 life-boat gave help.	
"	5.	12.20 a.m.	S.S. <i>Ben Oliver</i> , of London. Shoreham Harbour life-boat saved vessel and rescued - - - - -	5
"	5.	3.5 a.m.	S.S. <i>Rothsay Castle</i> , of London. Port Askaig life-boat - - -	14
"	5.	4.0 p.m.	Steam trawler <i>Adrian</i> , of Lowestoft. Lowestoft life-boat stood by vessel.	
"	6.	11.23 a.m.	S.S. <i>City of Marseilles</i> , of Glasgow. Broughty Ferry life-boat gave help.	
"	7.	12.55 p.m.	S.S. <i>Fulham IV</i> , of London, and S.S. <i>Izgled</i> , of Dubrovnik, Yugo-Slavia. Walmer life-boat stood by vessels.	
"	7.	10.30 a.m.	S.S. <i>Cedrington Court</i> , of London. Ramsgate life-boat landed 34.	
"	7.	8.20 a.m.	S.S. <i>City of Marseilles</i> , of Glasgow. Broughty Ferry life-boat gave help.	
"	7.	4.5 p.m.	S.S. <i>Towneley</i> , of Newcastle. Margate life-boat landed 24.	
"	8.	1.50 a.m.	Motor fishing vessel <i>Monte Carlo</i> , of Ostend. Eastbourne life-boat saved vessel and rescued - - - - -	6
"	9.	6.5 a.m.	S.S. <i>Montauban</i> , of La Rochelle. Redcar life-boat - - -	39
"	9.	11.18 a.m.	S.S. <i>Upminster</i> , of London. Cromer No. 1 life-boat stood by vessel.	
"	9.	1.5 p.m.	S.S. <i>Buccari</i> , of Genoa. Walmer life-boat landed an injured man.	
"	9.	1.10 p.m.	S.S. <i>Ivan Kondrup</i> , and S.S. <i>Feddy</i> , both of Copenhagen. Aberdeen No. 1 life-boat rescued 4 and 2 respectively - - -	6
"	9.	1.25 p.m.	Motor vessel <i>Reculver</i> , of London. Great Yarmouth and Gorleston life-boat landed 6.	
"	9.	Midnight	S.S. <i>Tonis Chandris</i> , of Piræus. Lerwick life-boat stood by vessel.	
"	10.	12.20 p.m.	Naval aeroplane <i>K.4627</i> . Shoreham Harbour life-boat gave help.	
"	10.	2.0 p.m.	S.S. <i>Ivan Kondrup</i> and S.S. <i>Feddy</i> , both of Copenhagen. Aberdeen No. 1 life-boat stood by vessels.	
"	11.	6.27 a.m.	H.M. Trawler <i>Dandora</i> . Ilfracombe life-boat gave help.	
"	11.	10.45 a.m.	S.S. <i>Traviata</i> , of Genoa. Cromer No. 1 life-boat rescued 1 and landed 30 - - - - -	1
"	11.	10.45 a.m.	H.M. Trawler <i>Holyrood</i> . Cromer No. 1 life-boat gave help.	
"	11.	5.30 p.m.	S.S. <i>Pitwines</i> , of London. The Humber life-boat gave help.	
"	12.	4.50 p.m.	Lightship No. 85. Cromer No. 1 life-boat landed 3.	
"	14.	7.30 p.m.	S.S. <i>Pozzouti</i> , of Naples. Salcombe life-boat escorted vessel.	
"	16.	10.20 a.m.	S.S. <i>Stanlake</i> , of London. Sunderland life-boat stood by vessel.	
"	16.	1.0 p.m.	Three R.A.F. speed boats. Ramsey life-boat stood by boats.	
"	16.	1.30 p.m.	Sailing barge <i>Britisher</i> , of London. Lowestoft life-boat escorted vessel.	
"	16.	2.14 p.m.	Motor vessel <i>Ashanti</i> , of London. Great Yarmouth and Gorleston life-boat saved vessel and rescued - - - - -	9
"	16.	2.23 p.m.	R.A.F. Speedboat No. 101. Padstow No. 1 life-boat escorted boat.	

		Time of Launching		Persons rescued from shipwreck
1940	Jan.	16.	9.50 p.m.	S.S. <i>Premuda</i> , of Genoa. Margate life-boat - - - - - 8
	"	17.	3.35 a.m.	{ The <i>Brake</i> light-vessel. Ramsgate life-boat landed crew of 7, and later took them back.
	"	17.	12.43 p.m.	
	"	17.	6.30 a.m.	S.S. <i>Premuda</i> , of Genoa. Walmer life-boat - - - - - 24
	"	18.	7.15 a.m.	{ S.S. <i>Asteria</i> , of Piræus. Cromer No. 1 life-boat - - - - - 11 Light-vessel No. 85. Cromer No. 1 life-boat saved light-vessel's boat and rescued - - - - - 4
	"	19.	9.30 a.m.	S.S. <i>Kirkpool</i> , of West Hartlepool. Falmouth life-boat - - - 35
	"	19.	10.45 a.m.	Fishing boat <i>Cappella</i> , of Fleetwood. Fleetwood life-boat landed a dead body.
	"	19.	2.55 p.m.	R.A.F. trawler <i>Lydia Eva</i> . Pwllheli life-boat escorted vessel.
	"	20.	11.35 a.m.	Motor vessel <i>Caroni River</i> , of London. Falmouth of life-boat. - 27
	"	21.	6.47 a.m.	S.S. <i>Ila</i> , of Trondhjem. Ramsgate life-boat - - - - - 18
	"	21.	9.35 a.m.	S.S. <i>Protesilaus</i> , of Liverpool. Mumbles life-boat - - - - - 22
	"	21.	Noon	Motor fishing boats <i>Pride</i> and <i>Sceptre</i> , of Scarborough. Scarborough life-boat escorted boats.
	"	23.	7.10 a.m.	S.S. <i>Rynanna</i> , of Limerick. Walmer life-boat - - - - - 18
	"	29.	7.0 a.m.	H.M. Trawler, <i>Stella Sirius</i> . Selsey life-boat gave help.
	"	29.	10.0 a.m.	S.S. <i>Rushen Castle</i> , of Douglas. Peel life-boat gave help and landed 12.
	"	29.	10.50 a.m.	Motor Trawler <i>Jan Denye</i> , of Ostend. Torbay life-boat escorted vessel.
	"	29.	1.55 p.m.	S.S. <i>Badjestan</i> , of Newcastle. Campbeltown life-boat gave help.
	"	29.	2.0 p.m.	S.S. <i>Stanburn</i> and S.S. <i>Gripfast</i> , of Newcastle. Bridlington life-boat gave help.
	"	29.	5.20 p.m.	H.M. Trawler <i>Kingston Cairngorm</i> . Bembridge life-boat - - 21
	"	29.	7.40 p.m.	S.S. <i>Highwave</i> , of London. Walton and Frinton life-boat gave help.
	"	29.	9.0 p.m.	S.S. <i>Gleneden</i> , of Glasgow. Moelfre life-boat - - - - - 60
	"	30.	1.15 p.m.	An unknown vessel. Flamborough life-boat landed 3 dead bodies.
	"	30.	1.55 p.m.	S.S. <i>Stancourt</i> , of London. Broughty Ferry life-boat - - - 21
	"	30.	5.20 p.m.	Steam trawler <i>Pelton</i> , of Grimsby. Cromer No. 1 life-boat gave help.
	"	31.	9.45 a.m.	S.S. <i>Accomac</i> . Margate life-boat gave warning of a floating mine.
Feb.	2.	11.0 a.m.	S.T. <i>Barbados</i> , of Grimsby. The Humber life-boat gave help.	
	3.	8.45 a.m.	Trawler <i>Rose of England</i> , of Grimsby and S.S. <i>Yewdale</i> , of Glasgow. Scarborough life-boat gave help.	
	3.	12.15 p.m.	S.S. <i>Harley</i> , of London. Bridlington life-boat saved vessel.	
	3.	12.35 p.m.	S.S. <i>Kildale</i> , of Whitby. The Humber life-boat - - - - - 9	
	3.	1.0 p.m.	S.S. <i>Mertainer</i> , of Stockholm. Flamborough life-boat saved vessel and rescued - - - - - 35	
	3.	1.20 p.m.	S.S. <i>Tempo</i> , of Oslo. Eyemouth life-boat - - - - - 8	
	3.	3.0 p.m.	Lerwick life-boat took food to shepherds marooned on Noss Island.	
	4.	2.0 a.m.	S.S. <i>Baron Ruthven</i> , of Glasgow. Teesmouth life-boat - - - 34	
	4.	8.10 a.m.	Motor vessel <i>Eminent</i> , of Antwerp. Newbiggin life-boat - - 11	
	4.	11.0 a.m.	Motor vessel <i>Belpariel</i> , of Oslo. Tenby life-boat landed 27.	
	4.	4.55 p.m.	S.S. <i>Dulwich</i> , of London. Margate life-boat landed a dead body.	
	4.	9.0 p.m.	Motor vessel <i>Flores</i> , of Amsterdam. Walton and Frinton life- boat - - - - - 6	
	5.	12.45 p.m.	Steam trawler <i>Barbados</i> , of Grimsby. The Humber life-boat - 11	
	5.	3.0 p.m.	Fraserburgh life-boat brought a sick woman from Pennan.	
	5.	11.15 p.m.	{ S.S. <i>Emmy</i> , of Cephalonia. Barmouth life-boat landed 8, and gave help.	
	6.	6.30 a.m.		
	7.	3.30 p.m.		
	6.	8.20 a.m.	S.S. <i>Highcliffe</i> , of South Shields. Aith life-boat - - - - - 35	
	6.	1.55 p.m.	{ Steam trawler <i>Barbados</i> , of Grimsby. The Humber life-boat stood by vessel.	
	7.	1.55 p.m.		
	6.	9.55 p.m.	S.S. <i>Zitella</i> , of London. Peterhead life-boat stood by vessel.	
	6.	11.30 p.m.	S.S. <i>Verbormilia</i> , of London. St. Abbs life-boat - - - - - 32	
	7.	1.15 a.m.	Motor vessel <i>Bug</i> , of Poland. Fraserburgh life-boat - - - 12	
	7.	2.15 a.m.	S.S. <i>Eldon Park</i> , of Greenock. The Mumbles life-boat - - - 37	
	7.	9.40 a.m.	Motor trawler <i>Jeannine</i> , of Ostend. Penlee life-boat escorted vessel.	
	8.	2.0 p.m.	A raft. North Sunderland life-boat salvaged a raft.	
	8.	3.0 p.m.	Fishing boat <i>Suzanne Renee</i> , of Camaret. St. Helier life-boat escorted boat.	
	8.	11.42 p.m.	Motor vessel <i>Baradrangur</i> , of Trangisvaag. Fraserburgh life- boat - - - - - 5	

		Persons rescued from shipwreck	
1940	Time of Launching		
Feb. 9.	12.33 p.m.	S.S. <i>Boston Trader</i> , of Great Yarmouth.	Sheringham life-boat
" 9.	10.40 a.m.	Hopper <i>Foremost 102</i> , of Aberdeen.	Arbroath life-boat
" 9.	8.5 a.m.	Trawler <i>Venus RX 110</i> , of Rye.	Hastings life-boat
" 9.	6.50 p.m.	Motor yawl <i>Lily A199</i> , of Aberdeen.	Aberdeen No. 1 life-boat saved yawl and rescued
" 9.	3.30 p.m.	Motor vessel <i>Auchmacoy</i> , of Newburgh.	Newburgh life-boat
" 10.	8.50 p.m.	S.S. <i>Yewglen</i> , of Glasgow.	Newbiggin life-boat stood by vessel.
" 10.	3.15 a.m.		
" 10.	11.53 p.m.	S.S. <i>Goteborg</i> , of Gothenberg.	Anstruther life-boat helped to save vessel and rescued
" 11.	1.15 a.m.	S.S. <i>Gallia</i> , of Oslo.	Walmer life-boat gave help.
" 11.	2.30 p.m.	S.S. <i>Baron Ruthven</i> , of Glasgow.	Teemouth life-boat gave help and landed 6.
" 12.	12.40 a.m.	Motor vessel <i>Axel</i> , of Denmark.	Peterhead life-boat saved vessel and rescued
" 12.	7.50 a.m.	S.S. <i>Flandres</i> , of Antwerp.	Walmer life-boat
" 12.	3.42 p.m.	Motor cruiser <i>East Mora</i> .	St. Ives life-boat saved boat and rescued
" 12.	4.10 p.m.	S.S. <i>Baron Ruthven</i> , of Glasgow.	Teemouth life-boat
" 12.	7.0 p.m.	Steam trawler <i>Gurth</i> , of Grimsby.	The Humber life-boat
" 13.	1.13 p.m.	Boats of tanker <i>British Triumph</i> .	Cromer No. 2 life-boat saved two boats.
" 14.	7.15 p.m.	S.S. <i>Castor</i> , of Bergen.	The Humber life-boat stood by vessel.
" 15.	11.15 p.m.	S.S. <i>Walborg</i> , of Stockholm.	Tynemouth life-boat landed 14.
" 16.	1.15 a.m.	S.S. <i>Glendun</i> , of Belfast.	Ramsey life-boat
" 16.	3.15 p.m.	S.S. <i>Westown</i> , of London.	Falmouth life-boat stood by vessel.
" 17.	2.25 a.m.	Sailing barge <i>Veravia</i> , of London.	Newhaven life-boat escorted vessel.
" 21.	11.15 p.m.	S.S. <i>Westown</i> , of London.	Penlee life-boat escorted vessel.
" 22.	2.40 p.m.	S.S. <i>Akabahra</i> , of Horten.	Dunbar life-boat stood by vessel.
" 22.	7.30 p.m.	Motor fishing vessel <i>Jeanie</i> , of Girvan.	Girvan life-boat stood by vessel.
" 28.	5.15 a.m.	Motor vessel <i>Ulster Queen</i> , of Belfast.	Ramsey life-boat
" 28.	11.55 a.m.	Four fishing cobsles from Staithes.	Runswick life-boat escorted cobsles.
" 28.	3.15 p.m.	Fishing vessels <i>Success</i> and <i>Provider</i> , of Whitby.	Whitby No. 1 life-boat escorted vessels.
" 29.	3.25 p.m.	H.M. Motor Yacht <i>Boyne Water</i> .	Pwllheli life-boat took out a doctor.
Mar. 1.	1.15 p.m.	Boat of <i>PLM25</i> , of Rouen.	Wells life-boat saved boat.
" 1.	4.10 p.m.	Boat of S.S. <i>Jevington Court</i> .	Sheringham life-boat saved boat.
" 1.	5.25 p.m.	S.S. <i>Primo</i> , of Oslo.	Walmer life-boat landed an injured man.
" 2.	11.45 a.m.	H.M. Tug <i>Fairplay II</i> .	Redcar life-boat
" 2.	2.19 p.m.	Sheringham life-boat	salved a buoy.
" 2.	5.27 p.m.	S.S. <i>Domala</i> , of Glasgow.	Newhaven life-boat landed 51 from Dutch vessel <i>Jonge Willem</i> , and 3 dead bodies.
" 5.	7.20 a.m.	S.S. <i>Cordale</i> , of London.	Redcar life-boat stood by vessel.
" 5.	1.30 p.m.	Galway Bay life-boat	took an injured man to the mainland.
" 7.	10.52 p.m.	S.S. <i>Amelia Lauro</i> , of Naples.	Great Yarmouth and Gorleston life-boat landed 29.
" 8.	11.15 p.m.	Steam trawler <i>Vindelecia</i> , of Grimsby.	The Humber life-boat gave help.
" 9.	2.27 p.m.	S.S. <i>Ashley</i> , of Sunderland.	Ramsgate life-boat
" 11.	10.0 a.m.	S.S. <i>O. A. Brodin</i> , of Stockholm.	Maryport life-boat gave help.
" 11.	11.5 a.m.	S.S. <i>Amelia Lauro</i> , of Naples.	Great Yarmouth and Gorleston life-boat landed a sick man and 2 others.
" 13.	2.0 a.m.	Motor vessel <i>Buizerd</i> , of Groningen.	Runswick life-boat
" 13.	5.0 a.m.	<i>Examination Vessel XI</i> .	Sunderland life-boat stood by vessel.
" 13.	11.55 a.m.	A British aeroplane.	Blackpool life-boat gave help.
" 14.	11.0 a.m.	Motor fishing cobsles <i>Minnie</i> and <i>Star of Hope</i> , of Staithes.	Runswick life-boat escorted boats.
" 15.	10.40 a.m.	Motor fishing boat <i>Kate Cowie</i> , of Eyemouth.	Eyemouth life-boat landed 8.
" 15.	9.12 p.m.	S.S. <i>Panaghiotis</i> , of Piræus.	Dungeness life-boat stood by vessel.
" 17.	11.15 a.m.	Steam trawler <i>Regnault H.156</i> , of Hull.	Stornoway life-boat saved vessel and rescued
" 17.	3.5 p.m.	S.S. <i>Miervaldis</i> , of Riga.	Penlee life-boat gave help.
" 17.	3.15 p.m.	S.S. <i>Capitaine Augustin</i> , of Havre.	Margate life-boat landed 26.

	Time of Launching		Persons rescued from shipwreck
1940			
Mar. 19.	3.26 a.m.	S.S. <i>Albionic</i> , of Hull. Clovelly life-boat landed 13 from another vessel.	
" 19.	2.20 p.m.	Motor fishing boat <i>Glad Tidings</i> , of North Sunderland. North Sunderland life-boat saved boat and rescued - - - - -	3
" 20.	5.0 a.m.	S.S. <i>Barnhill</i> , of London. Eastbourne life-boat - - - - -	29
"	8.0 a.m.		
"	11.15 p.m.		
" 20.	9.22 a.m.	S.S. <i>Phobos</i> , of Rotterdam. Ramsgate life-boat landed 30 from another vessel.	
" 20.	12.45 p.m.	Boat of S.S. <i>Albionic</i> , of Hull. Ilfracombe life-boat saved boat.	
" 20.	7.45 p.m.	S.S. <i>Bothal</i> , of Copenhagen, and S.S. <i>Viking</i> , of Aabenraa. Wick life-boat - - - - -	7
" 20.	11.45 p.m.	S.S. <i>Barnhill</i> , of London. Newhaven life-boat saved a ship's boat.	
" 21.	2.55 p.m.	S.S. <i>Phobos</i> , of Rotterdam. Ramsgate life-boat stood by vessel.	
" 22.	10.15 a.m.	S.S. <i>Mount Taurus</i> , of Syra, Greece. Arklow life-boat stood by vessel.	
" 25.	7.42 p.m.	H.M. Minesweeper. North Sunderland life-boat landed an injured man.	
" 26.	7.38 a.m.	Motor vessel <i>Ryal</i> , of London. Great Yarmouth and Gorleston life-boat helped to save vessel and rescued - - - - -	11
" 27.	4.50 a.m.	S.S. <i>Italo-Balbo</i> , of Genoa. Walmer life-boat stood by vessel.	
" 30.	4.15 a.m.	Motor vessel <i>Frederik</i> , of Zwartsluis. Whitby No. 1 life-boat stood by vessel.	
" 31.	10.35 a.m.	S.S. <i>Nydalen</i> , of Oslo. Tobermory life-boat - - - - -	14
" 31.	10.40 a.m.	H.M. Yacht <i>Alecia</i> and dinghy. Great Yarmouth and Gorleston life-boat helped to save vessel and rescued - - -	6
Apr. 1	1.40 p.m.	Fishing boat <i>Pelham Mount</i> , of Fleetwood. Fleetwood life-boat saved boat and rescued - - - - -	2
" 1.	4.30 p.m.	Coal hulk <i>Black Miner</i> , of Stornoway. Stornoway life-boat landed 12.	
" 2.	2.15 a.m.	S.S. <i>Verbania</i> , of Naples. Stornoway life-boat stood by vessel.	
" 5.	5.25 a.m.	Motor vessel <i>Bjørnhaug</i> , of Oslo. Anstruther life-boat - - -	7
" 7.	6.50 a.m.	Aeroplane. Blyth life-boat saved a parachute.	
" 9.	3.10 a.m.	S.S. <i>Afon Gwili</i> , of Llanelly. Lytham-St. Annes life-boat gave help.	
" 9.	7.5 p.m.	Boat from H.M. Minesweeper <i>Waverley</i> . Lowestoft life-boat saved boat and rescued - - - - -	3
" 10.	7.5 p.m.	Steam tug <i>Fairplay I</i> , of London. Ramsgate life-boat stood by vessel.	
" 15.	1.20 a.m.	Motor vessel <i>Heemskirk</i> , of Rotterdam. Great Yarmouth and Gorleston life-boat helped to save vessel and rescued - - -	6
"	3.0 p.m.		
" 15.	7.35 p.m.	Motor fishing boat <i>Don't Know</i> , of Great Yarmouth. Caister life-boat saved boat and rescued - - - - -	2
" 16.	7.26 a.m.	S.S. <i>Alba</i> , of Panama. Ramsgate life-boat stood by vessel.	
" 19.	10.20 a.m.	Fishing boats <i>Success</i> , <i>Provider</i> and <i>Venus</i> , of Whitby. Whitby No. 1 life-boat escorted boats.	
" 22.	2.20 p.m.	S.S. <i>Bravore</i> , of Farsund. Ramsgate life-boat landed 2.	
" 22.	5.35 p.m.	Barge <i>Mahelah</i> , of London. Sheringham life-boat landed 4.	
" 22.	7.15 p.m.	Motor boat <i>Edith May</i> , of Weymouth. Weymouth life-boat saved boat and rescued - - - - -	2
" 25.	7.30 p.m.	S.S. <i>Seminole</i> , of London. The Mumbles life-boat stood by vessel.	
" 26.	6.0 a.m.	Galway Bay life-boat took sick boy to Galway thereby saving a life - - - - -	1
" 27.	6.6 a.m.	S.S. <i>Helder</i> , of Amsterdam. Walmer life-boat gave help.	
" 29.	4.20 p.m.	S.S. <i>White Toft</i> , of Middlesbrough. Whitby No. 1 life-boat - -	15
" 30.	12.30 a.m.	Steam trawler <i>Strathalford</i> , of Aberdeen. Wick life-boat - -	2
May 2.	7.50 a.m.	S.S. <i>Giannoulis Gounaris</i> , of Piræus, and S.S. <i>Lunineach</i> , of Limerick. Lynmouth pulling and sailing life-boat stood by vessels.	
" 7.	8.0 a.m.	Fishing vessel <i>Prosperity</i> , of Whitby. Whitby No. 1 life-boat saved boat and rescued - - - - -	5
" 8.	10.0 a.m.	Motor fishing yawl <i>Sceptre</i> , of Sunderland. Seaham life-boat stood by yawl.	
" 13.	5.0 a.m.	S.S. <i>Kyle Firth</i> , of Glasgow. Holyhead life-boat saved a boat and rescued - - - - -	5
" 14.	1.55 a.m.	S.S. <i>Hamla</i> , of London. Selsey life-boat escorted vessel.	
" 18.	midnight	Fishing boat <i>Floreat</i> , of Arbroath. Arbroath life-boat escorted boat.	

		Time of Launching		Persons rescued from shipwreck
1940				
May	19.	1.0 p.m.	Fishing yawl <i>Margaret</i> , of Fraserburgh. Fraserburgh life-boat saved boat and rescued - - - - -	3
"	22.	2.50 a.m.	S.S. <i>Firth Fisher</i> . Walmer life-boat landed 4 injured men.	
"	24.	4.55 a.m.	S.S. <i>Bhutan</i> , of London and French tug <i>Champion</i> . Walmer life-boat escorted steamer and stood by tug.	
"	24.	12.45 p.m.	S.S. <i>Ford Fisher</i> , of London. Wick life-boat helped to save vessel.	
"	24.	7.15 p.m.	S.S. <i>Stanlake</i> , of London. Stornoway life-boat gave help.	
"	25.	12.30 p.m.	H.M. Trawler <i>Charles Boyes</i> . Caister life-boat - - - - -	2
"	25.	12.40 p.m.	H.M. Trawler <i>Charles Boyes</i> . Great Yarmouth and Gorleston life-boat landed a dead body and rescued - - - - -	1
"	25.	6.55 p.m.	A ship's boat. Ramsgate life-boat saved boat.	
"	26.	12.50 p.m.	Naval motor launches <i>SO1</i> and <i>SO4</i> . Great Yarmouth and Gorleston life-boat gave help.	
"	30.	5.10 a.m.	S.S. <i>Yewdale</i> , of Glasgow. Walmer life-boat took out doctor and escorted vessel.	
"	30.	5.25 a.m.	Trawler <i>Grenada</i> , of Aberdeen. Gourdon life-boat stood by vessel.	
"	30.	2.20 p.m.	The Ramsgate life-boat helped in the evacuation of 2,800* men of the British Expeditionary Force and the French Army from Dunkirk.	
"	30.	5.15 p.m.	{ The Margate life-boat helped in the evacuation of 600* men of the British Expeditionary Force and the French Army from Dunkirk.	
"	31.	7.40 a.m.	{ A naval whaler. Margate life-boat - - - - -	17
June	2.	6.0 a.m.	{ A French destroyer. Dover life-boat landed 3 wounded men.	
"	2.	6.30 p.m.	{ Unnamed vessels. Ramsgate life-boat landed wounded men.	
"	2.	6.30 p.m.	{ S.S. <i>Emma</i> . Dover life-boat - - - - -	23
"	4.	1.30 a.m.	{ A motor boat. Dover life-boat - - - - -	15
"	4.	6.25 a.m.	{ An aeroplane. Bembridge life-boat - - - - -	4
"	4.	12.30 p.m.	{ A French warship. Margate life-boat gave help, took out a doctor, and landed 65.	
"	4.	11.45 p.m.	{ Margate life-boat took out messages to vessels for the naval authorities.	
"	5.	2.30 a.m.	{ A French motor boat and a boat. Ramsgate life-boat - - - - -	68
"	6.	noon	{ An open boat. Dover life-boat - - - - -	15
"	6.	6.5 p.m.	{ S.S. <i>Harcola</i> , of London. Ramsgate life-boat - - - - -	31
"	9.	12.30 p.m.	{ Tynemouth life-boat landed 3 boys marooned on rocks.	
"	10.	6.19 p.m.	{ S.S. <i>Empire Commerce</i> , of Newfoundland. Margate life-boat landed 17.	
"	11.	1.5 p.m.	{ A barge. Margate life-boat saved vessel.	
"	11.	4.45 p.m.	{ A small French boat. Dungeness life-boat landed 3.	
"	12.	8.55 a.m.	{ Motor vessel <i>St. Ronaig</i> , of Glasgow. Newhaven life-boat landed 2 dead bodies.	
"	13.	8.10 a.m.	{ Motor yacht, <i>Matilda</i> . Dover life-boat gave help.	
"	13.	7.57 p.m.	{ S.S. <i>Yvonne</i> , of Bruges. Ramsgate life-boat landed 2 dead bodies.	
"	16.	8.5 a.m.	{ S.S. <i>British Inventor</i> , of London. Weymouth life-boat saved two ship's boats and rescued - - - - -	15
"	17.	3.45 a.m.	{ H.M. Minesweeper <i>Ocean Sunlight</i> . Newhaven life-boat salvaged gear.	
"	18.	2.30 p.m.	{ S.S. <i>Brika</i> , of Swansea. Cromer No. 1 life-boat helped to save vessel.	
"	20.	3.15 a.m.	{ Motor vessel <i>Summit</i> , of London. Great Yarmouth and Gorleston life-boat escorted vessel.	
"	21.	8.49 a.m.	{ H.M. Auxiliary <i>Dulcibella</i> . Dover life-boat saved vessel and rescued - - - - -	4
"	21.	6.20 p.m.	{ S.S. <i>Roseburn</i> , of West Hartlepool. Dungeness life-boat landed 10.	
"	23.	1.45 p.m.	{ Ship's boat of S.S. <i>James Mcgee</i> , of Wilmington. Minehead life-boat saved boat.	
"	25.	7.30 p.m.	{ R.A.F. Seaplane, in tow of fishing boat. Wick life-boat stood by.	
"	26.	3.44 p.m.	{ St. Peter Port life-boat went to Alderney and assisted in the evacuation of 6 people.	
"	27.	12.50 p.m.	{ Yacht <i>Elsie</i> , of Torquay. Torbay life-boat - - - - -	1
			{ Steam trawler <i>Helios</i> , of Grimsby. Holy Island life-boat stood by vessel.	
			{ A British aeroplane. Dungeness life-boat picked up 1 man.	

*These lives are not included in the Institution's total of lives rescued from shipwreck.

SERVICES 1940

		Time of Launching		Persons rescued from shipwreck
1940				
June	28.	3.0 p.m.	Fishing boat <i>Venturer</i> , of Wexford. Arklow life-boat saved boat and rescued - - - - -	2
"	30.	5.45 p.m.	Motor fishing boat <i>Flora Dora</i> , of Grimsby. Thurso life-boat escorted vessel.	
July	2.	11.25 p.m.	Patrol boat <i>Montigo Bay</i> . Shoreham Harbour life-boat escorted boat.	
"	3.	7.30 p.m.	German aeroplane. Gourdon life-boat salvaged a dinghy.	
"	5.	3.45 p.m.	A small boat. Margate life-boat saved boat.	
"	9.	8.49 a.m.	Yacht <i>Sheila</i> , of Dublin. Rosslare Harbour life-boat saved dinghy.	
"	9.	7.30 p.m.	S.S. <i>Talvaldis</i> , of Riga. Salcombe life-boat landed 6 and rescued - - - - -	6
"	10.	7.5 a.m.	S.S. <i>Georgios Kyriakides</i> , of Andros. Courtmacsherry life-boat saved a ship's boat.	
"	10.	4.35 p.m.	S.S. <i>Waterloo</i> , of Montreal. Great Yarmouth and Gorleston life-boat landed 20.	
"			Naval pinnace. Great Yarmouth and Gorleston life-boat gave help.	
"	11.	12.15 a.m.	Small rowing boat. Youghal life-boat saved boat and rescued	5
"	11.	8.30 a.m.	A German aeroplane. Weymouth life-boat - - - - -	1
"	11.	6.35 p.m.	A British aeroplane. Selsey life-boat - - - - -	1
"	13.	4.28 p.m.	Two boats of S.S. <i>Kolga</i> , of Tallinn, Estonia, and 1 boat of motor vessel <i>Mallard</i> , of London. Hastings life-boat saved 3 ships' boats.	
"	14.	3.8 a.m.	A British aeroplane. Shoreham Harbour life-boat picked up 3 dead bodies.	
"	15.	6.30 p.m.	S.S. <i>Heworth</i> , of Newcastle. Great Yarmouth and Gorleston life-boat landed 14.	
"	16.	8.0 p.m.	Fishing boat <i>Spitfire</i> , of Rosslare Harbour. Rosslare Harbour life-boat saved boat and rescued - - - - -	4
"	19.	3.0 p.m.	A ship's boat. Arranmore life-boat saved boat.	
"	21.	6.27 p.m.	S.S. <i>Kollskegg</i> , of Oslo. Swanage life-boat gave help.	
"	21.	10.25 p.m.	Motor boat <i>North Star</i> , of Annagassan. Clogher Head life-boat escorted boat.	
"	21.	11.0 p.m.	H.M. Minesweeper. Lytham-St. Annes life-boat stood by vessel.	
"	22.	1.55 p.m.	H.M. Trawler. Holyhead life-boat picked up 1 dead body.	
"	23.	10.30 p.m.	Fishing boat <i>Alice</i> , of New Brighton. New Brighton No. 2 life-boat escorted vessel.	
"	25.	4.0 p.m.	Motor vessel <i>Summit</i> , of London. Dover life-boat - - - - -	7
"	26.	8.5 a.m.	S.S. <i>Broadhurst</i> , of London. Shoreham Harbour life-boat saved a ship's boat and rescued - - - - -	13
"	26.	11.20 a.m.	S.S. <i>London Trader</i> , of London. Shoreham Harbour life-boat - S.S. <i>Broadhurst</i> , of London. Shoreham Harbour life-boat saved a ship's boat.	12
"	28.	4.0 a.m.	S.S. <i>Orlock Head</i> , of Belfast. Thurso life-boat gave help.	
"	29.	9.49 a.m.	S.S. <i>Ousebridge</i> , of West Hartlepool, and Mersey Pilot Boat. New Brighton No. 2 life-boat gave help.	
Aug.	1.	3.15 a.m.	S.S. <i>Jamaica Progress</i> . Barra Island life-boat saved a boat and rescued - - - - -	19
"	1.	7.26 a.m.	A British aeroplane. Aberystwyth life-boat brought ashore a dead body.	
"	1.	3.0 p.m.	The Shambles light-vessel. Weymouth life-boat landed 7 and gear.	
"	3.	10.20 a.m.	Steam trawler <i>Rowsley</i> , of Grimsby. Wick life-boat escorted vessel.	
"	8.	4.5 p.m.	Shoreham Harbour life-boat landed 29 marooned men from Palace Pier, Brighton.	
"	8.	5.45 p.m.	R.A.F. motor launch of Calshot. Bembridge life-boat saved boat and rescued - - - - -	8
"	9.	4.50 p.m.	S.S. <i>Kingfisher</i> , of Wilmington, U.S.A. Pwllheli life-boat stood by vessel.	
"	10.	12.25 a.m.	British aeroplane. Margate life-boat - - - - -	1
"	11.	2.20 a.m.	Admiralty drifter <i>Ocean Vine</i> . Holyhead life-boat saved ship's boat and rescued - - - - -	6
"	11.	12.30 p.m.	S.S. <i>Oil Trader</i> , of London. Aldeburgh No. 2 life-boat gave help.	
"	11.	2.0 p.m.	Admiralty trawler <i>Edwardian</i> . Margate life-boat landed 4.	
"	11.	8.40 p.m.	Ship's boat <i>Janna</i> , of Drammen, Norway. Newquay (Cornwall) life-boat saved boat.	
"	12.	11.15 a.m.	Admiralty trawlers <i>Pyrope</i> and <i>Tamarisk</i> . Margate life-boat landed 1 and rescued - - - - -	27

	1940	Time of Launching		Persons rescued from shipwreck
	Aug. 12.	5.50 p.m.	A British aeroplane. Margate life-boat landed 1.	
	" 13.	12.30 p.m.	A German aeroplane. Weymouth life-boat salvaged wreckage.	
	" 13.	8.15 p.m.	A rowing boat of Benllech. Moelfre life-boat saved boat and rescued - - - - -	3
	" 14.	12.15 a.m.	Small yacht <i>Penguin</i> and a rowing boat of Ballywhiskin. Donaghadee life-boat saved two boats and rescued - - -	4
	" 14.	6.5 a.m.	A British aeroplane. Dungeness life-boat gave help.	
	" 14.	12.20 p.m.	A British aeroplane. Margate life-boat landed 1.	
	" 15.	3.35 p.m.	A German aeroplane. Margate life-boat - - - - -	1
	" 16.	7.45 a.m.	S.S. <i>Meath</i> , of Dublin and Admiralty Examination Vessel <i>Manx Lad</i> . Holyhead life-boat landed 8.	
	" 16.	1.10 p.m.	British and German aeroplanes. Selsey life-boat picked up 2 dead German airmen and gave help to a naval launch.	
	" 16.	7.7 p.m.	A British aeroplane. Dungeness life-boat picked up a dead body.	
	" 17.	4.50 p.m.	An aeroplane. Ramsgate life-boat salvaged wreckage and picked up a dead body.	
	" 18.	8.0 a.m.	A raft. Port Askaig life-boat salvaged raft.	
	" 18.	2.40 a.m.	German aeroplanes. Selsey life-boat - - - - -	2
	" 18.	5.40 p.m.	Motor vessel <i>Sylvafield</i> , of Newcastle. Tobermory life-boat took 16 shipwrecked men to Oban.	
	" 19.	7.10 p.m.	A British aeroplane. Aldeburgh No. 2 life-boat picked up 1 dead body.	
	" 22.	12.40 p.m.	Canadian Lake Boat <i>Thorold</i> , of Montreal. St. David's life-boat - - - - -	15
	" 23.	9.55 a.m.	Fishing coble <i>George and Margaret</i> , of Newbiggin. Newbiggin life-boat saved coble and rescued - - - - -	3
	" 23.	12.10 p.m.	Three fishing cobbles of Newbiggin. Newbiggin life-boat escorted 3 boats.	
	" 23.	9.0 p.m.	A British aeroplane. Port Erin life-boat picked up 2 dead bodies.	
	" 23.	10.50 p.m.	Motor fishing boat <i>Point Girl</i> , of Ballycotton. Ballycotton life-boat saved boat and rescued - - - - -	4
	" 25.	2.0 a.m.	S.S. <i>Beaconstrange</i> , of London. Wick life-boat escorted vessel.	
	" 25.	10.15 a.m.	A German aeroplane. Hastings life-boat - - - - -	1
	" 25.	5.41 p.m.	Boat of S.S. <i>Ville de Gand</i> , of Antwerp. Galway Bay life-boat saved boat.	
	" 27.	9.0 a.m.	German aeroplanes. Swanage life-boat salvaged wreckage and clothing.	
	" 27.	4.40 p.m.	Motor schooner <i>Invermore</i> , of Dublin. Rosslare Harbour life-boat stood by vessel.	
	" 27.	11.40 p.m.	An aeroplane. Cromer No. 1 life-boat salvaged gear.	
	" 28.	12.5 p.m.	S.S. <i>Remura</i> , of Plymouth. Fraserburgh life-boat - - - - -	23
	" 31.	4.30 p.m.	A German aeroplane. Margate life-boat landed 4.	
	" 31.	4.30 p.m.	Rowing boat <i>Shamrock</i> , of Colwyn Bay. Llandudno life-boat saved boat and rescued - - - - -	2
Sept.	1.	6.0 a.m.	An aeroplane. Sheringham life-boat salvaged wreckage and gear.	
"	2.	11.20 p.m.	A convoy. Peterhead life-boat salvaged three ship's boats and a raft.	
"	3.	10.20 a.m.	A British aeroplane. Margate life-boat rescued - - - - -	1
"	4.	7.30 a.m.	Trawler <i>Iago</i> , of Hull. Campbeltown life-boat gave help.	
"	4.	8.15 p.m.	Tobermory life-boat took a sick person to Oban.	
"	5.	3.35 p.m.	A German aeroplane. Margate life-boat salvaged wreckage.	
"	5.	3.48 p.m.	A German aeroplane. Hastings life-boat - - - - -	1
"	6.	3.0 a.m.	S.S. <i>Gannet</i> , of London. Peterhead life-boat - - - - -	24
"	7.	5.30 p.m.	A German aeroplane. Margate life-boat - - - - -	1
"	12.	3.55 a.m.	H.M.S. <i>Salvage King</i> . Wick life-boat gave help.	
"	12.	4.20 a.m.	H.M.S. <i>Salvage King</i> . Longhope life-boat transferred 35 of crew to a tug.	
"	16.	9.30 p.m.	Dutch trawler <i>Knikker</i> . Fleetwood life-boat stood by vessel.	
"	17.	9.0 p.m.	Rowing boat of Northbay. Barra Island life-boat - - - - -	2
"	18.	4.20 p.m.	A barrage balloon. Aldeburgh No. 2 life-boat salvaged balloon.	
"	23.	11.50 p.m.	Motor fishing boat <i>Glad Tidings</i> , of Lyster. Wick life-boat saved boat and rescued - - - - -	4
"	24.	2.30 a.m.	Trawler <i>Northward</i> , of Grimsby. Fraserburgh life-boat - - - - -	10
"	26.	8.25 p.m.	S.S. <i>Port Denison</i> , of London. Peterhead life-boat landed 8 and rescued - - - - -	2
"	27.	5.37 p.m.	A German aeroplane. Hastings life-boat rescued - - - - -	1
"	28.	9.20 a.m.	Motor fishing boats <i>Windsor Lad</i> , <i>Kathleen</i> , and <i>John</i> and <i>Nancy</i> , of Filey. Filey life-boat escorted boats.	
"	28.	10.40 a.m.	Five fishing cobbles of Newbiggin. Newbiggin life-boat escorted cobbles.	

	Time of Launching		Persons rescued from shipwreck
1940			
Sept. 28.	2.47 p.m.	A British aeroplane. Bembridge life-boat - - - - -	1
" 28.	10.0 p.m.	S.S. <i>Queen City</i> , of Bideford. Fraserburgh life-boat - - - - -	15
" 30.	4.30 p.m.	A German aeroplane. Selsey life-boat picked up 1 dead body.	
Oct. 2.	noon	Steam trawler <i>Northward</i> , of Grimsby. Fraserburgh life-boat stood by vessel.	
" 3.	2.0 a.m.	Steam trawler <i>Northward</i> , of Grimsby. Fraserburgh life-boat escorted vessel.	
" 3.	7.5 a.m.	Motor vessel <i>Actuosity</i> , of London. Cromer No. 1 life-boat - - -	8
" 5.	10.40 a.m.	S.S. <i>Aquila</i> , of Liverpool. New Brighton No. 2 life-boat escorted vessel.	
" 6.	2.19 a.m.	Patrol boat <i>Noel II</i> , of Hartlepool. Hartlepool life-boat saved vessel and rescued - - - - -	4
" 6.	7.30 p.m.	S.S. <i>Jersey Queen</i> , of London. Falmouth life-boat landed 10.	
" 7.	2.25 p.m.	A German aeroplane. Dungeness life-boat - - - - -	1
" 8.	3.0 a.m.	Motor fishing boats of Burtonport. Arranmore life-boat saved a boat and rescued - - - - -	8
" 8.	8.15 p.m.	S.S. <i>Bellona II</i> , of London. Gourdon life-boat landed 8 and rescued - - - - -	10
" 9.	10.45 a.m.	Fishing cobs <i>Rosamond</i> , <i>Royal Empire</i> , and <i>Brittania</i> , of Whitby. Whitby No. 1 life-boat escorted cobs.	
" 9.	7.47 p.m.	Herring drifter <i>Mourne Lass</i> , of Workington. Maryport life-boat - - - - -	4
" 10.	4.50 a.m.	Motor vessel <i>Alderney Queen</i> , of London. Angle life-boat - - -	4
" 13.	11.30 a.m.	S.S. <i>Mount Taygetus</i> , of Piræus. Mumbles life-boat gave help.	
" 14.	1.27 p.m.	Trinity House Vessel <i>Recuiver</i> , of London. The Humber life-boat took out a doctor and rescued - - - - -	4
" 17.	6.0 a.m.	H.M. Destroyers <i>G.51</i> , and <i>H.78</i> . Seaham life-boat stood by vessels.	
" 17.	6.15 a.m.	H.M. Destroyers <i>G.51</i> , and <i>H.78</i> . Cullercoats life-boat stood by and gave help.	
" 19.	2.35 p.m.	Motor ship <i>Aridity</i> , of London. Southend-on-Sea life-boat stood by vessel.	
" 20.	8.50 p.m.	S.S. <i>Conakrian</i> , of Freetown. Aberdeen No. 1 life-boat gave help.	
" 20.	11.0 p.m.	S.S. <i>Granby</i> , of Montreal. Redcar life-boat gave help.	
" 21.	2.0 a.m.	S.S. <i>Granby</i> , of Montreal. Redcar life-boat stood by vessel.	
" 21.	6.20 a.m.	A British aeroplane. Sheringham life-boat - - - - -	5
" 21.	11.20 a.m.	S.S. <i>Granby</i> , of Montreal. Redcar life-boat gave help.	
" 22.	7.30 a.m.	S.S. <i>Cairnglen</i> , of Newcastle-on-Tyne. Tynemouth life-boat gave help.	
" 22.	noon	Ten fishing boats of Scarborough. Scarborough life-boat escorted boats.	
" 22.	12.30 p.m.	Fishing smack <i>Havlynd</i> , of Brimness, Norway. Wick life-boat saved vessel and rescued - - - - -	4
" 22.	3.15 p.m.	A German aeroplane. Hastings life-boat - - - - -	1
" 22.	3.30 p.m.	S.S. <i>Granby</i> , of Montreal. Redcar life-boat - - - - -	21
" 22.	4.10 p.m.	S.S. <i>Cairnglen</i> , of Newcastle-on-Tyne. Tynemouth life-boat gave help.	
" 22.	3.40 p.m.	S.S. <i>Conakrian</i> , of Freetown. Aberdeen No. 1 life-boat landed 2.	
" 23.	3.30 a.m.	S.S. <i>Conakrian</i> , of Freetown. Aberdeen No. 1 lifeboat - - -	23
" 23.	8.50 a.m.	H.M. Trawler <i>Hero</i> . Ramsgate life-boat gave help.	
" 25.	11.40 a.m.	Nine fishing boats of Filey. Filey life-boat escorted boats.	
" 28.	2.50 a.m.	A British aeroplane. Skegness life-boat picked up 1 dead body.	
" 28.	2.55 p.m.	Motor vessel <i>Sagacity</i> , of London. The Humber life-boat - - -	7
" 28.	7.35 p.m.	S.S. <i>Suffolk Coast</i> , of Liverpool. Cullercoats life-boat escorted vessel.	
" 29.	6.30 a.m.	A British aeroplane. The Humber life-boat picked up a dead body.	
" 29.	3.0 p.m.	A British aeroplane. Selsey life-boat - - - - -	1
" 29.	10.45 p.m.	Auxiliary motor vessel <i>The Pilot</i> , of Liverpool. Kirkcudbright life-boat - - - - -	2
" 30.	6.55 a.m.	S.S. <i>Lisbon</i> . Peterhead life-boat - - - - -	30
" 30.		S.S. <i>Simonburn</i> . Peterhead life-boat - - - - -	39
" 30.		S.S. <i>Baronminto</i> . Peterhead life-boat - - - - -	24
" 30.		S.S. <i>Patria</i> . Peterhead life-boat landed naval staff.	
" 30.	7.25 a.m.	S.S. <i>Baronminto</i> , of Ardrosson. Fraserburgh life-boat - - -	31
" 30.	7.42 a.m.	H.M.S. <i>Advance</i> . Aberdeen No. 1 life-boat gave help.	
" 30.	12.20 p.m.	S.S. <i>Alcora</i> , of Glasgow. Fraserburgh life-boat stood by vessel.	
" 30.	3.0 p.m.	S.S. <i>Granby</i> , of Montreal. Redcar life-boat gave help.	
" 31.	2.0 p.m.	S.S. <i>Granby</i> , of Montreal. Redcar life-boat gave help.	

				Persons rescued from shipwreck	
1940	Time of Launching				
Nov. 1.	3.5 p.m.	S.S. <i>Letchworth</i> , of Newcastle.	Southend-on-Sea	life-boat	
		landed 18.			
" 2.	3.45 p.m.	Fishing coble <i>Treasure</i> , of Amble.	Amble life-boat	saved coble	
		and rescued			
" 2.	3.59 p.m.	Motor vessel <i>Bolham</i> , of Connahs Quay.	New Brighton No. 1		
		life-boat landed 4.			
" 2.	4.40 p.m.	Fishing boat <i>Little Billy</i> , of Dungeness.	Dungeness life-boat		
		saved boat and rescued			
" 3.	9.43 p.m.	S.S. <i>Eros</i> , of Belfast.	Fraserburgh life-boat		
" 5.	4.45 p.m.	Tuskar lighthouse.	Rosslare Harbour life-boat	landed an	
		injured keeper.			
" 5.	8.30 p.m.	Motor fishing boat <i>Onward</i> , of Rosslare Harbour.	Rosslare		
		Harbour life-boat escorted boat.			
" 6.	11.45 p.m.	Motor vessel <i>Lewant</i> , of Gdynia, Poland.	Donaghadee life-		
		boat stood by vessel.			
" 7.	5.0 p.m.	H.M. Drifter <i>Reed</i> , of Brightlingsea.	Clacton life-boat		
		rendered first-aid to survivor.			
" 8.	3.0 p.m.	S.S. <i>Fireglow</i> , of London.	Clacton life-boat	escorted vessel.	
" 9.	11.30 a.m.	Steam trawler <i>Leonard</i> , of Fleetwood.	Llandudno life-boat		
		helped to save vessel.			
" 11.	11.30 a.m.	Blackpool life-boat	rescued a man in difficulties in the sea		
" 11.	12.45 p.m.	Fishing boat <i>Willie Way</i> , of Arklow.	Arklow life-boat	saved	
		boat and rescued			
" 11.	2.28 p.m.	An aeroplane.	Aldeburgh No. 1 life-boat	salved a parachute.	
" 11.	6.50 p.m.	S.S. <i>Trebartha</i> , of St. Ives.	Aberdeen No. 1 life-boat	gave help.	
" 12.	9.15 a.m.	Motor vessel <i>Halcyon</i> , of Hull.	Southend-on-Sea life-boat		
		saved vessel and rescued			
" 12.	9.35 a.m.	An examination vessel.	Shoreham Harbour life-boat	gave	
		help.			
" 12.	12.30 p.m.	Barge <i>Tintara</i> , of London.	Southend-on-Sea life-boat		
" 12.	2.30 p.m.	A boom defence lighter.	Southend-on-Sea life-boat	saved	
		lighter and rescued			
" 12.	9.45 p.m.	Barges <i>Tintara</i> and <i>Portlight</i> , of London.	Southend-on-Sea		
		life-boat saved vessels.			
" 13.	8.10 a.m.	Motor vessel <i>Halcyon</i> , of Hull.	Southend-on-Sea life-boat		
		gave help.			
" 15.	4.5 a.m.	H.M. Trawler <i>Dungeness</i> , of Hull.	Cromer No. 1 life-boat		
" 15.	12.35 p.m.	S.S. <i>Pennrhyn</i> , of Liverpool.	New Brighton No. 1 life-boat		
		landed 5.			
" 15.	1.40 p.m.	Tug <i>Guardman</i> , of Hull.	Margate life-boat		
" 16.	3.5 p.m.	S.S. <i>Dagenham</i> , of London.	Southend-on-Sea life-boat		
" 17.	9.30 a.m.	A German aeroplane.	Aldeburgh No. 1 life-boat		
" 17.	10.27 a.m.	S.S. <i>Favorit</i> , of Stavanger.	Great Yarmouth and Gorleston		
		life-boat landed 1.			
" 17.	10.40 a.m.	A British aeroplane.	Margate life-boat	salved a rubber dinghy.	
" 17.	7.15 p.m.	Admiralty patrol boat.	Newhaven life-boat	escorted boat.	
" 18.	7.5 a.m.	A British aeroplane.	Portrush life-boat	stood by aircraft.	
" 18.	9.0 a.m.	H.M. Trawler <i>Dungeness</i> , of Hull.	Cromer No. 2 life-boat	gave	
		help.			
" 18.	4.0 p.m.	Motor barge <i>Ability</i> , of London.	Clacton life-boat		
" 19.	11.0 a.m.	S.S. <i>Folda</i> , of Leith.	Walton-on-Naze life-boat	escorted vessel.	
" 19.	10.15 p.m.	S.S. <i>Nestlea</i> , of Newcastle-on-Tyne.	Ballycotton life-boat		
		landed 22.			
" 19.	10.20 p.m.	Fishing boats <i>Winifred</i> , of Wexford, and <i>Onward</i> , of Rosslare.	Rosslare		
		Harbour life-boat saved boats and rescued			
" 20.	2.0 a.m.	S.S. <i>Nestlea</i> , of Newcastle-on-Tyne.	Ballycotton life-boat	gave	
		help.			
" 20.	7.0 a.m.	S.S. <i>Nestlea</i> , of Newcastle-on-Tyne.	Ballycotton life-boat		
		salved a ship's boat.			
" 20.	10.0 a.m.	H.M. Trawler <i>Dungeness</i> , of Hull.	Cromer No. 2 life-boat		
		gave help.			
" 20.	11.45 a.m.	S.S. <i>Magne</i> , of Stockholm.	Maryport life-boat	saved vessel	
		and rescued			
" 20.	2.55 p.m.	S.S. <i>Dagenham</i> , of London.	Southend-on-Sea life-boat	put	
		an officer aboard.			
" 21.	6.40 a.m.	S.S. <i>Coastville</i> , of Liverpool.	Donaghadee life-boat		
" 21.	9.30 a.m.	S.S. <i>Kingsborough</i> , of Glasgow.	Yarmouth, Isle of Wight,		
		life-boat			
" 21.	4.50 p.m.	A naval patrol drifter.	Clacton-on-Sea life-boat	gave help.	
" 21.	8.55 p.m.	S.S. <i>Nord Est II</i> , of Belfast.	New Brighton No. 1 life-boat		
		stood by vessel.			

		Time of Launching		Persons rescued from shipwreck
1940	Nov.	22.	5.0 p.m. H.M. Minesweeper <i>Ethel Taylor</i> . Cullercoats life-boat - - -	1
	"	23.	3.10 p.m. H.M. Minesweeper <i>New Comet</i> . Cullercoats life-boat - - -	20
	"	24.	1.19 p.m. A German aeroplane. Lizard life-boat landed a dead airman and rescued - - - - -	1
	"	24.	3.5 p.m. Motor vessel <i>Thomas M.</i> , of London. Great Yarmouth and Gorleston life-boat landed 7.	
	"	25.	7.30 a.m. H.M. Trawler <i>Dungeness</i> , of Hull. Cromer No. 1 life-boat salved gear.	
	"	25.	9.30 a.m. H.M. Motor Launch <i>III</i> . The Humber life-boat took out a doctor.	
	"	27.	1.30 p.m. Motor fishing boat <i>Snowdrop</i> and rowing boat <i>Ethna</i> , of Annalong. Newcastle, Co. Down, life-boat escorted boats.	
	"	28.	7.45 p.m. H.M. Minesweeper <i>Brabant</i> . St. Abbs life-boat landed a sick man thereby saving his life - - - - -	1
	"	29.	4.48 p.m. H.M. Trawler <i>Recordo</i> . The Humber life-boat took an injured man to Grimsby.	
Dec.	1.	12.40 a.m.	H.M. Motor Vessel <i>Platypus</i> . Redcar life-boat escorted vessel.	
	"	1.	8.45 a.m. { Motor vessel <i>Oslo Fjord</i> , of Oslo. Cullercoats life-boat - - -	40
			{ S.S. <i>British Officer</i> , of London. Cullercoats life-boat - - -	25
			{ Motor vessel <i>Oslo Fjord</i> , of Oslo. Tynemouth life-boat - - -	17
	"	1.	1.8 p.m. { S.S. <i>British Officer</i> , of London. Tynemouth life-boat stood by vessel.	
	"	2.	5.25 p.m. Motor vessel <i>Jolly Girls</i> , of Harwich. Cullercoats life-boat gave help.	
	"	3.	2.0 a.m. A motor fishing boat of Dunmore East. Helvick Head life- boat escorted boat.	
	"	5.	8.25 a.m. Barge <i>Nelson</i> , of London. Southend-on-Sea life-boat saved barge and rescued - - - - -	2
	"	5.	11.0 p.m. S.S. <i>Daleby</i> , of West Hartlepool. Teesmouth life-boat stood by vessel.	
	"	6.	8.15 a.m. Auxiliary yawl <i>Mutin</i> , of France. Torbay life-boat saved vessel and rescued - - - - -	7
	"	6.	9.20 a.m. S.S. <i>Hope Star</i> , of Newcastle. Donaghadee life-boat landed 9.	
	"	6.	10.45 a.m. Barge <i>Mistley</i> , of Ipswich. Southend-on-Sea life-boat - - -	2
	"	6.	11.15 a.m. S.S. <i>South Coaster</i> , of London. Barry Dock life-boat - - -	10
	"	6.	12.30 p.m. Barges <i>Cambria</i> and <i>Decima</i> , of London. Southend-on-Sea life-boat - - - - -	4
	"	6.	2.0 p.m. S.S. <i>Moyallon</i> , of Belfast. Troon life-boat - - - - -	7
	"	6.	2.20 p.m. S.S. <i>Governor</i> , of Liverpool. New Brighton No. 2 life-boat escorted vessel.	
	"	6.	4.0 p.m. Barges <i>Glencoe</i> and <i>Nelson</i> , of London. Southend-on-Sea life-boat - - - - -	4
	"	6.	5.30 p.m. S.S. <i>Daleby</i> , of West Hartlepool. Teesmouth life-boat - - -	37
	"	7.	2.20 a.m. S.S. <i>Royston</i> , of Newcastle. Cromer No. 1 life-boat stood by vessel.	
	"	7.	4.0 a.m. Barge <i>Cambria</i> , of London. Southend-on-Sea lifeboat saved vessel.	
	"	7.	6.30 a.m. S.S. <i>Stokwijk</i> , of Rotterdam. Arranmore lifeboat - - - -	18
	"	7.	6.40 a.m. Wreck of S.S. <i>Barnhill</i> . Hastings lifeboat - - - - -	2
	"	7.	10.40 a.m. S.S. <i>Teucer</i> , and S.S. <i>David Livingstone</i> , of Liverpool. Moelfre life-boat gave help.	
	"	7.	4.0 p.m. Barge <i>Verona</i> , of London. Southend-on-Sea life-boat saved barge and rescued - - - - -	2
	"	8.	12.30 a.m. Motor vessel <i>Oslo Fjord</i> , of Oslo. Tynemouth lifeboat - - -	21
	"	8.	2.58 a.m. Formby lightship. New Brighton No. 2 life-boat - - -	6
	"	8.	11.45 a.m. Motor vessel <i>Oslo Fjord</i> , of Oslo. Tynemouth life-boat - - -	1
	"	8.	4.30 p.m. Barge <i>Glencoe</i> , of London. Southend-on-Sea life-boat saved vessel.	
	"	9.	8.0 a.m. Barge <i>Cambria</i> , of London. Southend-on-Sea life-boat gave help.	
	"	10.	8.0 a.m. S.S. <i>Royston</i> , of Newcastle. Cromer No. 2 life-boat gave help.	
	"	11.	3.45 p.m. Barge <i>Decima</i> , of London. Southend-on-Sea life-boat saved barge.	
	"	12.	1.0 p.m. S.S. <i>Royston</i> , of Newcastle. Cromer No. 1 life-boat gave help.	
	"	16.	12.10 p.m. Motor vessel <i>Fredanja</i> , of Haran. Maryport life-boat gave help.	
	"	18.	4.30 p.m. S.S. <i>Osage</i> , of London. Rosslare Harbour life-boat landed 21.	
	"	19.	12.45 p.m. Eight fishing cobsles, of Newbiggin. Newbiggin life-boat escorted cobsles.	
	"	19.	1.15 p.m. Fishing coble <i>Treasure</i> , of Amble. Amble life-boat stood by coble.	

				Persons rescued from shipwreck
1940	Time of Launching			
Dec. 21.	2.55 p.m.	H.M. Trawler <i>Niblick</i> .	Lowestoft life-boat gave help.	
„ 22.	3.30 a.m.	A British aeroplane.	Wick life-boat salved a parachute.	
„ 23.	10.50 p.m.	A vessel.	Lytham-St. Annes life-boat took out letter from naval authorities.	
„ 24.	11.45 a.m.	Fishing smack <i>Proficient</i> , of Lowestoft.	Whitby No. 1 life- boat - - - - -	5
„ 25.	1.20 p.m.	A ship's boat.	Moelfre life-boat saved boat.	
„ 27.	1.50 a.m.	S.S. <i>Lady Connaught</i> , of Dublin.	New Brighton No. 1 life- boat escorted vessel.	
„ 27.	3.25 p.m.	Motor vessel <i>Araby</i> , of Liverpool.	Southend-on-Sea life-boat -	28
„ 30.	2.30 a.m.	S.S. <i>Baron Ardrossan</i> , of Ardrossan.	Barra Island life-boat -	54
„ 30.	4.15 p.m.	Fishing boats <i>Douglas</i> and <i>Favourite</i> , of North Sunderland.	North Sunderland life-boat escorted cobs.	

Summary of the Year's Work

Launches of Life-boats.

Total number of launches, including those in which for various reasons no services were rendered - - - - - 1,081

Of these launches 640 were to vessels and aeroplanes in distress through attack by the enemy or from other causes due to the war, and 441 were to vessels in distress from other causes.

Lives rescued.

Lives rescued by life-boats - - - - - 2,056

Lives rescued by shore-boats, and in other ways, for whose rescue the Institution gave rewards - - - - - 289

Total of lives rescued - - - - - 2,345

Of the 2,056 lives rescued by life-boats, 966 were from vessels and aeroplanes in distress through attack by the enemy or on account of the war, and 1,090 from vessels in distress from other causes.

Persons landed.

Persons landed who had been, or might have been, in danger or distress - - - - - 681

Vessels and boats helped.

Vessels and boats which life-boats saved or helped to save from destruction - - - - - 90

Vessels or boats which life-boats stood by, escorted to safety or helped - - - - - 240

Accounts of Services by Life-boats

JANUARY

Launches 143. Lives rescued 383.

JANUARY 1ST. - WEYMOUTH, DORSET. At 9.25 P.M. a message was received from the naval authorities that a steamer had gone aground in Weymouth Bay. An E.S.E. gale was blowing, with a rough sea. At 10.5 P.M. the motor life-boat *William and Clara Ryland* was launched and found the Jugo-Slav steamer *Neti*, of 4,500 tons, loaded with iron ore, and bound for Antwerp. She had dragged her anchors and had gone ashore on a sandbank. The life-boat went alongside, but the crew would not leave their ship. As the heavy gale and surf made it dangerous to remain alongside, the life-boat returned at 1.5 A.M. to harbour, remaining within call of the steamer. At 7.30 A.M. the next day she went out again and remained alongside the steamer until 9 A.M. Then, as her help was not needed, she returned to her station at 10 A.M. - Rewards, £19 15s. 6d.

JANUARY 1ST. - POOLE AND BOURNE-MOUTH, DORSET. On New Year's Eve, at about 9.30 P.M., the coastguard notified the life-boat authorities that a boat was ashore on Christchurch Bar, but not in immediate danger. A moderate E. wind was blowing with a heavy ground swell and the night was dark and foggy. Later it was decided to send out the motor life-boat *Thomas Kirk Wright*, and she left at midnight. She found the motor cruiser *Sea Mist*, which had launched her dinghy, but it had been swamped and two oars lost. Two of the crew of the *Sea Mist* were taken aboard the life-boat, two of whose crew boarded the cruiser, which was leaking badly. The *Sea Mist* was towed into Christchurch Harbour and put on the mud, her crew being put ashore at Mudeford. The lifeboat returned to her station at 7.30 A.M. - Property salvage case.

JANUARY 3RD. - FRASERBURGH, ABERDEENSHIRE. At 9.58 A.M. a message was received from the coastguard that a vessel had been mined ten miles N.E. from Kinnaird Head. A N.W. wind was blowing, with a very heavy ground swell. At 10.5 A.M. the motor life-boat *John and Charles Kennedy* was launched. The life-boat met H.M.S. *Oak* which had on board eleven survivors from the Swedish cargo steamer *Svarton*, of Stockholm. The steamer had sunk, and twenty of her crew had been lost. The life-boat took on board the eleven rescued men and landed them at Fraserburgh at 11.20 A.M. - Rewards, £7 6s. 6d.

JANUARY 3RD. - COURTMACSHERRY HARBOUR, CO. CORK. During the night Valentia Radio Station reported that help

was needed by a vessel in distress at Galley Head. A strong E.S.E. gale was blowing, with a very heavy sea. The motor life-boat *Sarah Ward and William David Crosweller* was launched at 11.30 P.M. and found the oil tanker *Athelbeach*, of Liverpool, ashore. With considerable difficulty in the high seas, the life-boat got alongside, but the crew declined to leave. They asked the life-boat to run out anchors and to stand by till high water. This she did, but as there was no chance of the *Athelbeach* refloating until the sea had gone down and as she was in no immediate danger, the life-boat returned to her station, after arranging with the captain to send a wireless message if he needed her help. She got back at 3.40 P.M., after sixteen hours of arduous service. Tugs arrived later, and two days later the *Athelbeach* was towed off. - Rewards, £21 2s. 6d.

JANUARY 4TH. - FOWEY, CORNWALL. At 3.10 A.M. a message was received that distress signals were being fired from a vessel off Chapel Point, near Mevagissey. A fresh E.S.E. wind was blowing, with a very heavy sea. The weather was very misty. At 3.45 A.M. the motor life-boat *C.D.E.C.* was launched and found the S.S. *Ardangorm*, of Glasgow, of 5,000 tons, ashore on the Gwineas Rocks, with heavy seas breaking over her. The coxswain told the captain that he would be quite safe until daybreak, but that if he wished the life-boat could rescue him and his crew by breeches buoy. The captain decided to remain on the steamer and asked the coxswain to stand by. This he did and at daybreak the life-boat went alongside and rescued eleven of the steamer's crew. Then, after making sure that the twenty-five men remaining on board were in no danger, she landed them at Fowey. She asked that two tugs should be sent out to the steamer, returned to her, and stood by until 2.30 P.M. An Admiralty tug had arrived and, after discussion, it was decided to abandon the steamer, as there seemed no hope of saving her. The life-boat took off the remaining 25 men and returned to her station at 4.18 P.M. A letter of appreciation was sent to the coxswain and crew, and an increase in the usual money awards on the standard scale was made to each member of the crew. - Standard rewards to crew, £19 15s. 6d. ; additional rewards to crew, £16 ; total rewards, £35 15s. 6d.

JANUARY 4TH. - RUNSWICK, YORKSHIRE. The motor life-boat *Robert Patton - The Always Ready* was launched at 1 P.M. in an E.S.E. wind with a heavy sea, as the Staithes fishing fleet was out and there would be considerable danger for it in entering Staithes harbour. She escorted in the fishing boats *Flora*, *Minnie*, *Silver Line*, and *Star of Hope*, and returned to her station at 2.30 P.M. - Rewards, £15 11s.

JANUARY 4TH. - ALDEBURGH, AND LOWESTOFT, SUFFOLK. At 6.5 P.M. a message was received from the Aldeburgh coastguard that a steamer, about five miles at sea, was making signals on her siren, but that they were not recognizable as distress signals. At 8.15 P.M. the motor life-boat *Abdy Beauclerk* was launched but found no ship in distress. She then spoke a trawler, which told her that the trawler *Adrian*, of Lowestoft, had been in collision with an unknown steamer, and was believed to have sunk. Her crew had been picked up by the steamer, and would be landed at Leith. At Lowestoft the next day at 3.50 P.M. two trawlers were seen three miles at sea, about one mile S.E. from the South Holm Buoy. They were sounding distress signals. A S.E. wind was blowing, with a moderate sea. At 4 P.M. the motor life-boat *Michael Stephens* was launched, and found that one of the trawlers was the *Adrian*, with a large hole on her starboard bow below the water line. Her crew had abandoned her after the collision. The other trawler was towing her. The life-boat stood by, until a tug arrived and then escorted the *Adrian* while the tug towed her, stern first, across Newcome Sands into harbour and there beached her. The life-boat returned to her station at 5.50 P.M. - Rewards, Aldeburgh, £45 10s. ; Lowestoft, £20 9s.

JANUARY 4TH. - EASTBOURNE, SUSSEX. At 8.45 P.M. the coastguard reported that a vessel was ashore off the York Hotel, Eastbourne. A light N.E. wind was blowing, with a moderately rough sea. The motor life-boat *Jane Holland* was launched at 8.52 P.M. and found the Belgian trawler *Georges Edouard*, of Ostend, with a crew of twelve aboard. She stood by throughout the night. The trawler refloated next morning, and the life-boat returned to her station at 7.29 A.M. - Rewards, £31 17s. 9d.

JANUARY 4TH. - NEW BRIGHTON, CHESHIRE. At 11.2 P.M. a confidential message was received from the Mersey Dock Board that H.M. Destroyer *Whirlwind* was ashore on the West Training Wall off C.14 Red Buoy. A S.E. breeze was blowing and the sea was smooth, with an ebbing tide. The No. 1 motor life-boat *William and Kate Johnston* was launched. After she had set out a message was received from the senior naval officer that she was not to go. The *Whirlwind* had a crew of one hundred and twenty-four, and over one hundred were taken aboard the life-boat. The remainder left the destroyer in a motor boat of the steamer *Salvor*, and the life-boat then put the men she had rescued on the *Salvor*. She then stood by until flood tide, when the destroyer refloated. It was then 4.45 A.M. on the morning of the 5th. The life-boat put back on the destroyer 24 men from the *Salvor* and returned to her station at 8.45 A.M. - Rewards, £14 1s. 6d.

JANUARY 5TH. - SHOREHAM HARBOUR, SUSSEX. Shortly before midnight the coastguard reported that a vessel was

making distress signals off Worthing. A light northerly wind was blowing, with a slight swell. The motor life-boat *Rosa Woodd and Phyllis Lunn* was launched at 12.20 A.M. on the 5th and found the S.S. *Ben Olliver*, of London, laden with crude oil and bound from Southampton to London. She had gone aground. With the life-boat's help she refloated at 3.45 A.M., but she came off very suddenly and before the life-boat could get clear, the steamer had damaged her rudder. The life-boat escorted the steamer to within a mile of Shoreham Harbour and then lost her in fog. The steamer anchored and the life-boat returned to her station at 5.30 P.M. - Property salvage case.

JANUARY 5TH. - PORT ASKAIG, ARGYLLSHIRE. At 12.50 A.M. news was received through the coastguard that an S.O.S. had been sent out by the Union Castle Line steamer *Rothsay Castle*. She was a vessel of over 7,000 tons and bound from New York to Glasgow. The life-boat crew were assembled and further information awaited. At 3.5 A.M. the *Rothsay Castle's* position was given as five miles N.W. of Coull Point on the west coast of Islay, and the motor life-boat *Charlotte Elizabeth* put out. The weather was thick and the sea moderate, with a S.E. wind blowing. In the absence of lights the life-boat stood out from the shore until daylight, and eventually found the steamer, at 9.15 next morning, several miles north of the position given. She was on a sunken reef. The crew would not leave her, and the life-boat stood by throughout the day and the next night. In the meantime a tug arrived and also stood by. On the morning of the 6th the life-boat took off fourteen of the crew of the steamer and put them on the tug. Towards noon, as the weather was moderating and the remainder of the crew had decided to stay on board, the life-boat returned to her station, arriving at 3 P.M. She had been at sea for thirty-six hours. The remainder of the crew of the *Rothsay Castle* were taken off by the tug on the following day. - Rewards, £44 1s.

JANUARY 6TH. - BROUGHTY FERRY, ANGUS. At 11.6 A.M. a message was received from the Carnoustie coastguard that the twin-screw steamer *City of Marseilles*, of Glasgow, of 8,300 tons, bound from Calcutta to Dundee, had been mined off the Fairway Buoy. A light, variable breeze was blowing, with a moderate sea. At 11.23 A.M. the motor life-boat *Mona* was launched and found that, just before the steamer had struck the mine, a pilot cutter had put a pilot aboard her. She was only about 50 yards away when the explosion took place, and picked up all the steamer's crew of one hundred and sixty-three with the exception of one man who had been killed. Thirteen were injured. The life-boat met the cutter returning with the rescued men. Some were on board her, and the remainder in the ship's boats which she had in tow. The master of the *City of Marseilles* asked the life-boat to put him and his officers back on their ship again. This the life-boat did, the steamer

being then three and a half miles S.E. of Abertay Lightship. The life-boat stood by until 2.40 P.M. A mine-sweeper was then standing by and the life-boat returned to her station at 4.15 P.M. The following morning, an attempt was made to tow the steamer up river to Dundee, and at 8.20 A.M., at the request of the Harbour Master, the life-boat was again launched to help. At Broughty Ferry Pier she took on board fifteen of the steamer's crew, and transferred them to their ship, and then stood by until the *City of Marseilles* had been brought safely in. She returned to her station at 12.45 P.M. - Rewards, £13 4s.

JANUARY. 7TH. - RAMSGATE, KENT. At 10.15 A.M. a message was received from the Ramsgate coastguard that the North Goodwin Light-vessel had reported that an explosion and repeated blasts on a steamer's siren had been heard about three miles N.E. of the light-vessel. A light W.S.W. breeze was blowing, with dense fog, and the sea was smooth. At 10.30 A.M. the motor life-boat *Prudential* was launched. She found boats from the steamer *Cedrington Court* alongside an Admiralty trawler. The steamer had been sunk by enemy action and, owing to the fog, had not been seen. Her crew, thirty-four in number, were on board the trawler. One had a broken leg, and most of the men were only half dressed. The life-boat took them on board, made them as comfortable as possible, and gave each man a ration of rum. She landed them at Ramsgate, where the injured man was taken to hospital, and the remainder were given clothing and accommodation by the naval authorities. The life-boat returned to her station at 12.12 P.M. - Rewards, £8 15s. 6d.

JANUARY 7TH. - WALMER, KENT. At 12.45 P.M. a message was received from the Deal coastguard that a Steamer was ashore at Kingsdown. There was dense fog, a light S.W. breeze was blowing, with a moderate sea. At 12.55 P.M. the motor life-boat *Charles Dibdin* (Civil Service No. 2) was launched, and found that the British steamer *Fulham IV*, of London, and the Yugoslav steamer *Izglied*, of Dubrovnik, had gone ashore on Kingsdown Reach, within a hundred and fifty yards of each other. The life-boat put a member of her crew on board each steamer. Admiralty tugs then arrived, and the naval salvage officer asked that the life-boat should stand by until high water, when attempts would be made to refloat the steamers. At 8.30 P.M. the steamers were towed off the beach, and the life-boat returned to her station at 9 P.M. - Rewards, £43 13s.

JANUARY 7TH. - MARGATE, KENT. At 3.55 P.M. a message was received from the Margate coastguard that two ship's boats had been seen near the Tongue Light-vessel. A southerly breeze was blowing, and the sea was smooth. At 4.5 P.M. the motor life-boat *The Lord Southborough* (Civil Service No. 1) was launched and, on reaching the light-vessel, found that she had on board the crew of twenty-four of the S.S. *Towneley*, which had

struck a mine and had sunk. The life-boat landed the twenty-four men at Margate at 6.35 P.M. - Rewards, £14 2s.

JANUARY 8TH. - EASTBOURNE, SUSSEX. At 1.10 A.M. a message was received from the coastguard that the Belgian trawler *Monte Carlo*, of Ostend, appeared to be too close to Langney Point. There was fog and a north wind was blowing, with a slight sea. At 1.50 A.M. the motor life-boat, *Jane Holland* was launched, and found that the trawler had grounded at the Sewage Outfall, Langney Point. The trawler refloated, but she was leaking badly and the life-boat escorted her to Newhaven. On the way the coxswain signalled the coastguard at Beachy Head to ask Newhaven to have a tug ready and to see that the trawler was got past the examination vessel and on to a slip as quickly as possible. This was done and the sinking trawler got in just in time. The life-boat returned to her station at 1.55 P.M. - Rewards, £39 14s. 6d.

JANUARY 9TH. - REDCAR, YORKSHIRE, AND HARTLEPOOL, DURHAM. At about 5 A.M. information was received through the Cullercoats Wireless Station that a vessel was in distress. The weather was calm and fine, but cold. The motor life-boat *Louisa Polden* was launched at 5.45 A.M., with Captain E. Combes, the honorary superintendent, on board. She found the steamer *Montauban*, of Nantes, on the Salt Scar Rocks. The steamer was of 2,500 tons, she had a crew of thirty-nine, and was bound in convoy, laden with coal, from Newcastle to Marseilles. In two trips the life-boat rescued thirty-five of the crew, who were taken from the life-boat to the shore by the motor boat *Supreme*. The captain and three others remained on board the *Montauban*, and the life-boat stood by until about 3 P.M. when they too decided to abandon her. The life-boat, took them off and returned to her station at about 5 P.M., after being out over eleven hours. The *Montauban* was expected to become a total wreck.

At Hartlepool a message had been received from the coastguard that a vessel was ashore on the sands north of Hartlepool, and at 5.25 A.M. the motor life-boat *The Princess Royal* (Civil Service No. 7) was launched. Later it was found that the vessel was on the Salt Scar Rocks, near Redcar, and as the Redcar life-boat had gone out, and did not need help, the Hartlepool life-boat was recalled, and returned to her station at 7 A.M. Additional rewards were made to the Redcar crew. - Rewards : standard rewards to Redcar crew and helpers, £13 9s. 3d. ; additional rewards to crew and helpers, £4 8s. 9d. ; total rewards, £17 18s. Hartlepool rewards, £9 18s.

(See Redcar "Services by Shore-boats." page 142.)

JANUARY 9TH. - CROMER, NORFOLK. At 11.13 A.M. a message was received from the coastguard that a vessel 2 1/2 miles S.E. of No. 85 light-vessel, appeared to be in distress. An easterly breeze was blowing,

with a moderate sea. At 11.18 A.M. the motor life-boat H. F. Bailey was launched, and found the S.S. *Upminster*, which had been bombed and machine-gunned from the air. Two of her crew had been killed and their bodies were pinned down amongst the wreckage of the bridge. No one was on board. As it seemed possible to save the steamer, the coxswain decided to send for tugs, and the life-boat remained standing by.

At 5 P.M. a London steamer arrived and offered to tow the *Upminster*. The life-boat connected the two vessels but the tow-rope soon parted. As the *Upminster* was in the channel used by shipping, the life-boat's riding light was put on board her and the life-boat stood by her all night. At 2.30 A.M. the following morning news reached the life-boat that a tug had left the Humber, but the decks of the *Upminster* were now level with the water, and at 11 A.M. she sank. She was then about five miles W.N.W. of the Haisboro' Light. The life-boat returned to her station at 3.30 A.M. She brought with her from the steamer a life-boat collecting box containing a 10s. note and 5s. 6d. in silver and copper. - Rewards, £39 13s. 6d.

JANUARY 9TH. - WALMER, KENT. At 12.45 P.M. a message was received that one of the crew of the Italian steamer *Buccari*, which was anchored in the Downs, was seriously injured and needed medical attention. A light easterly breeze was blowing, with a moderate sea. At 1.5 P.M. the motor life-boat *Charles Dibdin* (Civil Service No. 2) was launched with Mr. James Hall, M.B., B.S., F.R.C.S., on board. The man had broken his back, and the lifeboat brought him ashore. She returned to her station at 2.45 P.M. - Rewards, £14 12s. 6d.

JANUARY 9TH. - ABERDEEN. At 11.40 A.M. a message was received from the coastguard that machine-gun fire and the sound of bomb explosions, from an attack by enemy aircraft on shipping, had been heard east of Downie Point. A fresh S.S.W. wind was blowing and the sea was smooth. At 1.10 P.M. the No. 1 motor life-boat *Emma Constance* was launched, but she found only wreckage. Amongst it she picked up a life-buoy and name-board belonging to the S.S. *Gourie*, of Aberdeen. She then made a thorough search for survivors but without result. On her way home, as it was getting dusk, she saw a bluish-white light on the surface of the sea and found first a ship's boat upside down, and then another ship's boat with seven men in it. As the life-boat approached the second boat, the men on board called out that there were other men in the water. The life-boat turned on her searchlight and saw a man floating face upwards about 100 yards away. She picked him up and then returned to the boat containing the seven men, who jumped on board her. The boat and four of the men belonged to S.S. *Finland*, which was nearby, and the other men belonged to the Danish steamer *Ivan Kondrup*, of Copenhagen, which had also been attacked by aeroplanes. The life-boat towed the boat to the *Finland*,

which took it and the four members of her crew back on board. The life-boat returned to Aberdeen, where she landed the other four men, and then put to sea again to help the Danish steamer *Feddy*, also of Copenhagen, which had been bombed and set on fire. Only the captain and one of the crew were still on board. The life-boat stood by until 6.50 P.M., when the captain decided to abandon her. He and the members of his crew were taken on board the life-boat which then returned to her station, arriving at 7.20 P.M.

At 2 P.M. the next day, 10th January, the *Emma Constance* was again launched to stand by the *Feddy*. She was still on fire, but was being towed to port. By 4.15 P.M. the steamer had been moored and the fire brigade had gone on board. The life-boat then went to sea again and stood by the *Ivan Kondrup*, which had been damaged in the engine-room. She helped in an attempt to connect tugs with the steamer, but the darkness, tide, wind and sea combined to prevent it. The life-boat returned to her station at 6.46 P.M., and was kept ready for immediate service during the night. It was not until 11.30 next morning, 11th January, 46 hours after she first put out, that she returned to her moorings. - Rewards: 9th January, £20 9s. ; 10th January, £9 19s. 6d.

(See Aberdeen, "Services by Shore-boats," page 142.)

JANUARY 9TH. - LERWICK, SHETLANDS. At 11 P.M. a message was received from the senior naval officer that a Greek steamer was sinking north of Unst, and that the life-boat should go to Balta Sound and await further instructions. Then came a second message that the steamer was ashore somewhere between Fetlar and the north end of Unst, and that the life-boat should search the coast. A fresh S.W. wind was blowing, with a moderate sea, and it was very dark, and the visibility was poor, when, at midnight, the motor life-boat *Lady Jane and Martha Ryland* was launched. At 8 A.M. the next morning she found the S.S. *Tonis Chandris*, of Piræus, with a crew of twenty-two, stranded on the Vere Reef, two and a half miles from Balta Isle Light. She was making water. She stood by until noon, when she put into Balta Sound for her crew to get a meal, and to report to the senior naval officer. While she was there news came that a tug would arrive the next morning at day-break, and the life-boat was asked to stand by the steamer through the night. Instead of at daybreak it was not until noon next day that the tug *St. Mellons* arrived and took the steamer in tow. The life-boat stood by until 2 P.M. and then returned to her station, arriving at 6.45 P.M. on the 11th. She had been on service nearly 43 hours. The next day the tug arrived at Lerwick. She had the crew of the steamer on board, but the steamer had had to be abandoned. - Rewards, £40 9s. 4d.

JANUARY 9TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. At

10 A.M. an explosion was heard to the north-east of the life-boat station, and the Gorleston coastguard reported that the Caister Look-out had seen aircraft diving towards the sea, apparently dropping bombs eastward of Caister. At 10.30 A.M. the tug *George Jewson* was seen getting under way, and news reached the life-boat station that she was going to the help of the Trinity House Vessel *Reculver*. The life-boat crew continued to stand by until 12.30 P.M. Then a message was received that the naval authorities did not need the life-boat's help. At 1.15 P.M. a further message was received from the coastguard that the naval authorities did, after all, want the life-boat launched, and at 1.25 P.M. the motor life-boat *Louise Stephens* put out. A moderate E. breeze was blowing with a moderate sea. The life-boat found the *Reculver* one mile W.N.W. of the Cross Sand Light-vessel. She was being towed by a trawler and tug, with a naval yacht standing by. The yacht signalled the life-boat alongside, put on board her two stretchers and a frame, and asked her to bring from the *Reculver* injured men, as, owing to the seas, she could not get alongside herself to take them off. The life-boat then went alongside the *Reculver* and found that she had been bombed and machine-gunned from the air, and that all her boats had been blown away, with the exception of one which was leaking badly. With great difficulty, owing to the rough seas, she took on board six injured men, two of them being stretcher cases, a doctor and a sick-bay attendant. While she was doing this she was hit and slightly damaged herself by the *Reculver*, which had had her steering gear damaged and was sheering violently about. It was decided that the life-boat should take the injured men ashore, to save the risk of hurting them in putting them aboard the yacht, and also to save time. She made direct for the harbour, signalling for ambulances, which were waiting at Lower Ferry Steps when she arrived at 5 P.M. - Rewards, £12 5s. 6d.

JANUARY 10TH. - SHOREHAM HARBOUR, SUSSEX. At 11.48 A.M. a message was received that an aeroplane had come down in the sea off Brighton Palace Pier. A light N.E. breeze was blowing, with a moderate swell. At 12.20 P.M. the motor life-boat *Rosa Woodd* and *Phyllis Lunn* was launched, with the Honorary Secretary Captain C. T. Keigwin, R.D., R.N.R., on board, as her crew was short. The life-boat found that the naval aeroplane K.4627 had been made fast to two shore boats, and that the pilot had been rescued. As the shore boats were unable to tow the aeroplane or get it to the surface, the life-boat crew hooked it with a grapnel and, after passing a hawser round the tail, towed it to within fifty yards of the beach. The hawser was then passed to helpers on the beach, who hauled in the aeroplane. The life-boat returned to her station at 2.45 P.M. - Rewards, £4 18s. 6d.

(See Brighton, "Services by Shore-boats," page 143.)

JANUARY 11TH. - ILFRACOMBE, DEVON. At 5.45 A.M. a message was received from the Croyde Coastguard that distress signals had been received from the S.S. *Princess*, in a position near Elwill Bay. An easterly breeze was blowing, with a heavy ground sea. At 6.27 A.M. the motor life-boat *Rosabella* was launched, but later she was recalled, as another message had been received that the crew of the *Princess* had been picked up by another steamer, and were being taken to Cardiff. On the return journey the life-boat spoke H.M. Trawler *Dandora*, which asked for a pilot to take her into Ilfracombe Harbour. The second coxswain of the life-boat was put on board her and piloted her in. The life-boat returned to her station at 7.12 A.M. - Rewards, £14 4s.

JANUARY 11TH. - CROMER, AND SHERINGHAM, NORFOLK. At 10.39 A.M., the coastguard reported explosions about eight miles to the N.E. of Cromer. The weather was cold, with a light easterly wind blowing and a smooth sea. At 10.45 A.M. the Cromer No. 1 motor life-boat H. F. Bailey, was launched, and about 12.30 P.M. she found the S.S. *Traviata*, of Genoa, a vessel of about 7,000 tons, eighteen miles N.E. by E. of Cromer. She had been mined and her crew of thirty and a pilot were rowing in two boats to the Italian steamer *Marte*. They all went aboard her except the English pilot, who was taken into the life-boat. At about 1.30 P.M. a destroyer came up, and the life-boat took the *Traviata's* captain round his ship to see if it were possible to save her.

It was not, and at about 4.30 P.M. she sank. Her crew were then taken into the life-boat from the *Marte*. As the life-boat was on her way home, a German aeroplane circled round her and then attacked a trawler, about a mile away, with bombs and machine-guns. Swooping round again near the life-boat the aeroplane then made another attack on the trawler. The life-boat at once sent word of it to the coastguard by wireless, and then turned round and made for the trawler. It was then about 5 o'clock. The trawler was H.M. *Holyrood*. Coxswain Blogg boarded her and found that her captain had been injured and his engines put out of action. He put one of his crew on board to give first-aid and took the trawler in tow. The life-boat towed for three hours, and during this time the *Holyrood* was able to repair her engines. She then went on her way and the life-boat returned to her station, arriving at 9 P.M.

News of the aeroplane's attack was sent to Sheringham, and the motor life-boat *Foresters Centenary* was launched at 5.7 P.M., but she was recalled when it was learned that her help was not required. She returned to her station at 6.15 P.M.

A framed letter of appreciation was sent to the Cromer Station commending the crew for their services on this occasion and on the following day. - Rewards: Cromer, £39 13s.6d., Sheringham, £28 9s. 6d.

JANUARY 11TH. - THE HUMBER, AND BRIDLINGTON, YORKSHIRE. At 5.26

P.M. a message was received from the Spurn Point Royal Naval Signal Station that S.S. *Pitwines* had been attacked by enemy aeroplanes eighteen miles south of Flamborough Head, and was on fire. There was a light breeze and the sea was calm. At 5.30 P.M. the motor life-boat *City of Bradford II* was launched, but when she reached the position given, she could find nothing. At 8.40 P.M. the life-boat spoke a trawler which was on patrol duty, and she and the trawler searched a wide area, but without result. At 2.30 next morning the life-boat met two vessels, which were not showing any lights, twelve miles N.N.E. of the Humber Light-vessel. These two vessels were a destroyer and the *Pitwines* in tow of her. The destroyer signalled the life-boat to come alongside, and the commander asked the life-boat to search for a tug, which was trying to find the steamer in order to take over the tow. The life-boat could not find her, and at 5 A.M. spoke to the destroyer again. The commander then asked her to return to the Humber and send out another tug. This she did. The tug *R. H. Wheeldon* was sent out and towed the *Pitwines* into the Humber. The life-boat returned to her station at 8 A.M. on the 12th January.

At 4.30 P.M. on the 11th January the messages for help sent out by the *Pitwines* were picked up at Bridlington on the assistant motor mechanic's wireless set. Messages continued to come from the *Pitwines* saying that she had been hit by a bomb and was on fire, that her crew were taking to the boats and that they were being machine-gunned. The messages gave her position as 17 miles south of Flamborough Head. At 5.20 P.M. the motor life-boat *Stanhope Smart* was launched. She went to the position given and spoke several steamers, but was unable to find the *Pitwines*. She returned to her station at 11.30 P.M. - Rewards : The Humber, property salvage case ; 11s. 3d. ; Bridlington, £22 2s. 6d.

JANUARY 12TH. - CROMER, NORFOLK. At about 4.30 in the afternoon the coastguard reported that Light-vessel No. 85 was being attacked by enemy aeroplanes. The No. 1 Cromer motor life-boat H. F. Bailey was launched at 4.50 P.M. She reached the light-vessel at 7.45 P.M. No one on board her had been injured, but the crew's nerves had been badly shaken, especially as the German aeroplane had sunk a trawler with all hands about three miles away. Two of the light-vessel's crew collapsed while the life-boat was alongside, and they, and one other man, were landed by the life-boat, which got back to her station at 3.30 A.M. on the 13th January. A framed letter of appreciation was sent to the Cromer station commending the crew for their services on this occasion and on the previous day. - Rewards, £33 1s. 6d.

JANUARY 14TH. - SALCOMBE, DEVON. At 6.55 A.M. a message was received from the Hope Cove coastguard that a vessel half a mile S.S.W. of Hamstone Rock required help. A light easterly breeze was blowing

and the sea was smooth. At 7.30 A.M. the motor life-boat *Samuel and Marie Parkhouse* was launched and found the Italian tramp steamer *Pozzouli*, of Naples, with a crew of forty-five. She was at anchor two and a half miles S.S.W. of Bolt Head, badly damaged. In the darkness and fog she had struck the Mewstone Rock below Bolt Head, but had floated clear on the rising tide. The second coxswain of the life-boat went on board, and, with the life-boat escorting, piloted the *Pozzouli* into Plymouth. As most of the life-boat crew had gone on service without having had any food, they went ashore for a meal. The life-boat returned to her station at 5.30 P.M. - Property salvage case.

JANUARY 16TH. - SUNDERLAND, DURHAM. A vessel was seen to be very near the Whitburn Steel Rocks, flying distress signals. An E.N.E. gale was blowing, with snow squalls. The sea was rough. At 10.20 A.M. the motor life-boat *Edward and Isabella Irwin* was launched. She found the vessel to be the S.S. *Stanlake*, of London, a collier, bound for the River Tyne. She was a quarter of a mile off the shore, N.N.E. from Roker. She had gone on the rocks. The life-boat stood by, and later put back for tugs, but in the rough weather none would go out, so the life-boat returned to the *Stanlake* and stood by her until she was able to get off the rocks under her own power. She made for the Tyne and the life-boat returned to her station at 2.20 P.M. - Rewards, £10 17s. 1d.

JANUARY 16TH. - RAMSEY, ISLE OF MAN. At 12.30 P.M. the officer in command of the R.A.F. station asked for the life-boat to go to the help of an R.A.F. speed-boat, with a crew of three, which was in distress off Ramsey, and also to put men on board two other speedboats which were at anchor. A N.N.E. gale was blowing, with a very heavy sea. At 1 P.M. the motor life-boat *Lady Harrison* was launched, through very heavy seas breaking on the beach. She escorted the launch into harbour, but in the heavy seas it was not possible to put crews on board the two launches at anchor. The life-boat returned at 2.30 P.M. but she could not be rehoused until 5 P.M. - Rewards, £11 12s.

JANUARY 16TH. - LOWESTOFT, SUFFOLK. At 1.15 P.M. it was reported that a barge, disabled and burning distress flares, was driving towards the Newcome Sands. A whole N.E. gale was blowing, with a very heavy sea. At 1.30 P.M. the motor life-boat *Michael Stephens* was launched. She crossed the Newcome Sands, continuously swept by heavy seas, and found the barge *Britisher* about two and a half miles out, drifting before the gale across the sands towards the S.E. Newcome Buoy. It was here that the life-boat had hoped to meet the barge and to rescue her crew. A tug, however, had also put out and had got the *Britisher* in tow, and the life-boat escorted them into harbour. The barge had had all her canvas blown away and her small boat was waterlogged. As she entered the harbour she struck the north pier, suffered further damage, and had

her small boat smashed. The life-boat returned to her station at 4.5 P.M. - Rewards, £15 4S. 6d.

JANUARY 16TH. - GREAT YARMOUTH AND GORLESTON. NORFOLK. At 1.51 P.M. the coastguard reported that a motor vessel was flying a distress signal south of Palling Look-out. A moderate N.E. gale was blowing, with a very heavy sea. There were snow squalls and the weather was extremely cold. At 2.14 P.M. the motor life-boat *Louise Stephens* was launched. Visibility at times was only a boat's length, but the life-boat found the motor vessel *Ashanti* north of Horsey, with a crew of nine. The *Ashanti* had anchored three-quarters of a mile from the beach, and her anchor had been dragging in the heavy sea, but when the life-boat arrived at four o'clock the master had hauled down his distress signal and was trying to get an offing. He said that he did not need help at present, but asked the life-boat coxswain what he had best do in the circumstances. It would soon be getting dark, his vessel was sailing light, the wind was dead on shore, and the sea was heavy. The coxswain advised him to make for shelter in Yarmouth Roads and the master then asked if he could get through the Cockle Gat. The coxswain replied that he thought he could if he followed the life-boat. The life-boat then bore away at once, with the *Ashanti* following her closely, and reached the Cockle Light-vessel just as night was coming on. The life-boat then piloted the *Ashanti* through the Cockle Gat which was closed to traffic as there were in it unmarked wrecks of vessels which had been mined in the fairway, and it was suspected unexploded mines as well. To add to these difficulties, all lights were extinguished. Both boats however got safely through into Yarmouth Roads and the *Ashanti* anchored under the lee of Scroby Sands. The life-boat then went alongside to ask if the master needed any further help. He said that he did not, and was very grateful to the life-boat for the help which it had already given them. The coxswain then approached the examination vessel and asked that the harbour lights might be put on to enable her to enter harbour. This was done and the life-boat returned to her station and was ready for service again at 6.45 P.M. The weather was so cold when the life-boat returned after her four hours at sea that her decks were covered with ice and the crew's life-belts were frozen to them.

A letter of appreciation was sent to COXSUAIN C. A. JOHNSON, and an increase in the usual money awards on the standard scale was made to each member of the crew, - Standard rewards to crew and helpers, £15 9s. 6d. ; additional rewards to crew £10 ; total rewards, £25 9s. 6d.

JANUARY 16TH. - PADSTOW, CORNWALL. At 1.50 P.M. a message was received from the Stepper Point coastguard that a large R.A.F. launch, which had arrived under Pentire Head, needed help. A fresh N.N.E. breeze was blowing with a rough sea. It was very cold. At 2.40 P.M. the No. 1

motor life-boat *Princess Mary* was launched. The master of the launch asked to be taken into harbour. He had a very rough passage from Penzance, the launch had been slightly damaged, and one of the crew was suffering from concussion, having been struck on the head by a falling hatch cover. The life-boat coxswain boarded the launch and berthed her in the cove to wait for high water. Then escorted by the life-boat, he took her into Padstow Inner Harbour. The life-boat then returned to her station at 4 P.M. - Rewards, £4 3s.

JANUARY 16TH. - RAMSGATE, KENT. At 7 P.M. a message was received from the Ramsgate coastguard that the Italian steamer *Ernani* had collided with the Brake Light-vessel, and that the light-vessel was in danger of sinking. At 7.40 P.M. the motor life-boat *John and Mary Meiklam of Gladswood*, on temporary service at Ramsgate, was launched. A fresh N.E. gale was blowing, with a rough sea. As the life-boat was rounding the pier-head a naval signalman hailed her and told her to go to H.M.S. *Holdfast*, which had survivors from the light-vessel on board. A light, the signalman said, would be shown to guide her. No light, however, could be seen, so the life-boat made for the light-vessel, and found her still afloat. The life-boat hailed her, but got no reply. She turned her searchlight on her, but could see no one. She searched the neighbourhood and could find nothing, so she returned to harbour for further instructions. She was given the exact position of H.M.S. *Holdfast*, and a signal was made to the *Holdfast* asking her to show a guiding light. Then, however, it was decided that the life-boat should wait for day, as it was feared that the risk of transferring the men to her from the *Holdfast*, in the darkness and heavy seas, would be too great. The life-boat returned to her station at 9.45 P.M. There, she learned that, while she had been out, messages had come from the coastguard that another Italian steamer, *Premuda*, was in distress near the North Goodwin Buoy. As is described in the next account, she went out to the help of this vessel, but found that the Margate and Walmer life-boats were coming out on the same errand. It was then eight o'clock on the morning of the 17th. H.M.S. *Goodwin* then came up and told the life-boat to go to H.M.S. *Holdfast*. On board her were seven survivors of the light-vessel. The life-boat took them off and landed them at Ramsgate. Meanwhile a Trinity House tender had gone to the light-vessel and found that she was still afloat and was not going to sink. When this had been reported, the Ramsgate life-boat was asked to take the survivors out either to the tender or the light-vessel and, after supplies of petrol had been got from the naval authorities, she set out again at 12.43 P.M., took the men to the light-vessel and returned to Ramsgate at 1.54 P.M. The Superintendent of Trinity House sent his thanks to the life-boat, and a donation towards the expenses was received from Trinity House. - Rewards, £15 9s. and £21 14s. 3d.

JANUARY 16TH. - MARGATE, RAMSGATE. AND WALMER. KENT. At 9.30 P.M. a message was received at Margate from the Margate coastguard that an Italian steamer was sinking close to the North Goodwin Light-vessel. A strong N.E. wind was blowing, with heavy snow storms. The sea was very rough. At 9.50 P.M. the motor life-boat *The Lord Southborough* (Civil Service No. 1) was launched, and although the light-vessel was showing no light, she succeeded in finding her in the darkness. The master of the light-vessel told the life-boat that nothing had been seen of the steamer and that the Ramsgate coastguard had sent a message to him that no further news of her had been received. The life-boat searched all night over a wide area, and went to several ships which were at anchor, but none of them was in distress. At daybreak she again went to the light-vessel, and this time was told that a vessel was aground on the Goodwin Sands. The light-vessel gave her position. There the life-boat arrived at 8.38 in the morning of the 17th and found the S.S. *Premuda*, of Genoa, of 4,000 tons. She was hard aground half a mile S.E. of the North-West Goodwin Buoy and the seas were breaking over her.

The Margate life-boat reached the *Premuda* to find that the Ramsgate and Walmer boats had arrived shortly before. The reserve motor life-boat *John and Mary Meiklam of Gladswood*, on temporary service at Ramsgate, had been out the previous evening to the help of the Brake Light-vessel, with which another Italian steamer had collided, as described in the previous account. On returning to Ramsgate at 9.45 A.M. she learned that, while she was out, the coastguard had reported that the *Premuda* was in distress near the North Goodwin Buoy, and that the Margate life-boat had gone out to her. A further message from the coastguard came shortly after two in the morning of the 17th that the *Premuda* was in urgent need of help and that there was no sign of the Margate life-boat, so at 3.35 A.M. the Ramsgate boat left her moorings. The gale had increased and the sea was very rough, breaking so heavily in the harbour entrance that the life-boat was compelled to wait under the shelter of the quay. She was able to get out of the harbour at 6.20. She was the first, to reach the *Premuda*, and found that the crew were in no hurry to abandon their ship. As she could see the Margate life-boat, near the North Goodwin Light-vessel and the Walmer motor life-boat *Charles Dibdin* (Civil Service No. 2) approaching, she left the *Premuda* to them and went on to take off some more survivors of the Brake Light-vessel who had been rescued by H.M.S. *Holdfast*.

The Walmer station had received at 5.25 in the morning a message that a vessel was ashore near the North Goodwin Buoy, and that the Ramsgate life-boat could not get out to her help. The work of launching the life-boat, which is off skids on the open beach, was greatly hindered by the fact that the beach was frozen and covered with snow, but at 6.30 the life-boat got

away, and at eight o'clock she reached the *Premuda*.

The Margate life-boat arrived eight minutes later, and both life-boats went alongside the steamer. Margate rescued eight of her crew and Walmer 24, including the Trinity House pilot. The Walmer life-boat arrived back at her station at 9.45 in the morning. The Margate life-boat made for Ramsgate, where she arrived at 10.10. In the heavy seas running it would have been impossible to get the life-boat back into her house at Margate, so her crew left her at Ramsgate until the next day, when they brought her back to her station, arriving at noon. - Rewards : Margate, £34 7s. ; Walmer, £21 18s. 9d. ; Ramsgate, included in the rewards for the service to the Brake Light-vessel.

JANUARY 18TH. - CROMER, NORFOLK. At 6.52 A.M. a message was received from the coastguard that the Belgian steamer *Meuse* was aground near the Haisboro' Sands. A W.N.W. wind was blowing with a moderate sea. The weather was very cold. At 7.15 A.M. the No. 1 motor life-boat *H. F. Bailey* was launched and searched the whole length of the sands but found nothing. The coxswain decided to make for Gorleston, and on the way heard No. 85 Light-vessel making distress signals on her fog-horn. He went to her and was told that a shipwrecked crew in a ship's boat had been trying to reach the light-vessel, but had failed, that a boat with four men had been launched from the light-vessel to help them, and that both boats were adrift and unable to reach the light-vessel. The life-boat found them three or four miles away to the south-east. The shipwrecked men, eleven in number, were part of the crew of the Greek steamer *Asteria*, of Piraeus, which had struck a mine the previous day and had sunk in six minutes, with the loss of her captain, the English pilot and eleven of her crew. The survivors were very exhausted, and had to be helped on board the life-boat. One man was already dead from exposure. His body was also taken on board. The four men from the light-vessel were then rescued and, with their boat in tow, the life-boat made for Yarmouth, first signalling for medical help to be waiting for the shipwrecked men. She arrived at about 3.30 P.M. Seven of the men were taken to hospital, where one of them, who had been very badly scalded, died. The life-boat then went to Gorleston, as the weather was too bad for it to be possible to get her up the slipway at Cromer. She returned to her station next day at 10.30 A.M. - Rewards, £23 9s. 6d.

SILVER MEDAL SERVICE AT FALMOUTH

JANUARY 19TH. - FALMOUTH, CORNWALL. The Falmouth motor life-boat *Crawford and Constance Conybeare* arrived at her station from the

building yard on the 7th of January, 1940. Twelve days later, on the 19th, she was called out on her first service.

A gale was blowing that morning from the south-east. The weather was hazy. A very heavy sea was running. At 9.30 the life-boat left her moorings in answer to a message that a large steamer was dragging her anchors off Castle Beach in Falmouth Bay, and was flying signals of distress.

Ten minutes later the life-boat reached her. She was the *Kirkpool*, of West Hartlepool, with a crew of 35 men. She was loaded and was drawing 22 feet of water. Two tugs were at anchor in the neighbourhood, but they were unable to get near the *Kirkpool*, and were riding heavily to the gale with seas breaking over them. The *Kirkpool* herself was dragging rapidly towards the shore. Her captain hailed the coxswain and asked him to take a line from the steamer to one of the tugs. The coxswain attempted to get alongside on the port side and failed ; tried then on the starboard side ; got near enough for the line to be thrown, and took it to one of the tugs ; but the tug could make no headway. The *Kirkpool* continued to drag, and a few minutes later struck the beach and lay there broadside on to the breaking seas. Her boilers lifted as she struck and the engine-room was filled with steam.

Her captain then asked the coxswain if he would take off an injured man on a stretcher (he was very ill and died next day) and the firemen. Terrific seas were running round the *Kirkpool's* bow and stern. Seas were breaking clean over her. Their rise and fall was fifteen feet, while on the leeside of the steamer, between her and the shore, there was not more than twelve feet of water. The coxswain took the life-boat round the bows of the steamer and got between her and the shore. As she came round the bows she was lifted almost to the level of the fo'c'sle. She looked from the shore to be almost smothered in the surf, and then to be standing on end. But the coxswain took her safely through the surf and alongside the steamer. The injured man on the

stretcher and thirteen firemen were put on board her, and the life-boat made for Falmouth. As she left, the captain of the *Kirkpool* asked when she would be back again.

She landed the 14 men at 11.30 and returned as quickly as possible to the wreck. Again the coxswain took her through the heavy breaking seas, into the surf between steamer and shore, and putting her alongside the steamer, with the seas breaking rigid over her, he rescued the other 21 men. By 1.15 in the afternoon they had been landed safely at Falmouth.

The life-boat was handled by the coxswain with great skill and daring, and the mechanics and crew responded splendidly to his orders. The Institution made the following awards :

To COXSWAIN J. C. SNELL, the silver medal for gallantry, and a copy of the vote inscribed on vellum ;

To C. H. WILLIAMS, motor-mechanic, the bronze medal for gallantry, and a copy of the vote inscribed on vellum :

To each of the other six members of the crew, L. MORRISON, second-coxswain, H. TONKIN, bowman, C. BROWN, assistant motor-mechanic, R. TONKIN, N. MORRISON, T. SOULT, the thanks of the Institution inscribed on vellum ;

To the coxswain and each member of the crew £2 in addition to the ordinary scale reward of 19s. Standard rewards, £6 17s. 6d. ; additional rewards, £16. Total rewards, £22 17s. 6d.

JANUARY 19TH. - FLEETWOOD, LANCA-SHIRE. At 10.10 A.M. information was given by an incoming trawler that the mast and sail of a vessel could be seen above water about a mile west of Wyre Lighthouse. A southerly wind was blowing, with a moderate sea. It was snowing heavily. At 10.45 A.M. the motor life-boat *Ann Letitia Russell* was launched. She found the prawn boat *Capella*, a half-deck cutter, which was on her way to Fleetwood from the builders at Conway. Life-boatmen went on board, but no trace was found of the two men, father and son, who were known to have been on board. The life-boatmen then borrowed a small boat from a trawler nearby and went ashore in her. On landing they found the dead body of the elder man, but there was no trace of his son, Harry Wright, who was the bowman of the Fleetwood life-boat. The life-boat brought the body ashore, and returned to her station at 2.15 P.M. - Rewards, £5 13s.

JANUARY 19TH. - PWLLHELI, CAERNARVONSHIRE. The steam trawler *Lydia Eva*, which was acting as a tender to the R.A.F., was seen to be dragging her anchors towards a lee shore. An ensign knotted in the tail was seen hoisted, which was taken to be a call for help. A strong southerly gale was blowing, with snow squalls, and the sea was rough. At 2.55 P.M. the motor life-boat *William Macpherson* was launched, and reached the trawler when she was a quarter of a mile east of the harbour entrance. In the rough seas it was impossible to take off her crew, so the trawler slipped her cables and, escorted by the life-boat, got into harbour under her own power. The life-boat returned to her station at 3.45 P.M. A letter of thanks was received from the owners. - Rewards, £7 16s. 6d.

JANUARY 20TH. - FALMOUTH, CORNWALL. At 11.20 A.M. the coastguard at St. Anthony reported that a vessel was flying a distress signal three miles S.W. of St. Anthony. A fresh S.S.E. wind was blowing, with a nasty swell. The motor life-boat *Crawford and Constance Conybeare* was launched at 11.35 A.M. She found the tanker *Caroni River*, of London, a motor vessel of nearly 8,000 tons, sinking rapidly after striking a mine. She had just left harbour to undergo tests. Twenty-seven of the crew were rescued by the life-boat, and others by a drifter. The life-boat returned to her station at 1.30 P.M. - Rewards, £6 17s. 6d.

JANUARY 21ST. - THE MUMBLES, GLAMORGANSHIRE. At 9.15 A.M. a message was received from the coastguard that a vessel, which was thought to have been mined, was sinking about six miles W.S.W. of Mumbles Head. The sea was smooth, with a moderate easterly breeze blowing, but it was misty and cold. At 9.35 A.M. the motor life-boat *Edward Prince of Wales* was launched, and found the S.S. *Protesilaus*, of 9,500 tons. A patrol boat was alongside her and had taken off fifty-three of the steamer's crew. The remaining twenty-two, of whom eight had been injured, were rescued by the life-boat and, brought ashore. The life-boat was back at her station at 12.15 P.M. The owners of the steamer, Messrs. A. Holt and Co., made a donation of £20 to the Institution. - Rewards, £7 14s. 6d.

JANUARY 21ST. - SCARBOROUGH, YORKSHIRE. A strong N.E. gale was blowing, with snow storms. The sea was very rough. Two local motor fishing boats, *Pride* and *Sceptre*, were at sea, line-fishing, and at noon the motor life-boat *Herbert Joy II* was launched in case they were in difficulty. The *Pride* was picked up two miles to the N.E. and escorted to harbour. The life-boat then put to sea again, found the *Sceptre* one and a half miles to the E.N.E. and escorted her in. The life-boat returned to her station at 3.15 P.M. - Rewards £19 14s 6d.

JANUARY 21ST. - RAMSGATE, KENT
At 4 P.M. news was received that a Nor-

wegian steamer was ashore near the North Goodwin Light-vessel and that the naval authorities were sending a tug to investigate. A second message from the coastguard said that the light-vessel had reported the continuous firing of rockets to the south. At 6.47 P.M. the motor life-boat *John and Mary Meiklam of Gladswood*, on temporary duty at Ramsgate, was launched, and found the S.S. *Ila*, of Trondhjem, aground and listed heavily to starboard. There was a confused sea, a strong wind was blowing with heavy squalls, and there was almost continuous snow. It was too dangerous to attempt to get alongside at once, and the life-boat stood off until the tide turned. Then she went in and rescued the crew of eighteen, shipping large quantities of water the while. She returned to her station at 9 A.M. the next day. - Rewards, £19 7s. 3d.

JANUARY 22ND. - RAMSGATE, AND WALMER, KENT. At 10.55 A.M. a message was received at Ramsgate from the coastguard that H.M. Destroyer *Brilliant* had reported that the S.S. *Rynana*, of Limerick, was aground a mile west of the East Goodwins Light-vessel. The weather was very cold. A gentle N.N.E. breeze was blowing, with a moderate sea. The supplies of petrol normally carried on board the Ramsgate life-boat had been used up the night before when the life-boat was out for 14 hours, and fresh supplies could not be got from the storage tank at the life-boat station, as the water in the tank had frozen (the petrol is obtained from the top of the tank, which works on the Bywater System, by the entry of water at the bottom). Petrol was got from the naval authorities, but this delayed the launch and the motor life-boat *John and Mary Meiklam of Gladswood*, on temporary duty at Ramsgate, was not away until 1.25 P.M. She found the steamer high on the sands, with banks of silted sand on either side. This sand and the low tide made it impossible for the life-boat to get near enough to take off the crew. In attempting it she went aground and shipped a great deal of water. She stood by until 6 P.M. and then made further attempts, but still could not get alongside. The weather now began to moderate, and as the crew of the steamer were not in immediate danger, the life-boat returned to her station at 9.45 P.M. It was then decided that the Walmer life-boat, being of lighter draught, should be launched, and at 10.30 P.M. the Walmer station was informed by the Ramsgate coastguard that the Ramsgate life-boat was unable to get alongside the steamer. At 7.10 A.M. the next morning the Walmer motor life-boat *Charles Dibdin (Civil Service No. 2)* was launched. The wind was then from W.N.W., with a moderate sea. Just before she launched, a message came from the Deal coastguard that distress flares had been seen two miles N.N.E. from the St. Margaret's coastguard station. The life-boat went there first and found a steamer thawing out her deck machinery. She then crossed the sands, reached the *Rynana* at 9 o'clock, and rescued her crew of thirteen

She returned to her station at 10.32 A.M. - Rewards : Ramsgate, £23 5s. 6d. ; Walmer, £14 12s. 6d.

JANUARY 29TH. - PEEL, ISLE OF MAN. The Isle of Man Steam Packet Passenger and Mail Boat, *Rushen Castle*, with 150 passengers and crew on board, left Liverpool at 10 A.M. on the 27th January, 1940, and arrived in Douglas Bay at 5 P.M. A south-east gale was blowing, with snow and a very rough sea. It was impossible to land any passengers. The steamer went on to Peel, arriving there next morning, Sunday, the 28th January. Here too it was found to be impossible to land, and the steamer anchored about two miles out. The manager of the steamship company then asked that the life-boat should go out in case food and water were running short on board, and at 10 A.M. on the 29th January, the motor life-boat *Helen Sutton* was launched. Nothing was wrong on board the steamer, but provisions were getting low, so the life-boat took out supplies. She then brought ashore twelve passengers, including a medical specialist who had come to the Isle of Man for a consultation. After they had been landed the life-boat remained afloat in case she should be needed, as about thirty vessels had sought shelter at Peel. She was not rehoisted until 3 P.M. on 30th January. The *Rushen Castle* had then been safely moored at Peel, her voyage from Liverpool having taken three days instead of the usual four hours. - Rewards, £14 17s. 6d.

JANUARY 29TH. - BRIDLINGTON, YORKSHIRE. At 1.50 P.M. a message came from the Bridlington coastguard that rockets had been seen eight to ten miles E.S.E. of the coastguard station. A strong E.S.E. gale was blowing, with a heavy sea. At 2 P.M. the motor life-boat *Stanhope Smart* was launched. While on her way to the position given by the coastguard she saw the S.S. *Gripfast*, of Newcastle-upon-Tyne, making for Bridlington Bay with distress signals flying. The life-boat spoke her, and found that she had been bombed and machine-gunned by enemy aeroplanes, some of her crew had been wounded, and the steamer was making for Bridlington to get a doctor. Two of the life-boat's crew were put on board her to pilot her in. The captain of the *Gripfast* said that the S.S. *Stanburn* had been bombed and sunk, and that there were four men on a raft about ten miles to the south-east. The life-boat went at once in search of the raft through very heavy seas and snow squalls, and in the darkness searched all round the area for about sixteen miles, but could find nothing. She then made for her station and, when off Bridlington, again spoke the *Gripfast* which was then attempting to enter the harbour. The weather was getting rapidly worse and the captain of the *Gripfast* asked her to stand by. The *Gripfast* failed to make the harbour, was driven behind the south pier and stranded on the beach. The life-boat then made for the harbour through heavy broken water and took a heavy sea on board which threw her on her beam ends.

The coxswain got her head to sea and counted his crew. It was 11 P.M. when the life-boat entered the harbour. It was then decided that she should return to her station. Leaving the harbour she again met heavy seas, and used oil to make them smoother while running for the beach. Again she took heavy seas on board and was laid on her beam ends, and again the coxswain got her head to sea and checked his crew. She reached the beach safely at one in the morning of January 30th. - Rewards, £31 12s.

JANUARY 29TH. - SELSEY, SUSSEX. At 4.30 A.M. the coastguard telephoned that a vessel was in distress off the coastguard station and needed a tug. The coxswain assembled the life-boat crew and stood by. Then a second message came from the coastguard asking that the life-boat should go to the vessel's help, and the motor life-boat *Canadian Pacific* put out at 7 A.M. A strong north-east to east breeze was blowing with a slight sea. It was snowing heavily. The life-boat reached the vessel at 11.30 A.M. and found her to be the naval trawler *Stella Sirius*, aground near the Mixon Rocks. An Admiralty tug had arrived, but the water was too shallow for either the tug or the life-boat to get near the trawler. They waited for the tide to rise. The life-boat then went alongside the trawler and got a rope from her to the tug. At 2 P.M. the tug succeeded in refloating the trawler, and the life-boat returned to her station. She arrived and was moored at 4.30 in the afternoon, but, in the the driving snow and growing darkness, the crew could see neither the life-boat house nor the shore, and in the sea which was running it was impossible for a shore-boat to put out to land the crew, so they remained on board, at moorings, until 8.30 next morning. - Rewards, £32 11s.

JANUARY 29TH. - CAMPBELTOWN, ARGYLLSHIRE. At 1.35 P.M. information was received from the tug *Englishman*, in Campbeltown Harbour, that she had picked up a message on her wireless, from a vessel ashore at Cleats Point, Isle of Arran. An E.S.E. wind was blowing, with a rough sea, and the weather was cold, with snow showers. The tug put out at once, and the motor life-boat *City of Glasgow* also followed at 1.55 P.M. She reached Cleats Point at 3.15 P.M., close behind the tug, and found the S.S. *Badgistan*, of Newcastle, abandoned. She put the tug master on board, but he could find no one there. The steamer was fast on a reef. The life-boat returned to her station at 5.40 P.M. - Rewards, £10 6s. 3d.

JANUARY 29TH. - WALTON AND FRINTON, ESSEX. At about 6.30 P.M. the coastguard reported a steamer burning flares some three miles N.E. of the Knock Lightship. A fresh E.S.E. gale was blowing, with a very rough sea and snow squalls. Two extra men were taken. With great difficulty the crew got aboard the motor life-boat *E.M.E.D.*, which lies at moorings, and put out at 7.40 P.M. They searched until 2 A.M., when they found the S.S. *Highwave*,

of London, with her engine broken down. The life-boat tried to find the lightship, in order to send a wireless message for a tug, but failed, so she returned to her station, and passed the request for the tug to the coastguard. It was then 10 in the morning, and she had been out for fourteen hours.

An increase in the usual money awards on the standard scale was made to each member of the crew. - Standard rewards to crew, £38 12s. 6d. ; additional rewards to crew, £11 ; total rewards, £49 12s. 6d., and £9 12s. in allowances to a life-boatman suffering from frostbite as a result of this service ; making a total amount of £59 4s. 6d. paid in allowances and rewards

JANUARY 29TH. - TORBAY, DEVON. At 10.14 P.M. a message was received from the Berry Head coastguard that a Belgian trawler was seen to be dragging her anchors, close to Daddyhole A strong E.S.E. wind was blowing, with a very rough sea. At 10.30 P.M. the motor life-boat *George Shee* was launched, and found the motor trawler *Jan Denye*, of Ostend, about two hundred yards off the shore. She escorted her into Brixham Harbour, and returned to her station at 1.5 A.M. - Rewards, £16 7s.

SILVER MEDAL SERVICE AT MOELFRE

JANUARY 28TH - 29TH. - HOLYHEAD, AND MOELFRE, ANGLESEY, AND LLANDUDNO. CAERNARVONSHIRE. At 7.30 in the evening of the 29th of January, 1940, a message came to the Moelfre life-boat station from an Admiralty salvage officer asking for the life-boat to stand by the Glasgow steamer *Gleneden*. The *Gleneden* was a steamer of nearly 7,000 tons, with a crew of sixty, loaded with maize. She was on her way from Saigon to Liverpool, and she had gone ashore on Dutchman's Bank by Puffin Island. There she had been for three days. On the 28th the Llandudno motor life-boat had gone out to her, but her help was not needed. Then came the message from the salvage officer to Moelfre on the 29th. He asked that the life-boat should stand by for two hours during high water. There was fear that the steamer would break in two. The life-boat *G. W.* put out at nine o'clock, so as to arrive shortly before high water. Only then could she go alongside. As she was leaving another

message came asking her to take off all the *Gleneden's* crew.

As soon as the life-boat had put out the honorary secretary telephoned to the life-boat station at Holyhead, and it was agreed that the Holyhead motor life-boat should also go, as there were more men on board the *Gleneden* than the Moelfre life-boat could safely take off. Then the honorary secretary made arrangements at Beaumaris for the accommodation of the *Gleneden's* crew there and the berthing of the life-boat.

Meanwhile the life-boat was having a very rough passage to Puffin Island. She was under water all the way, and the sea froze on the men's oilskins until they were as stiff as boards. A gale was blowing from the north-east, and the sea was very rough.

The life-boat reached Puffin Island about 11.30. The coxswain did not wait for high water. He made his attempt at once. It was very difficult, but he took the risk. It succeeded. He came safely alongside the *Gleneden* and rescued 49 lascars. The eleven white officers remained on board.

There was no moon. It was pitch dark. The lascars could not understand the coxswain's orders and crowded first to one side of the life-boat and then to the other, making navigation very difficult. The coxswain had extra life-lines rigged and but for them many of the lascars would have been washed out of the crowded boat.

The life-boat made for Beaumaris, and as soon as she had landed the lascars, seeing nothing of the Holyhead life-boat, she returned to the *Gleneden* for the eleven officers. Just as she was taking them off the Holyhead life-boat *A.E.D.* arrived. It was then 2.30 in the morning of the 30th. The *A.E.D.* had put out at 10.40 and had had a very difficult and dangerous journey of thirty miles. The coxswain had driven her at full speed, taking inside passages and cutting off corners in the darkness, with all his crew on the lookout.

It was a fine service by Moelfre in very bad weather. The crew showed great endurance and the coxswain handled his life-boat with great skill.

Holyhead also had faced very bad weather, and had done the dangerous

journey in remarkably quick time. After the risks they had taken it was hard for the crew to find that they were not needed after all, but, as the coxswain said, "I'd sooner go 100 times for nothing but disappointment than once have a life lost for want of me being there."

The Institution made the following awards :

MOELFRE

To. COXSWAIN JOHN MATTHEWS, the silver medal for gallantry, with a copy of the vote inscribed on vellum ;

To ROBERT WILLIAMS, the motor-mechanic, the bronze medal for gallantry, with a copy of the vote inscribed on vellum ;

To SECOND-COXSWAIN RICHARD M. EVANS, the thanks of the Institution inscribed on vellum ;

To COLONEL L. WILLIAMS, the honorary secretary of the station, a letter of thanks ;

To the coxswain and each of the eight members of his crew, a reward of £3 in addition to the ordinary scale reward of £1 17s. 6d. Standard rewards to crew and helpers, £15 16s. 6d. ; additional rewards to crew, £27 ; total rewards £42 16s. 6d. Other payments to Moelfre in connexion with this service amounted to £37 14s. 6d., making a total of £80 11s.

HOLYHEAD

To COXSWAIN R. JONES, a letter of thanks ;

To LIEUTENANT L. A. C. MAY, R.N., honorary secretary of the station, a letter of thanks ;

To the coxswain and each of the seven members of his crew a reward of £2 in addition to the ordinary scale reward of £1 17s. 6d. Standard rewards, £11 5s. ; additional rewards, £16 ; total rewards, £27 5s.

BEAUMARIS

To COLONEL A. F. G. PERY-KNOX-GORE, D.S.O., honorary secretary of the station, a letter of thanks.

LLANDUDNO

Standard rewards to the Llandudno crew and helpers for their launch on

the 28th, £34 3s. ; £11 15s. 6d. to the Llandudno coxswain as compensation for illness due to the service.

Total rewards paid in connexion with the *Gleneden*, £153 14s. 6d.

BRONZE MEDAL SERVICE AT BEMBRIDGE

JANUARY 29TH. - BEMBRIDGE, ISLE OF WIGHT During the afternoon an easterly blizzard was raging at Bembridge in the Isle of Wight. The wind had been blowing hard for several days and a very heavy sea was running. It was snowing hard. At times it was impossible to see anything. It was very cold. The tide was at three-quarter ebb. About five. in the afternoon the life-boat station, heard from the coastguard that a trawler was ashore north-west of Selsey Bill, and the motor life-boat *Jesse Lumb* put out at 5.20. The coxswain made for the examination vessel and was told that a pilot boat was ashore near No Man's Fort. He was unable to find any vessel near the fort, so he made again for the examination vessel. He was told that the first signal had been made in error, and that there was a vessel ashore between Ryde and Seaview. It was then about 7.30 in the evening.

The life-boat set out again and found a vessel high and dry and in no danger. The coxswain, decided to anchor and stand by until high water.

The life-boat's radio telephone had not been working properly. It must, have been damaged when the life-boat was launched. While she was at anchor, the mast was lowered and the motor-mechanic repaired the apparatus - in the circumstances a most trying and difficult job.

About three o'clock next morning the examination vessel signalled to the life-boat to come alongside for information and told the coxswain that a vessel was ashore at the entrance to Chichester harbour. The coxswain gave the examination vessel particulars of the ship which he had seen high and dry and was told that a tug was coming out from Portsmouth to her help.

The life-boat then made for Chichester bar. The tide was now about high water and the coxswain was able to take the life-boat across the bank. He found the vessel. She was H.M. Trawler *Kingston Cairngorm*, with twenty men on board, in command of Lieut.-Commander P. E. Vaux, D.S.C., R.N., the chief inspector of life-boats, who had been recalled to the Navy on the outbreak of war. She had been bumping and rolling on the bar for twelve hours. Commander Vaux had hoped to get her off as the tide rose, but that was impossible as she was flooding fast, and there was danger of her rolling right over as the tide ebbed.

It was now 4.30 in the morning, and the weather was a little better, but it was not an easy task to go alongside. There was a heavy swell ; where the trawler was lying the tide runs in a circle ; the trawler herself. was lurching heavily, with her decks awash. The first attempt failed. The second succeeded, and in half an hour the twenty-one men had been taken off. The life-boat then made again for the examination vessel, and as it would have been impossible, in that weather, to put her back on her slipway at Bembridge she got permission from the examination vessel to make for Portsmouth. There she arrived at 7.30 in the morning and reported to her station. It would still have been impossible to rehouse her at Bembridge. Seas were running high, and the slipway was like a sheet of glass. So the honorary secretary instructed the coxswain to take the life-boat to Cowes and her crew then returned to Bembridge by train.

Although the actual rescue had not been very difficult, the whole service had been carried out in intense cold and in weather of exceptional severity. The deck of the life-boat was covered with ice; the cable was frozen ; it took the crew half an hour to weigh anchor. The life-boat was at sea for fourteen and a half hours under these conditions, and her crew showed magnificent endurance. The coxswain himself was at the wheel from beginning to end of the service ; and his navigation was perfect, Practically

the whole time he had to steer by compass and he was not once out in his position.

The Institution made the following awards :

To COXSWAIN HARRY J. GAWN, the bronze medal for gallantry, with a copy of the vote inscribed on vellum ;

To H. E. WATSON, the motor-mechanic, the thanks of the Institution inscribed on vellum ;

To MR. W. COULDREY, the honorary secretary, a letter of thanks ;

To the coxswain and each of the seven members of his crew a special reward of £3 each in addition to the ordinary scale reward of £2 16s. 6d. each. Standard rewards to crew and helpers £26 7s. 8d. ; additional rewards, £24 ; total rewards £50 7s. 8d.

JANUARY 30TH. - BROUGHTY FERRY, ANGUS. At 1.45 P.M. the Carnoustie coastguard reported a vessel ashore on the Abertay Sands, and ten minutes later the motor life-boat *Mona* was launched. A strong gale was blowing from the south-east, with a heavy sea and snow showers. The life-boat found the S.S. *Stancourt*, of London, with her bows ashore. The life-boat coxswain dropped anchor in order to veer the life-boat alongside the steamer, but the anchor did not hold, and while he was trying a second time the steamer shifted and lay broadside on to the seas. The steamer now gave the life-boat a lee, so the coxswain hove in the anchor and took the life-boat under the steamer's lee side. A man from the steamer jumped for her, but she was moving about so violently that he fell into the sea. Before he was swept away life-boatmen had seized him and dragged him aboard. Then the remaining twenty men of the steamer's crew, watching their opportunity, jumped aboard the life-boat and she returned to her station at 4.35 P.M. - Rewards, £9 18s.

JANUARY 30TH. - FLAMBOROUGH; YORKSHIRE. At about 12.45 P.M. the coastguard asked that the life-boat should be launched to search the steamship channel between Flamborough Head and Filey Brigg, as firing or explosions had been heard. An E.S.E. gale was blowing, with a very heavy sea and snow squalls. The motor life-boat *Elizabeth and Albina Whitley* was launched at 1.15 P.M. and made an extensive search, but found nothing but the bodies of three sailors. They were brought ashore by the life-boat, which returned to her station at 4 P.M.- Rewards, £28 15s.

JANUARY 30TH. - CROMER, NORFOLK. The No. 1 life-boat *H. F. Bailey* was at Gorleston, where she had put in after a service. While she was there news was received that a vessel was being attacked by

enemy aircraft in Yarmouth Roads and needed help. The Great Yarmouth and Gorleston life-boat was off service, and at 5.20 P.M. the Cromer life-boat put out, with the Great Yarmouth and Gorleston coxswain also on board. A strong E.S.E. breeze was blowing, with a moderate sea. The life-boat found the steam trawler *Pelton*, and the Cromer coxswain went on board. The naval officer in charge of the *Pelton*, asked the life-boat to guide him to a good anchorage off the harbour, as all the trawler's navigating instruments had been made useless by the attack. He also wanted part of his crew landed. The life-boat took the *Pelton* to an anchorage, brought ten of her crew ashore, and then took a pilot out to her. When the tide was suitable she was brought into harbour, and moored at 10.30 P.M. The Cromer coxswain had remained on board her all the time. The life-boat remained at Gorleston for the night, and arrived back at Cromer at 2.30 P.M. next day. - Property salvage case.

JANUARY 31ST. - MARGATE, KENT. At 9.33 A.M. a message was received from the coastguard that a vessel was sinking a mile E.S.E. of the Tongue Light-vessel. A moderate S.E. breeze was blowing, with thick fog, and the sea was choppy. At 9.45 A.M. the motor life-boat *The Lord Southborough* (Civil Service No. 1) was launched, but could not find the vessel. She must have sunk. The life-boat then saw a floating mine. She stood by it; informed the Ramsgate coastguard of its position and warned the S.S. *Accomac*, which was approaching, and which altered her course accordingly. Later the life-boat was recalled by the Ramsgate coastguard and returned to her station at 1.30 P.M. - Rewards, £9 8s.

The following life-boats were launched but no services were rendered for the reasons given :

JANUARY 1ST. - PETERHEAD, ABERDEENSHIRE. An explosion had been heard, but nothing could be found. - Rewards, £14 16s. 6d.

JANUARY 1ST. - NORTH SUNDERLAND, NORTHUMBERLAND. A German aircraft had been reported down in the sea, but nothing could be found. - Rewards, £22 18s.

JANUARY 2ND. - SHERINGHAM, NORFOLK. Flares had been reported, but nothing could be found. - Rewards, £23 15s.

JANUARY 3RD. - BUCKIE, BANFFSHIRE. An aeroplane had come down in flames in the sea, but nothing could be found either by the life-boat or by aeroplanes. - Rewards, £7 12s.

JANUARY 4TH. - PETERHEAD, ABERDEENSHIRE. An aeroplane had been reported to have crashed into the sea, but nothing could be found. - Rewards, £11 6s. 9d.

JANUARY 4TH. - FRASERBURGH, ABERDEENSHIRE. A vessel had been reported to be burning flares, but nothing could be found. - Rewards, £7 6s. 6d.

JANUARY 5TH. - FRASERBURGH, ABERDEENSHIRE. A vessel had been reported to be signalling by siren, but no vessel in distress could be found. - Rewards, £14 9s. 6d.

JANUARY 6TH. - CAMPBELTOWN, ARGYLLSHIRE. A liner had gone ashore S.W. of Islay, but she refloated. - Rewards, £20 0s. 6d.

JANUARY 8TH. - NEW BRIGHTON, LANCASHIRE. The Norwegian steamer *Maurita*, of Bergen, had stranded, but she did not need help as she was in no immediate danger. - Rewards, £8 2s.

JANUARY 8TH. - SOUTHWOLD, SUFFOLK. A motor vessel had signalled, but it was found that she did not need help. - Rewards, £20 12s.

JANUARY 9TH. - WHITBY, YORKSHIRE. A vessel had been attacked by enemy aircraft but she was able to go on her way. - Rewards, £7 6s. 6d.

JANUARY 9TH. - MARGATE, KENT. A motor liner had struck a mine and sunk, but other vessels rescued the survivors. - Rewards, £9 8s.

JANUARY 9TH. - ALDEBURGH, SUFFOLK. An aeroplane had been reported to have come down in the sea, but nothing could be found. - Rewards, £22 14s. 6d.

JANUARY 10TH. - WALMER, KENT. Red flares had been seen, but they were from R.A.F. aeroplanes on night exercises. - Rewards, £29 0s. 6d.

JANUARY 10TH. - CROMER, NORFOLK. A steam trawler had stranded on the Haisboro' Sands, but she refloated without help. - Rewards, £26 9s. 6d.

JANUARY 11TH. - RAMSGATE, KENT. An explosion had been reported, but it was caused by a drifting mine striking the sands. - Rewards, £15 9s.

JANUARY 12TH. - DUNBAR, EAST LOTHIAN. An R.A.F. aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £10 6s. 3d.

JANUARY 12TH. - WHITBY, YORKSHIRE. A motor fishing boat was overdue, owing to the failure of her engine, but she was able to put it right. - Rewards, £10 11s. 3d.

JANUARY 12TH. - FLAMBOROUGH, AND BRIDLINGTON, YORKSHIRE. Fishing trawlers, an Admiralty trawler, and a steamer had been bombed and machine-gunned, but all were able to go on their way except a fishing trawler which another vessel towed into Scarborough. - Rewards : Flamborough, £38 14s. 3d. ; Bridlington, £21 7s. 6d.

JANUARY 13TH. - BLYTH, NORTHUMBERLAND. Signals for help from a ship's siren had been heard, but no ship in need of help could be found. - Rewards, £16 7s.

JANUARY 13TH. - BLYTH, NORTHUMBERLAND. Loud explosions had been heard, but they came from enemy mines being destroyed. - Rewards, £5 8s. 6d.

JANUARY 13TH. - BLYTH, NORTHUMBERLAND. Distress signals on a ship's siren had been heard, but no vessel could be found. Two mines were seen and reported. - Rewards, £6 7s. 6d.

JANUARY 13TH - CROMER, NORFOLK. Flares had been seen several miles off Mundesley, but the life-boat could find nothing - Rewards, £26 9s. 6d.

JANUARY 15TH. - DONAGHADEE, CLOGHEHY, AND NEWCASTLE, CO. DOWN. A steamer had gone ashore. The life-boats searched in the fog without finding her, for she had got off and had gone on her way to Belfast. - Rewards : Donaghadee, £20 0s. 6d. ; Cloughiey, £26 4s. 9d. ; Newcastle, £49 13s.

JANUARY 15TH. - WALTON AND FRINTON, ESSEX. A steamer had been mined, but was able to reach safety, with the help of a tug and trawler. - Rewards, £32 6s.

JANUARY 16TH. - WALTON AND FRINTON, ESSEX. A motor barge had been reported in distress, but she went on her way without waiting for help. - Rewards, £11 15s.

JANUARY 16TH. - HYTHE, KENT. A fishing boat was overdue as her engine had broken down ; but she was able to repair it and make harbour under her own power. - Rewards, £16 5s.

JANUARY 16TH. - ILFRACOMBE, AND LYNMOUTH, DEVON, AND MINEHEAD, SOMERSET. An oil tanker had caught fire and had sunk in the Bristol Channel after an explosion, thought to have been caused by a mine, but the life-boats and an Admiralty vessel failed to find any survivors and it was thought that all had been lost. - Rewards : Ilfracombe, £26 0s. 3d. ; Lynmouth, £33 13s 9d. ; Minehead, £15 3s. 3d.

JANUARY 17TH. - WELLS, NORFOLK. At 3.53 P.M. the coastguard reported a small tug disabled and drifting in the Wash. A fresh N.W. wind was blowing, with a rough sea, and the weather was described as "arctic." The motor life-boat *Royal Silver Jubilee* - 1910-1935 was launched at 4.45 P.M. and on reaching Wisbech Channel at 9.30 P.M. searched all likely places but found nothing. Actually the tug was then known to be safe, but efforts to recall the life-boat had been unsuccessful. By an arrangement already made the life-boat then put into King's Lynn to refuel, but the ice was so thick that she could not reach Lynn Dock. She had to be beached two miles away, and the coxswain walked to King's Lynn to get the petrol. By this time ice an inch thick had formed all over the life-boat. The coxswain returned with the petrol, only to find that she was fast in the ice and that they

could not get out to sea. Instead the life-boat was carried up the river, in the ice, by the flowing tide, until a tug helped to tow her clear. The life-boat did not reach her station again until 2.45 P.M. on the 18th, twenty-two hours after she had put out. During all that time her crew had had no food and all were suffering from slight frost-bite.

An increase in the usual money award on the standard scale was granted to each member of the crew. - Standard rewards to crew and helpers, £35 15s. ; additional rewards to crew, £14 ; total rewards, £49 15s.

JANUARY 17TH. - STROMNESS, ORKNEY. Distress signals had been reported, but neither the life-boat nor a naval aeroplane which took part in the search could find anything. - Rewards, £21 2s. 6d.

JANUARY 17TH. - WALMER, KENT. A call had been received from a steamer for the port doctor. The weather was severe and the life-boat could not find the steamer. She must have gone on her way. - Rewards, £15 11s. 6d.

JANUARY 17TH. - WALMER, KENT. Flares had been reported, but they were found to come from burning waste on a steamer with which the crew were trying to thaw out a frozen windlass. - Rewards. £29 0s. 6d.

JANUARY 17TH. - NEW BRIGHTON, CHESHIRE. A steamer had been mined, but she could not be found, and later the naval authorities reported that she had sunk without any loss of life. - Rewards, £14 11s. 3d.

JANUARY 20TH. - SOUTHEND - ON - SEA. ESSEX. Clouds of smoke had been seen, but the life-boat could find nothing. The cold was severe, and the life-boat returned covered with ice from stem to stern. - Rewards, £7 14s. 6d.

JANUARY 21ST. - ST. IVES, CORNWALL. An aeroplane was thought to have crashed into the sea, but she had only dived very steeply. - Rewards, £37 0s. 6d.

JANUARY 21ST. - WICK, CAITHNESS-SHIRE. The Danish steamer *Hekla* had been torpedoed, but her crew were picked up by the Norwegian steamer *Iris*. - Rewards, £9 19s. 6d.

JANUARY 21ST. - NEWBIGGIN, NORTHUMBERLAND. A steamer had struck a mine and had sunk, but the life-boat found nothing. Survivors were picked up by another vessel. - Rewards, £13 19s. 6d.

JANUARY 21ST. - BLYTH, NORTHUMBERLAND. Explosions had been heard, but nothing could be found. The life-boat's engine broke down, but she carried on under sail until taken in tow by a pilot cutter. - Rewards, £6 7s. 6d.

JANUARY 22ND. - WICK, CAITHNESS-SHIRE. A vessel had been reported on fire, but the life-boat found nothing. - Rewards, £6 13s.

JANUARY 23ND. - NORTH SUNDERLAND, NORTHUMBERLAND. The Norwegian steamer *Pluto* and another steamer had been mined, but fishing boats nearby picked up the crews of both steamers. - Rewards, £14 18s.

(See North Sunderland, "Services by Shore-boats," page 143.)

JANUARY 25TH. - HOLY ISLAND, AND NORTH SUNDERLAND, NORTHUMBERLAND. The Norwegian steamer *Gudveig*, of Oslo, and the Latvian steamer *Everene*, of Riga, had been sunk by mine or torpedo, but other steamers had picked up a number of survivors, and the life-boats found none. - Rewards : Holy Island, £15 7s. 6d. ; North Sunderland, £30 2s. 6d.

JANUARY 25TH. - CLOGHER HEAD, CO. LOUTH. A motor vessel was reported to be in distress fourteen miles south-east of the life-boat station, but the help of the life-boat was not needed. - Rewards, £5 3s.

JANUARY 25TH. - CROMER, NORFOLK. An unknown Belgian steamer had stranded near the South Middle Haisboro' Buoy, but refloated and went on her way. - Rewards, £41 0s. 6d.

JANUARY 26TH. - PORT ST. MARY, ISLE OF MAN. The steam trawler *Merisia*, of Fleetwood, while on her way to the northern fishing grounds, struck the rocks in Bulgham Bay, north of Laxey, in the Isle of Man. The time was about 6.30 P.M., and the tide was low-water spring tides. A whole S.E. gale was blowing with a heavy sea. At times there was much fog and the cold was intense. The news reached Ramsey at about 7.15 P.M., but it was found impossible, either then or throughout the night, to launch the motor life-boat owing to the heavy sea. The Douglas motor life-boat was off service for the overhaul of the engine, and the Port St. Mary motor life-boat *Sir Heath Harrison* was launched at 9 P.M. Mr. J. Clugston, a retired coasting captain, went with her and was of very great help. The seas were so violent that they broke the bulbs of her searchlight and she was unable to use it. She could not find the *Merisia*, and returned to her station at 6 o'clock next morning. Meanwhile the coastguard life-saving apparatus company had found her. She was hard and fast on the rocks, with steep cliffs to leeward, and all the company's efforts to reach her crew failed. As the tide rose the *Merisia* was submerged and all her crew were drowned. The district inspector investigated the matter and found that everything which could be done had been done. It was impossible to launch the Ramsey life-boat, and even had the Port of St. Mary life-boat found the wreck he doubted if she could have done anything. The Institution made an extra award of £2 on

the usual money awards on the standard scale to each member of the Port St. Mary crew. - Standard rewards to crew and helpers, £26 2s. 6d. ; additional rewards to crew, £16 ; total rewards to Port St. Mary, £42 2s. 6d. A letter of thanks was sent to Mr. J. Clugston.

JANUARY 26TH. - 'CROMARTY'. A vessel was sinking, but the survivors had been taken off by an Admiralty tug. - Rewards, £11 5s.

JANUARY 26TH. - NEWBIGGIN, NORTHUMBERLAND. Red flares had been reported, but a search revealed nothing. - Rewards, £29 15s. 6d.

JANUARY 26TH. - NEWBIGGIN, NORTHUMBERLAND. An explosion had been heard but nothing could be found. - Rewards, £14 4s.

JANUARY 26TH. - SUNDERLAND, DUR. HAM. The Dutch steamer *Otterland*, of Rotterdam, had gone aground, but she was refloated by tugs. - Rewards, £14 18s. 6d.

JANUARY 27TH. - ANGLE, PEMBROKE-SHIRE. The Greek steamer *Adamantios J. Pithis*, of Chios, had been totally wrecked at St. Ann's Head, but a naval patrol vessel had picked up the crew. - Rewards, £8 18s.

JANUARY 27TH. - PORT ASKAIG, ISLE OF ISLAY. A naval trawler had been reported damaged and sinking off Gigha Island, but the life-boat found nothing. - Rewards, £29 15s.

JANUARY 28TH. - CROMER, NORFOLK. A heavy explosion had been heard to the north of the Life-boat Station, but nothing was found. - Rewards, £32 19s.

JANUARY 28TH. - LONGHOPE, ORKNEYS. The Norwegian steamer *Faro*, of Oslo, had gone ashore in Tarncliff Bay. Deerness, but the crew of seven were rescued from the shore by the coastguard life-saving apparatus. - Rewards, £8 17s. 6d.

JANUARY 28TH. - GIRVAN, Ayrshire. A steamer had stranded, but she refloated and went on her way. - Rewards, £10 6s. 3d.

JANUARY 29TH. - WALMER, KENT. The Dutch motor barge *NORA*, of Voorburg, had been mined, but she was beached by naval tugs and the life-boat stuck fast in a mudbank and was unable to go on. - Rewards, £14 12s. 6d.

JANUARY 29TH. - GREAT YARMOUTH AND GORLESTON, AND CROMER, NORFOLK. News was received at Great Yarmouth and Gorleston that an open boat containing sixteen survivors from the Latvian steamer *Taut Mila*, which had been damaged by enemy action, was drifting a quarter of a mile N.N.E. of the Cross Sand Light-vessel. Nothing could be found, and it was later learned that the men had been picked up in Yarmouth Roads. The next day it was

reported at Cromer that the steamer had gone ashore on Walcott Beach, near Barton, and the No. 1 life-boat put out. She found the *Taut Mila* high up on the beach and those still on board her had been able to land. - Rewards : Great Yarmouth and Gorleston, £29 12s. ; Cromer, £57 1s. 6d.

JANUARY 29TH. - SHERINGHAM, NORFOLK. The Dudgeon Light-vessel had been bombed and machine-gunned, but the life-boat, which went out twice, found no one on board. - Rewards, £23 0s. 3d. and £19 9s. 6d.

JANUARY 30TH. - SCARBOROUGH, YORKSHIRE. A vessel was reported to have been bombed, but the life-boat could find nothing. A German bomber flew close above her as she was searching. - Rewards, £21 13s.

JANUARY 30TH. - LONGHOPE, ORKNEYS. A steamer had been bombed and sunk by enemy aircraft, five miles from Muckle Skerry, and one of the ship's boats with sixteen men on board had been seen off Grimness, South Ronaldshay. The life-boat found nothing, and it was learnt later that the boat had been driven ashore and the men been drowned before the life-boat could reach the place. - Rewards, £23 15s. 6d.

JANUARY 30TH. - WICK, CAITHNESS-SHIRE. An unknown vessel had been reported in distress some nineteen miles N.E. of Wick, but the life-boat found nothing. - Rewards, £30 5s. 6d.

JANUARY 30TH. - CROMER, NORFOLK. It had been reported that a steamer was being attacked by enemy aircraft off Haisboro' and two loud explosions had been heard about seven miles south of the Hairsboro' Light-vessel, but nothing could be found. - Rewards, £18 4s.

JANUARY 30TH. - LOWESTOFT, AND SOUTHWOLD, SUFFOLK. At 7.15 P.M. a message was received at Lowestoft from the coastguard that a boat belonging to the S.S. *Royal Crown*, of Newcastle-on-Tyne, had come ashore eight miles south of Lowestoft, and that the men on board said that another boat, with twenty men, was still at sea. No position could be given, and the coxswain made enquiries by telephone up and down the coast until at 9.10 the naval base was able to give the position as abreast of Benacre Point just above Kessingland and on the inside of Newcome and Barnard Sands. At 9.30 the motor life-boat *Michael Stephens* was launched. A whole E.N.E. gale was blowing with a rough sea, and it was very dark, with squalls of hail and snow. The life-boat went south to the position given. She was continuously swept by heavy seas, and one sea filled the engine-room canopy, nearly sweeping overboard two of the crew. Finding nothing, the life-boat turned north and continued to search, but still without success. It seemed certain that no small boat could have lived in such seas, and at 1.45 next morning the life-boat returned to

her station. The crew changed into dry clothing, but remained on duty, and at 5.45 in the morning the motor life-boat again went out to continue the search, but again she found nothing. She returned to her station for the second time at 8.30 A.M. It was then reported that three floating mines had come ashore where the life-boat had been searching.

Meanwhile, at Southwold, a message had been received from the coastguard at Benacre at 9.50 P.M. that a boat had been seen near Covehithe, about 200 yards from the shore, and at 10.10 P.M. the motor life-boat, *Mary Scott*, was launched. She used flares, and for several hours made a thorough search, going close inshore, but she found nothing. It was so dark that the coxswain decided to lie off the harbour and not to attempt to enter until daylight. When he took the life-boat in, just after seven in the morning, she ran aground, but refloated as the tide rose and reached her station at 10 A.M.

The *Royal Crown*, it was learned later, had been machine-gunned and bombed by a German aeroplane and four men were killed on board. Two of the ship's boats were damaged by a bomb, and the crew had taken to the other two boats. The one that came ashore had had 22 men in her, but 7 were washed out and drowned. The other 15 landed safely, but very much exhausted. The second boat must have capsized and all on board been lost.

An increase in the usual money award on the standard scale was made to each member of the Southwold crew. - Rewards : Southwold, standard rewards to crew and helpers, £40 18s. ; additional rewards to crew, £9 15s. ; total rewards, £50 13s. ; Lowestoft, £44 16s. 6d. Total rewards for the service, £95 9s. 6d.

JANUARY 31ST. - FRASERBURGH, ABERDEENSHIRE. The Danish steamer *Ellensborg*, of Copenhagen, had been mined or torpedoed eighteen miles N.E. of Kinnaird Head, but nothing could be found. - Rewards, £18 2s. 9d.

JANUARY 31ST. - SALCOMBE, AND TORBAY, DEVON. The Greek steamer *Avra*, of Andros, had gone ashore at Yealm River, but she was able to refloat, and although badly damaged, managed to reach Plymouth. - Rewards : Salcombe, £7 17s. ; Torbay, £6 7s. 6d.

FEBRUARY

Launches 114. Lives rescued 390.

FEBRUARY 2ND. - THE HUMBER, YORKSHIRE. At 10.35 A.M. a message was received from the Mablethorpe coastguard through the Royal Naval Shore Signal Station at Spurn, that a trawler was ashore N.W. of Donna Nook. A fresh E.S.E. breeze was blowing, but the sea was smooth. At 11 A.M. the motor life-boat *City of Bradford II* was launched, and found the steam trawler *Barbados* stranded two miles N.N.W. of

Donna Nook. The trawler was anchored from the stern, and a wire had been buoyed ready to be picked up by the tug *Lynx*, which was then approaching. Owing to the shallow water and ground sea, the tug could not get near enough, and the life-boat picked up the buoyed wire and took it to the tug. The tug then tried to tow the trawler off, but failed. The life-boat stood by until after high water, and then returned to her station at 2.30 P.M. On the 5th February the owners of the trawler asked that the life-boat should again stand by, as a further attempt was going to be made to refloat her on the afternoon tide. At 12.45 P.M. the life-boat was launched, but no attempt could be made to tow the trawler off because, as the tide flowed, the sea got up, and the trawler swung broadside on to it. Seas were breaking over her and the crew shouted to be taken off. The life-boat went in under the trawler's lee, rescued the eleven men on board and transferred them to the tug, which took them to Grimsby. The life-boat returned to her station at 5.40 P.M. Next day the life-boat was again launched at 1.55 P.M., at the request of the underwriters, to stand by the trawler while another attempt to refloat her was made. It was unsuccessful, and the life-boat returned to her station at 6 P.M. The lifeboat again stood by on the 7th February, while yet another attempt was made to refloat the trawler, but again without success. At high water the weather became much better, and as the men on the trawler were in no danger, the life-boat returned to her station at 6 P.M. - Permanent paid crew : rewards, 4s. 6d. No expense to Institution for services on the 5th, 6th and 7th February.

FEBRUARY 3RD. - SCARBOROUGH, YORKSHIRE. At 8.35 A.M. a fisherman reported that two ships were being attacked by enemy aircraft. This was confirmed by the coastguard. A light breeze was blowing, with a moderate sea. At 8.45 A.M. the motor life-boat *Herbert Joy II* was launched and, a mile to the east of Scarborough, met the trawler *Rose of England*. She had been bombed and machine-gunned, and one of the crew was slightly injured. The skipper asked for a pilot, and two of the life-boat's crew were put on board. The life-boat then went to the cargo steamer *Yewdale*. She too had been attacked a mile from the shore. Her master had been killed by machine-gun fire, when in the wheel-house. Two of her crew were wounded, so seriously that they could not be transferred to the life-boat. The steamer asked for a pilot. A motor keel boat had just arrived, and on the instructions of the life-boat coxswain she put one of her crew on board the *Yewdale* to pilot her into harbour. Meanwhile an aeroplane had been dropping flares further out at sea, and the life-boat went to investigate, but found nothing. She returned to her station at 12 noon. - Rewards, £20 8s.

FEBRUARY 3RD. - BRIDLINGTON, AND THE HUMBER, YORKSHIRE. About noon a message was received at Bridlington from the coastguard that the S.S. *Kil-*

dale was being attacked by enemy aeroplanes ten to twenty miles N.E. of Spurn, and that her crew were taking to the ship's boats. At 12.15 P.M. the motor life-boat *Stanhope Smart* was launched. A strong S.E. wind was blowing, with a heavy sea. It was very cold, with snow showers. After going seven miles the life-boat saw a steamer which was being carried by wind and sea towards the shore. She was the *Harley*, of London. She too had been attacked by aeroplanes and her crew had abandoned her. The life-boat put two men on board to get steam up and to try to keep her from going on the beach. She then went on her way to find the *Kildale* and searched a wide area, but she could find nothing of her and returned to her station. Before she arrived, the crew of the *Harley*, which had been picked up by another vessel, had been landed at Bridlington. On the life-boat's return it was decided that she should put the *Harley's* engineers on board her again. The wind had now increased to a gale, with heavy seas, and it was only with great difficulty that the life-boat got the two engineers on board. She herself was damaged by being flung against the steamer. The steamer was riding on a lee shore, and the life-boat, after returning to harbour, stood by all night, in case her help should be needed. She continued standing by until 11 A.M. next day when she returned to her station.

The same message which was sent to Bridlington, that the S.S. *Kildale* was being attacked by enemy aircraft, was sent also to The Humber, and there it was received at 12.10 P.M. At 12.35 the motor life-boat *City of Bradford II* was launched. A moderate E.S.E. wind was blowing, but the sea was smooth. Visibility was very poor. The life-boat searched until 4 P.M. and found nothing. She then spoke a destroyer which told her that the *Kildale* was making for The Humber. An hour later she saw the *Kildale* in tow of the tug *Yorkshireman*. Her crew had been taken on board a patrol vessel, and men from the destroyer's crew had been put on the *Kildale*. The *Kildale* had been attacked by two German aeroplanes which had not only dropped bombs but swept the decks with machine-gun fire, and one of the bombs had killed three of the engine-room's staff. The wind had now increased and the sea was very rough. The *Kildale* was leaking and had a dangerous list to port. The life-boat was asked to stand by ready to take off the men if things got worse. The life-boat coxswain told them to put out a ladder on the starboard side, and this was done at once. Another tug, *The Seaman*, had now arrived, and followed astern. At 6.15 P.M. the *Kildale* signalled that she was leaking so badly that the men on board wished to abandon her. The life-boat put all her fenders out on the port side and turned her searchlight on to the *Kildale's* side. The tug *The Seaman* also turned its searchlight on her, and by these two searchlights the life-boatmen were able to see the ladder. Three men were already clinging to it. The coxswain ran the life-boat alongside, and the three men were seized and pulled aboard. The sea then struck the life-boat, crashing her against the

steamer. Two of her fenders were torn away and one of them was drawn into the port propeller and put her port engine out of action. With only one engine working, she went alongside again and, with great difficulty, rescued the six men still on board. She arrived back at her station at 12.35 next morning with the nine rescued men. - Rewards : Bridlington, property salvage case ; The Humber, permanent paid crew, 13s. 6d.

FEBRUARY 3RD. - FLAMBOROUGH, YORKSHIRE. Shortly before 1 P.M. information was received from the Flamborough Royal Naval Shore Signal Station that a vessel was in distress off Flamborough with her boats out. An easterly wind was blowing, with a rough sea. The motor life-boat *Elizabeth and Albina Whitley* was launched at 1 P.M., and after going about two and a half miles E.N.E., found the S.S. *Mertainer*, of Stockholm, in ballast, bound for the Tyne. She had been bombed and machine-gunned by enemy aeroplanes, and the crew, thirty-five in number, had taken to the boats. As they saw the life-boat approaching the master and several engineers returned to the *Mertainer*, and the mate handed the ship's papers to the coxswain for safe custody. The second-coxswain and a life-boatman went on board the steamer, and her crew were persuaded to return to her. The life-boat then put back to her station for more men and put three more on to the *Mertainer* to help her crew and give them confidence. Accompanied by the life-boat the steamer went on her way, but after a time the life-boat, finding everything to be all right, returned to her station, arriving at 5 P.M. With the second-coxswain of the life-boat acting as pilot, the *Mertainer* arrived safely at Tynemouth the following day. - Property salvage case.

FEBRUARY 3RD. - EYEMOUTH, BERWICKSHIRE. At 1.5 P.M. a message was received from the coastguard that a ship's life-boat about 1 1/2 miles N. of Carr Rock, Berwick-on-Tweed, with men on board, was in need of help. A full E.S.E. gale was blowing, with a very heavy sea. At 1.20 P.M. the motor life-boat *Frank and William Oates* was launched, and she found the boat with eight men on board. They were part of the crew of the Norwegian steamer *Tempo*, of Oslo, which had been bombed and sunk earlier in the morning by enemy aircraft. The boat was almost waterlogged. The men were suffering badly from shock and exposure. The captain of the steamer was one of them, and he said that another boat with six men was adrift nearby. The life-boat searched for her, but could not find her and it was learnt later that she had gone ashore near Berwick, and five of the six men had been drowned. The life-boat returned to her station at 4.10 P.M. - Rewards, £17 1s.

FEBRUARY 3RD. - TENBY, PEMBROKE-SHIRE. At 1.41 P.M. a message was received from the coastguard that the Norwegian steamer *Belpariel*, of Oslo, was in need of

help. A strong S.E. wind was blowing, with a rough sea. Visibility was bad. At 2 P.M. the motor life-boat *John R. Webb* was launched, and found the steamer fast on the rocks in Drinkem Bay, Caldy Island. The captain would not let the crew leave, and the life-boat returned to her station at 3 P.M. The next day, Sunday, it was found that the crew had left the steamer, and got on to the island. They were in an old shed, and were very short of food. Next day, Monday, the 5th February, the life-boat again went to the island, taking with her the Norwegian consul from Milford, a doctor, and the chief coastguard. Twenty-seven of the steamer's crew were brought back to Tenby by the life-boat, and, after having been given a hot meal, were sent to Swansea by the consul. Four men were left on the island, one of them being ill. - Rewards : first launch, £9 10s. Expenses of second launch paid by Norwegian consul.

FEBRUARY 3RD. - LERWICK, SHETLANDS. At about 2.30 P.M. information was received from a resident at Bressay Island that two of his sons had gone across to Noss Island about twelve days before to look after sheep. On account of the wild weather they had been unable to return, and their father feared that their stock of food was exhausted. A strong south-easterly wind was blowing, with a rough sea and snow showers. The motor life-boat *Lady Jane and Martha Ryland* was launched at 3.10 P.M. and went to the island. The two men declined to leave, but they were very grateful for the food which the life-boat had taken for them. They pulled it ashore by means of a line. The life-boat returned to her station at 6 P.M. - Rewards, £8 16s.

FEBRUARY 4TH. - TEESMOUTH, YORKSHIRE. At 12.30 A.M. a message was received from the Teesmouth coastguard that the S.S. *Baron Ruthven*, of Glasgow, was ashore on the North Gare, and that a tug was standing by. Half an hour later another message came that the help of the life-boat was wanted at once. A moderate E.N.E. wind was blowing, and the sea was smooth. At 2 A.M. the motor life-boat *J. W. Archer* was launched. She took twenty-five men off the steamer and landed them. The captain and officers stayed on board, but asked that the life-boat should remain afloat. By nine in the morning the weather had grown worse, and seas were breaking over the steamer. The life-boat again went out and took off the nine men still on board. She returned to her station at 11.30 A.M.

Attempts were made to save the steamer and, a week later, at 9.30 A.M. on the 11th February, a message was received that the steamer was being swept by a strong north-easterly sea. There were twenty-three men on board, and they might wish to be taken off. At 2.45 P.M. the life-boat was launched, taking with her, at the request of the coastguard, supplies of petrol, six sparking plugs for motor pumps, and food. These were put on board the steamer and the life-boat stood by until 5 P.M. She then went alongside and took off six men. The remainder said that

they would remain on the steamer, and would signal if they wanted help. The next day the life-boat was launched at 4.10 P.M., again went to the steamer, and took off the seventeen men still on board. She returned to her station at 5.15 P.M. - Rewards: 4th February, £24 7s. 6d. ; 11th February, £10 12s. 6d. ; 12th February, £13 19s. 3d.

SILVER MEDAL SERVICE AT NEWBIGGIN

FEBRUARY 4TH. - NEWBIGGIN, NORTHUMBERLAND. On the night of the 3rd of February, 1940, the Belgian motor vessel *Eminent*, of Antwerp, with a crew of nine men, was on her way to Newcastle-on-Tyne. She arrived off the port to find that it was closed to shipping on account of the bad weather. She had to remain at sea. A gale was blowing and she was driven ashore half a mile north of Newbiggin Point.

The news of the wreck reached the Newbiggin life-boat station at 4.30 in the morning of the 4th. Twenty minutes later the motor life-boat *Augustus and Laura* was launched. The coxswain was ill and the second-coxswain took command. The Newbiggin boat was of the light surf type, 32 feet long and weighing just over four tons. The gale was from the south-east and the seas were breaking heavily in the bay. The night was very dark, and intensely cold, with hard squalls of rain and sleet. The life-boat station is on the south side of Newbiggin Point. The wreck lay on the north side. As the life-boat rounded the point she met very high breaking seas, for the tide was running out against the gale. The seas kept breaking over her bows, filling her completely, washing the crew off their feet. One man was washed from one end of the life-boat to the other.

The crew were in danger of being swept right out of the life-boat, and if her head had fallen off the sea, and she had been struck on the beam, she would have been overwhelmed. The coxswain wisely decided to put about, and ran back to the beach, using his drogue. Twice heavy seas broke right over the life-boat's stern. It was a hazardous journey in the darkness, with no lights showing on shore, for on either side of the bay are rocks,

but the acting coxswain brought her safely in. She was hauled up, and put on her carriage again. It was then 6.30 in the morning. As soon as it was light, the honorary secretary and the acting coxswain went to the north side of the point, where the wreck lay; and found her on the rocks. They decided that the only way to reach her was by taking the life-boat across the point by land. Just after 7.30 she set out, with forty-five launchers hauling her. Between twenty and thirty of them were women. They took her up the cliff, over the town moor, and across sand dunes to the shore opposite the wreck. They had to contend with the gale, with driving sleet, and, worst of all, with blowing sand. This journey of a mile took about an hour, and at 8.10 the life-boat was launched for the second time. The only possible launching place was made difficult by rock and stones, but the life-boat got safely away. She had only a short run through broken water to the wreck, which was lying inside the heavy breakers. Her chief risk was striking a rock.

As the wreck lay she gave a lee, and the life-boat was able to get alongside her. Lines were thrown aboard and the rescue began. The life-boat's crew had to tend the ropes carefully, and haul on them each time a run of water came round the stern of the wreck, and carried the life-boat away. It took half an hour for the eleven men of the *Eminent*, watching their opportunity, to jump aboard. The life-boat then made for the shore, but when within a few yards of it, she struck a submerged rock, and the helpers had to wade out to carry the rescued men ashore, and to refloat the life-boat.

She was safely beached and dragged back to Newbiggin where she was in her house again at 10.45 in the morning.

The life-boat. was most skilfully handled by the acting coxswain in very dangerous conditions, and the Institution made the following awards:

To ACTING-COXSWAIN (SECOND-COXSWAIN) GEORGE R. TAYLOR, the silver medal for gallantry and a copy of the vote inscribed on vellum ;

To ACTING-SECOND-COXSWAIN (BOWMAN) THOMAS McL. DENT, G. R. ARMSTRONG, assistant motor-mechanic acting as mechanic, and J. WAKE, acting assistant motor-mechanic, each the thanks of the Institution inscribed on vellum

To the WOMEN OF NEWBIGGIN, the thanks of the Institution inscribed on vellum ;

To Mr. J. F. GIBSON, the honorary secretary, a letter of thanks ;

To the acting-coxswain, the acting-second-coxswain, and the two mechanics, who all took part in both launches, a reward of £2 each in addition to the ordinary scale rewards of £2 16s 6d. each for the two launches;

To the other three members of the crew who took part in the first launch only, a reward of £2 each in addition to the ordinary scale reward of £1 17s. 6d;

To the other three members of the crew who took part in the second launch only, a reward of £1 each in addition to the ordinary scale reward of 19s. each ;

To each of twenty-six of the helpers in the second launch who waded out well over their waists both in launching and beaching the life-boat, 10s., in addition to the reward on the ordinary scale of 4s. 6d.

Standard rewards to crew and launchers for the first launch, £28 2s. ; for the second launch £18 1s. 6d. ; additional rewards to the crew for the first launch, £14 ; to crew and launchers for the second launch, £16. Total rewards, £76 3s. 6d.

This is the second time that a vellum of thanks has been awarded to the women of Newbiggin. The first time they won it was on the 26th of January, 1927, when the fishing fleet was at sea and a sudden gale sprang up. Nearly all the regular members of the crew were out with the fishing boats, but the coxswain got together a scratch crew, and twenty-five women helped to launch the life-boat. Without their help it could never have been launched through the heavy surf.

FEBRUARY 4TH. - MARGATE, KENT. At 4.45 P.M. a message was received from the coastguard that a doctor was wanted on board the S.S. *Dulwich*, of London. A gentle

breeze was blowing, and the sea was smooth. It was foggy. The motor life-boat *The Lord Southborough* (Civil Service No. 1) was launched at 4.55 P.M. with Dr. Groome on board, and after considerable difficulty found the S.S. *Dulwich* about 7 P.M. The doctor went aboard and found that the chief engineer had been dead for two or three hours. His body was put on board the life-boat and she returned to her station, arriving at 9 P.M. - Rewards, £23 16s.

FEBRUARY 4TH. - WALTON AND FRINTON. ESSEX. At about 7.20 P.M. the coastguard reported that information had been received from the Kentish Knock Light-vessel that a vessel to the W.N.W. was sounding S.O.S. on her siren. A S.W. breeze was blowing, there was thick fog, and a very heavy swell on the sands. The motor life-boat *E.M.E.D.* was launched at 9 P.M. She found the motor vessel *Flores*, of Amsterdam, bound from Rotterdam to Swansea with pig iron, ashore on the Kentish Knock Sands. She had a crew of seven, but one of them had gone adrift in the ship's boat. Her rudder and steering gear had both been carried away and she was making water. The life-boat went to the light-vessel and asked her to signal for a tug in a hope of saving the vessel, but the *Flores* signalled her to come back. The life-boat found that she was making water fast, and took off the six men. It was a difficult rescue in the thick fog and heavy swell, and the life-boat was slightly damaged. She searched for the missing boat, but without success, and returned to her station at 11 A.M. on the 5th. February, having been out for fourteen hours. An increase of 10s. in the usual money awards on the standard scale was made to each member of the crew. Standard rewards to crew and helpers, £32 6s. ; additional rewards to crew, £4 10s. ; total rewards, £36 16s.

FEBRUARY 5TH. - FRASERBURGH, ABERDEENSHIRE. A request for the help of the life-boat was received from a medical officer at Pennan. He had a woman patient whom he wanted to send at once to the Fraserburgh hospital, but she could not go by ambulance as heavy snow made the roads impassable. He asked that the life-boat should take her by water. A fresh S.E. breeze was blowing, and there was a heavy swell. At 3 P.M. the motor life-boat *John and Charles Kennedy* was launched, with a nurse on board. It was arranged that the coastguard should signal her if, in the meantime, a call came for her services at sea. No such call came, and the life-boat landed the nurse at Pennan by small boat. The same boat brought out the nurse and the patient to the life-boat ; they were both taken on board, and she landed them safely at Fraserburgh at seven in the evening. - Rewards, £10 19s. 9d.

FEBRUARY 5TH. - BARMOUTH, MERIONETHSHIRE. At 9.30 P.M. a message was received from the coastguard that a Greek steamer had stranded in a position thought to be south of Bardsey Island.

Half an hour later a second message reported flares in the direction of St. Patrick's Causeway. A southerly wind was blowing with a moderate sea. Visibility was bad. At 11.15 the motor life-boat *Lawrence Arden*, Stockport, was launched and found the S.S. *Emmy*, of Argostoli, of 7,000 tons, with a general cargo, bound from New York to Liverpool, hard and fast on a stony bottom. The second coxswain of the life-boat went on board, and the master, expecting the steamer to refloat at high water, asked that the life-boat should stand by until then, which she did. The *Emmy* did not get clear at high water. The life-boat then went alongside, and eight of the steamer's crew, including the 2nd officer, were taken ashore by the life-boat, which reached her station at 9.45 next morning. At 4.30 P.M. the same day, the 6th, the 2nd officer asked the life-boat to put him and three of the crew back on the steamer. Owing to bad visibility it was not thought advisable to do this until daybreak, and at 6.30 A.M. on the 7th the life-boat was launched, taking with her also an officer from the Liverpool & Glasgow Salvage Association; After she had put them on board the *Emmy*, the life-boat stood by while the Admiralty tug *Superman* tried to pull the steamer off, but again without success. At 11 A.M. the life-boat was signalled alongside the *Emmy*, and she then took the salvage officer to the tug for a conference with the master, and later took soundings round the steamer. She then returned to Barmouth with a message to Lloyd's Agent, to confirm the action already taken by the salvage officer, and also to get permission to stand by again that night. At 3.30 P.M. the life-boat again went to the steamer, taking out a representative of the London Salvage Association. A dense fog now made operations more difficult. Then a strong wind sprang up, with heavy rain. At high water at 8 P.M. the *Emmy* successfully refloated herself and was anchored at St. Tudwall's Roads, off Abersoch, the life-boat standing by all the time. The life-boat then returned to her station, was rehoused and was ready for service again by mid-day on the 9th. - Rewards : first launch, £26 10s. 6d. ; 2nd and 3rd launches, property salvage cases.

FEBRUARY 6TH. - PETERHEAD, ABERDEENSHIRE. At 9.40 P.M. the coastguard reported a vessel ashore at Buchanness. A strong S.E. wind was blowing, with a heavy sea and poor visibility. The motor life-boat *Julia Park Barry* of Glasgow was launched at 9.55 P.M. and found the S.S. *Zitella*, of London, broadside on to the sea in a small bay. She had a crew of thirty-three and was bound from Norway to Leith. Her decks were awash and the crew on the bridge. As the life-boat was dropping anchor the coastguard life-saving apparatus got a line aboard from the shore, and rescued the whole crew while the life-boat stood by. The life-boat returned to her station at 1.45 A.M. - Rewards, £12 19s.

FEBRUARY 6TH. - ST. ABBS, BERWICKSHIRE. Just after 11 P.M. information was

received from the coastguard that a vessel was ashore west of Fast Castle Point. The motor life-boat *Annie Ronald and Isabella Forrest* was launched at 11.30. A moderate S.E. wind was blowing, with a choppy sea. There was dense fog, and it was two-and-a-half hours before the life-boat found the vessel. She was the S.S. *Verbormilia*, of London, a steamer of 3,275 tons, bound in ballast from Dundee to Newcastle. She had a crew of 31, and the boatswain's wife was also on board. She had gone ashore at the foot of the cliffs, but the coastguard life-saving apparatus could not get near her owing to the heavy snowdrifts. The life-boat stood by for a time, and then, as conditions got worse, took off 24 of the crew and the boatswain's wife. The officers remained on board. She landed them at 6.40 A.M. and returned to the *Verbormilia*. Conditions were now worse, so she took off six officers and landed them at 10.40 A.M. The captain, however, still refused to leave the ship. He had wirelessed to the salvage department of the Admiralty, and when two Admiralty salvage officers arrived at St. Abbs, the life-boat put to sea again with them. The weather had now got still worse. Heavy seas were breaking over the steamer, and she was filling with water. Nothing could be done to save her. The life-boat rescued the captain and returned to her station, arriving at 5.30 P.M. on the 7th - Rewards, £25 17s.

FEBRUARY 6TH. - AITH, SHETLANDS. At 8 A.M. the coastguard reported that a vessel was ashore on Forewick Holm, Papa Stour. A moderate southerly gale was blowing, with a rough and increasing sea, and it was snowing. The motor life-boat *The Rankin* was launched at 8.20 A.M., and at 10 A.M. reached the vessel. She was the *Highcliffe*, of South Shields, of 3,847 tons, bound from Narvik to Methil. She had a crew of 35. The life-boat stood by until 2 P.M. when the master of the *Highcliffe* decided that part of her crew should abandon ship. The life-boat took 28 of them on board and returned to Aith, leaving the master and six officers on board to wait the arrival of salvage surveyors. As soon as she had landed the 28 men the life-boat returned to the *Highcliffe* and stood by her for the remainder of the day and through the following night. By noon next day, the 7th, the water-tight compartments of the *Highcliffe* were giving way, and an hour later the master decided to abandon ship. The life-boat rescued him and his officers and landed them at Aith at three in the afternoon. She had then been on service for 31 hours in severe weather. The steamer became a total wreck. An increase of £2 on the usual money awards on the standard scale was made to each member of the crew. Standard rewards to crew and helpers, £27 11s. 6d. ; additional rewards to crew, £16 ; total rewards, £43 11s. 6d. The owners made a donation to the Institution of £20.

FEBRUARY 7TH. - PENLEE, CORNWALL. At 9.20 A.M. the coastguard at Porthleven reported a vessel apparently in

distress half a mile to the S.S.W. A W.S.W. wind was blowing, with a rough sea. The motor life-boat *W. and S.* was launched at 9.40 A.M., and found the Belgian motor trawler *Jeannine*, of Ostend, dragging her anchors. Another trawler had already got a line aboard the *Jeannine* and towed her to Newlyn Harbour, with the life-boat in attendance. The life-boat returned to her station at 2.15 P.M. - Rewards, £8 9s.

FEBRUARY 7TH. - THE MUMBLES, GLAMORGANSHIRE. At 1.27 A.M. the coastguard at The Mumbles telephoned that a vessel was ashore at Port Eynon and was burning distress signals. A strong S.E. breeze was blowing, with a very heavy ground swell. The weather was thick with rain. Visibility was poor. The motor life-boat *Edward Prince of Wales* was launched at 2.15 A.M., and at 4 A.M. found the S.S. *Eldon Park*, of Glasgow. She was a steamer of 3,299 tons, laden, and carrying a crew of thirty-seven. Except for the wheel-house, where the entire crew had taken refuge, the steamer was under water. It was impossible to rescue the crew until the tide ebbed, and the life-boat stood by. She then took off the whole crew, and returned to her station at 10.30 A.M. She had been on service for over eight hours. The *Eldon Park* became a total wreck.

It was a service in which skill and fine seamanship were displayed by the coxswain and crew, and the Institution awarded its thanks inscribed on vellum to COXSWAIN W. E. DAVIES, and an increase of 10s. in the usual money awards on the standard scale to the coxswain and each member of the crew. Standard rewards to crew and helpers, £23 0s. 6d.; additional rewards to crew, £4. Total rewards, £27 0s. 6d. A donation of £26 5s. Od. was received from owners.

FEBRUARY 7TH. - FRASERBURGH, ABERDEENSHIRE. At 12.57 A.M. a message was received from the coastguard at Kinnaird Head, that a rocket had been seen a mile east of Rosehearty. A strong S.E. wind was blowing, with a rough sea. At 1.15 A.M. the motor lifeboat, *John and Charles Kennedy*, was launched and found the Polish motor vessel *Bug*, of Gdynia, stranded on the east side of Rosehearty Harbour on the Inch Rocks. The lifeboat went alongside and took off six of the crew. The other six refused to leave their ship. At 6.25 A.M. the life-boat again went to the *Bug*, and stood by. The vessel then began to submerge and the life-boat rescued the remaining six men. She returned to her station at 1.10 P.M. - Rewards, £21 16s.

BRONZE MEDAL SERVICE AT FRASERBURGH

FEBRUARY 8TH. - FRASERBURGH, ABERDEENSHIRE. In the night the Danish motor vessel *Baradrangur*, of Trangisvoag, with a crew of five, went ashore on the sands

to the south of Fraserburgh. Very heavy seas were running in the bay and there was heavy rain. The ship was seen about 11.15 by Captain A. Stephen, the harbour master and joint honorary secretary of the life-boat station. He called out the motor life-boat *John and Charles Kennedy*, which was launched at 11.42 under the command of Coxswain David Hay. Captain Stephen himself went as acting-second-coxswain.

Ten minutes later the life-boat reached the wreck, which was well lit up by a flare burning on her after deck. She was lying about 150 yards from the shore and head on to it. She was right inside the broken water; her deck was awash; heavy seas were breaking over her stern; her crew were all in the fore rigging on the starboard side.

The life-boat anchored to seaward and dropped down on her cable. Heavy seas were breaking over her. As she came close to the wreck one sea flung her under the counter and she was slightly damaged; and the water was so shallow that more than once the crew felt her touch the sandy bottom. But her coxswain handled her very skilfully and brought her in until she was abreast the fore rigging on the starboard side. Then the life-boatmen threw a rope to the Danish crew. They made it fast to the rigging and the life-boatmen hauled the life-boat close to the wreck. As she came alongside the five Danes jumped aboard her all together. The rope was cut and the life-boat moved seaward again to her anchor. The cable was cut, and she made for her station, arriving at twenty minutes after midnight. The whole service had taken just 38 minutes, but in that short time, in the breaking seas and shallow water, the life-boat had been in considerable danger.

The Institution made the following awards:

To COXSWAIN DAVID HAY, the bronze medal for gallantry, and a copy of the vote inscribed on vellum;

To CAPTAIN ANDREW STEPHEN, acting-second-coxswain, the bronze medal for gallantry, and a copy of the vote inscribed on vellum;

To GEORGE F. DUTHIE, the motor mechanic, the thanks of the Institution, inscribed on vellum ;

To JOHN DOWNIE MAY, a member of the crew, who was in charge of the cable, the thanks of the Institution inscribed on vellum ;

To the coxswain and each of the eight members of the crew a reward of £2 in addition to the ordinary scale reward of £1 17s. 6d. Standard rewards to crew and launchers, £14 9s. 6d. ; additional rewards to crew, £16 ; total rewards, £30 9s. 6d.

FEBRUARY 8TH. - NORTH SUNDERLAND, NORTHUMBERLAND: The coast-guard reported a raft at about 1.40 P.M., floating one and a half miles north of the Farne Islands. A moderate S.S.W. wind was blowing, with a heavy swell. As the raft might have come from a sunken vessel and have men on board, the motor life-boat W.R.A. was launched at 2 P.M. She found no one on the raft, but as it was a danger to navigation she towed it ashore, arriving at 4.15 P.M. - Rewards, £13.

FEBRUARY 8TH. - ST. HELIER, JERSEY. At 10 A.M. news was received from a fisherman that a French fishing boat was ashore on the rocks about one mile S.E. of the island. A light northerly wind was blowing with a moderate sea. As the fishing boat was in no immediate danger, her position was inspected, before the motor life-boat *Howard D.* was sent to her help. She left at 3 P.M. with Lieut.-Commander T. Le B. Pirouet, the honorary secretary, on boat in order to reach the fishing boat as the tide was rising, and arrived at 4.45 P.M. She found the fishing boat to be the *Suzanne Renee*, of Camaret. The *Suzanne Renee* refloated at 5 P.M., apparently undamaged, and the life-boat escorted her to St. Helier, arriving at 6.20 P.M. A letter of thanks was received from the French consul. - Rewards, £14 7s. 3d.

FEBRUARY 9TH. - SHERINGHAM, NORFOLK. Information was received through the coastguard at 12.15 P.M. that the life-boat might be needed. Half a gale was blowing from the east, with a rough sea, and the weather was thick. Then it was learned that a vessel had been bombed off Cley, and the motor life-boat *Foresters Centenary* was launched at 12.33 P.M. She found the boat of the S.S. *Boston Trader*, of Great Yarmouth, with the crew of seven aboard. Their steamer had been badly damaged by bombs, and they had been machine-gunned. In the hope of saving the steamer the life-boat went to her, but found her so thoroughly on fire that nothing could be done. The life-boat then brought the rescued men ashore, and those who had been wounded were attended to. The life-boat was rehoused at 4 P.M. - Rewards, £18 10s. 6d.

FEBRUARY 9TH. - HASTINGS; SUSSEX. At 7.47 A.M. a message was received from the Fairlight coastguard that a vessel was ashore half a mile off Winchelsea. A moderate easterly breeze was blowing, and the sea was smooth. At 8.5 A.M. the motor life-boat *Cyril and Lilian Bishop* was launched, and found the fishing vessel *Venus*, of Rye, aground in a dangerous position a quarter of a mile from the shore. With great difficulty in broken and shallow water the lifeboat went alongside and rescued the three men on board her. The skipper was suffering from exposure, and had injured his leg. He had to be taken to hospital. The lifeboat returned to her station at 10.10 A.M. - Rewards, £26 14s. 3d.

BRONZE MEDAL SERVICE AT ARBROATH

FEBRUARY 9TH. - ARBROATH, ANGUS. At 10.35 in the morning distress signals were heard south-east by east of Arbroath, and the motor life-boat *John and William Mudie* was launched at once. It was very hazy. A moderate sea was running. When she had travelled about six miles the life-boat found two minesweepers, and about half-a-mile away a hopper-barge. The barge had stopped, and the life-boat made for her to see if she was in distress. When she was about a quarter-of-a-mile away from her, two German bombing aeroplanes appeared out of the mist and attacked the barge with bombs and machine-guns. Both of them passed only 8 few feet above the life-boat. The minesweepers at once opened fire on the bombers. The life-boat was now under fire both from the German aeroplanes and from the minesweepers, but she held straight on for the barge. Ten bombs from the aeroplanes dropped close to her. Their explosion, the men said afterwards, "seemed to lift the life-boat out of the water and made all the air-cases inside her rattle", but she still held on. Then an English fighter aeroplane appeared and drove the bombers off. Neither the hopper-barge nor the life-boat had been hit.

The life-boat went alongside and found that the barge was the *Foremost*, of Aberdeen. She had had a crew of nine men on board, but she had previously been bombed and two of the men had been killed. The life-boat rescued the other seven men and brought them ashore.

A letter of congratulation from H.M. the Queen was sent to the coxswain and crew :

" The Queen has heard with great interest of the fortitude displayed by the crew of the Arbroath life-boat who put out recently, undeterred by their lack of defence, to the aid of a dredger which was being attacked by a German bomber.

" Her Majesty well remembers launching the life-boat at Arbroath, and whilst it is no surprise to learn of the gallantry of her fellow-countrymen, she would be glad if you would convey to Mr. William Swankie and all his crew her congratulations on their gallant performance."

For this courageous rescue the Institution made the following awards :

To COXSWAIN WILLIAM SWANKIE, the bronze medal for gallantry, and a copy of the vote inscribed on vellum ;

To each of the six members of his crew, DAVID BRUCE, second-coxswain, ROBERT CARGILL, bowman, HARRY SWANKIE, motor-mechanic, WILLIAM SCOTT, JOSEPH CARGILL and CHARLES SMITH, the thanks of the Institution inscribed on vellum ;

To the coxswain and each member of the crew a reward of £3 in addition to the ordinary scale reward of 19s. Standard rewards to crew and launchers, £8 ; additional rewards to crew, £21 ; total rewards, £29. Coxswain Swankie was also awarded the British Empire Medal.

FEBRUARY 9TH. - NEWBURGH, ABERDEENSHIRE. At 2.20 P.M. news was received from the Collieston coastguard that a vessel appeared to be aground at the mouth of the Ythan. The weather was cold, with a moderate southerly wind and a moderate sea. The pulling and sailing life-boat *John and Robert C. Mercer* was launched at 3.30 P.M. and found the motor vessel *Auchmacoy*, of Newburgh, ashore. She rescued her crew of six and returned to her station at 4.30 P.M. - Rewards £13 12s. 6d.

FEBRUARY 9TH. - ABERDEEN. On returning to port at 6.12 P.M. the motor yawl *Olive* reported that she had spent an hour searching for the motor yawl *Lily*, of Aberdeen, which had been last seen disabled off the mouth of the River Don. A light S.W. wind was blowing, with a moderate swell. The weather was cold. The No. 1 motor life-boat *Emma Constance* was launched at 6.50 P.M. and found the *Lily* about one and a half miles N.E. of the River Don. She

towed her in, arriving at 8.15 P.M. - Rewards, £14 11s. 6d.

FEBRUARY 10TH. - NEWBIGGIN, AND BLYTH, NORTHUMBERLAND. At 8.20 P.M. fishermen reported that a vessel was ashore on the Outer Carrs Rocks, north of Newbiggin Point. A light wind was blowing, with a moderate sea. It was foggy. At 8.50 P.M. the motor life-boat *Augustus and Laura* was launched and found the S.S. *Yewglen*, of Glasgow, stranded. Her coxswain decided to stand by the steamer until the tide rose. After the life-boat had stood by for one and a half hours, water was found to be entering the engine room of the life-boat, and the life boat returned to her station at 11.40 P.M. She is driven by Hotchkiss Cone Propulsion, and it was found that a plate inside the cone covering had sprung and that the impellers were forcing water through the cavity into the engine room. Repairs were quickly made and at 3.15 A.M. the life-boat put out again to the steamer, and stood by until she refloated at 5.30 A.M., and was able to go on her way. The life-boat then returned to her station at 6.10 A.M. While the repairs to the machinery of the Newbiggin life-boat were being made, the life-boat crew at the neighbouring station of Blyth stood by in case their life-boat was wanted. - Rewards : Newbiggin, 1st launch, £25 14s. 6d; 2nd launch, £25 14s. 6d. ; Blyth, £3 15s.

FEBRUARY 10TH. - ANSTRUTHER, FIFESHIRE. At 11.24 P.M. the coastguard reported a vessel ashore at Fifeness. The night was calm, with a light northerly wind, but the wind freshened later, with squalls of snow. The motor life-boat *Nellie and Charlie* was launched at 11.53 P.M. with the coxswain - on leave from the Navy - in charge. She reached Balconie Brigs at 1 A.M. and found the S.S. *Goteborg*, of Gothenburg, Sweden, bound with a general cargo for London. She was ashore in a dangerous position and was leaking. The master asked for a tug, and a signal was made to the coastguard who telephoned to Rosyth. Meanwhile the life-boat stood by, but before a tug arrived the *Goteborg* had refloated on the rising tide. The life-boat made fast a wire rope to her bow and towed her into such a position that she could get clear. The life-boat then went ahead of her taking soundings, and guided her through the rocks into safe water. The coxswain then went aboard and piloted the steamer to a position between Anstruther and May Island where she could remain in safety until daylight. The life-boat returned to her station at 7 A.M. - Property salvage case.

FEBRUARY 11TH. - WALMER, KENT. At 12.55 A.M. a message was received from the Deal coastguard that a Norwegian tanker had been mined east of Kingsdown. A light southerly breeze was blowing, with a moderate sea. The weather was fine, but hazy. At 1.15 A.M. the motor life-boat *Charles Dibdin* (Civil Service No. 2) was

launched and found the Norwegian tanker *Gallia*, of Oslo, two miles east of Kingsdown, laden with petrol, bound for Amsterdam. The fore compartment of the tanker was full of water. The naval authorities and the captain of the tanker asked the life-boat to stand by until daylight. She put one of her crew on board the *Gallia*, and when it was light enough took the captain of the tanker round his ship so that all damage could be inspected from the outside. At 7 A.M. the life-boat took ashore telegrams addressed to the owners. She then returned to the *Gallia* and piloted her into shallower water in the Downs, where she was anchored. The life-boat returned to her station at 12.45 P.M. - Property salvage case.

GOLD MEDAL SERVICE AT THE HUMBER

FEBRUARY 12TH. - THE HUMBER, YORKSHIRE. During the evening there was bitter winter weather on the Humber. A strong north-north-east wind was blowing on shore, with squalls at gale force. Snow was falling heavily and continuously. The night was pitch dark. It was very cold.

At 6.30 a message reached The Humber life-boat station, through the Donna Nook coastguard, that the Royal Naval Signal Station had seen flares east-south-east of Donna Nook. The life-boat *City of Bradford II* was launched. Owing to illness Coxswain Robert Cross had only five men with him in the boat, instead of the usual crew of seven. On such a night these two men could ill be spared.

The coxswain set a course which would take him just outside the Haile Buoy. When he reached the buoy he saw a glimmer of light to the southward, and steering towards it found the steam trawler *Gurth*, of Grimsby, returning from the fishing grounds with nine men on board. She was drifting rapidly towards the shore. She struck. The surf swept over her and her stern disappeared.

As the life-boat drew near, the coxswain realised that if he approached the trawler from the starboard side, where he would get a slight lee, the flood tide, which was running across the seas, would carry him on top of her.

On the other hand, if he anchored to windward and dropped down on his

cable before the gale, the tide, running at right angles to it, would carry him off his course. Nevertheless he anchored to windward. He anchored 160 yards away from the trawler; and with his engines working slowly began to move stern first towards her. The seas followed him. When he thought that one would break on the life-boat he called on the mechanic to go full speed ahead to meet it, and rode over it before it broke. The bowman was tending the cable. As the heavy seas made it impossible for him to stand up forward to do this, two turns of the cable were taken round the samson post and two more round the bollard in the forward cockpit. This enabled the bowman to work the cable from the cockpit.

The seas were breaking continuously over the life-boat. Both cockpits were full to the top of the combing, and the motor-mechanic, standing in the after cockpit at his engine controls, was only just able to keep his chin above water. Repeatedly the men were thrown down on the deck by the seas. They were bruised and shaken, but, by clinging to the hand-rails, they just succeeded in keeping themselves from being washed overboard.

The coxswain dropped down until the life-boat was almost in the surf. But the tide had carried her 150 yards down the coast. She was almost as far from the trawler as when she had anchored. The coxswain told the second motor-mechanic to make a line fast to the cable and to bring it to the starboard after bollard. The life-boat was now held fore and aft. The cable itself held her head on to the seas, but by hauling on the quarter line the coxswain could bring her beam on to the seas and head on to the tide, so that she could steam up against the tide towards the wreck. This was a device which Coxswain Cross had often used with great success. These arrangements made, the coxswain told the second-coxswain and the one remaining member of his crew to stand forward and be ready to seize the men on the wreck as the life-boat came along side.

It was now that the two absent members of the crew were most missed.

The motor-mechanic was alone at the engine-controls. The coxswain was alone at the wheel. There was not even a man free to work the search-light. In pitch darkness the coxswain must watch for his chance to get alongside the wreck. It was now 8.15.

By working the engines and by hauling on the cable and on the line, the coxswain succeeded in nosing the bow of the life-boat against the tide up to the forecastle of the trawler. One of the trawler's crew was pulled aboard by the two men waiting to rescue them. Then the life-boat had to go astern again. Again and again the coxswain brought her up to the trawler in the same way. Several times the seas, lifting her higher than the trawler, nearly flung her on board, and the coxswain had to go hard astern. to get clear, without rescuing anyone. Even when he could get to her, he could only hold the life-boat there long enough for one man at a time to be taken off. Then the whole thing had to be done over again.

After twenty such attempts, which had taken an hour, six men had been rescued. Then the life-boat's port engine stopped. A rope had been washed out of the after-cockpit and had got round the propeller. It was impossible to attempt to clear it, and with only one engine running the coxswain - his confidence unshaken. although the danger was doubled - went on with the work. There were still three men to be rescued. Several attempts were made before, one by one, they were taken off, and in the course of them the life-boat's bow fender and its iron support were carried away ; the port wale was split ; the stem-head fitting, which carries the cable, was broken.

Then the difficult business began of taking the lifeboat out of the broken water, with only one engine working. The line attached to the cable was let go and her stern swung towards the shore. Before she could move seawards her stern hit the bottom several times. Her rudder was split and the whole stern post was started ; but the rudder could still be worked. Severely damaged, but under control, the life-boat moved out to her anchor, which

was weighed. When she was well clear of the broken water, the scuttle above the port propeller was lifted, and the rope was cut away with a knife which Coxswain Cross himself had invented. It took ten minutes. With both engines working the life-boat then made for Grimsby. She arrived there at 10.35. She had been out for three and a half hours and the actual rescue had taken an hour and a quarter. The honorary secretary at Grimsby, who welcomed the two crews, found the life-boatmen much more exhausted than the men rescued from the trawler. They were suffering badly from bruises and exposure. The life-boat herself had not made an inch of water, but outside she looked, as one eye-witness described it, " like a battle-scarred warrior ".

In the opinion of the Institution the courage, endurance and skill of the coxswain were beyond praise, and the unflinching confidence of his crew in him, and their unhesitating obedience to his every order, enabled them, short-handed though they were, to carry out successfully one of the most difficult and gallant rescues in the history of the Life-boat Service.

The Institution made the following awards :

To COXSWAIN ROBERT CROSS, the gold medal for conspicuous gallantry and a copy of the vote inscribed on vellum ;

To J. MAJOR, the motor-mechanic, the silver medal for gallantry and a copy of the vote inscribed on vellum ;

To each of the other four members of the crew, SECOND-COXSWAIN W. R. JENKINSON, the bowman, W. J. T. HOOD, the second motor-mechanic, S. CROSS, and S. HOOPELL, the bronze medal for gallantry.

The life-boatmen of The Humber are a permanent paid crew, but the Institution made a special award of £10 to each of the six men. Total rewards to crew and helpers, £60 18s.

Coxswain Cross was also awarded the George Medal.

FEBRUARY 12TH. - WALMER, KENT. At 7.32 A.M. the Deal coastguard reported that a collision had occurred near the Fork Buoy. A fresh southerly wind was blowing, with a

moderate sea. It was snowing. The motor life-boat *Charles Dibdin* (Civil Service No. 2) was launched at 7.50 A.M. and found that the two Belgian steamers *Kabalo* and *Flandres*, both of Antwerp, had been in collision. The latter had only received her papers from the contraband control an hour or two earlier. She was badly damaged and sinking, only the captain and two officers being on board. The rest of the crew, between 40 and 50 men, had already left in motor boats. The life-boat took off the three officers and stood by until 11 A.M. The steamer's decks were then down to water level. The life-boat returned to her station at 11.35 A.M. - Rewards, £14 12s. 6d.

FEBRUARY 12TH. - PETERHEAD, ABERDEENSHIRE. At 12.25 A.M. a message was received from the coastguard that rockets had been seen two miles S.E. by E. A strong E.N.E. wind was blowing, with a rough sea. It was snowing heavily. At 12.40 A.M. the motor life-boat *Julia Park Barry* of *Glasgow* was launched and found the Danish motor vessel *Axel* driving fast towards the rocks two miles south of Peterhead. With difficulty a rope was passed between the *Axel* and the life-boat, and made fast just as the *Axel* was going on the rocks. The life-boat towed her, and her crew of six, into the harbour, and returned to her station at 4 A.M. - Property salvage case.

FEBRUARY 12TH. - ST. IVES, CORNWALL. At 3.25 P.M. the coastguard reported that a vessel was in difficulties near Hayle Bar. The motor life-boat *Caroline Oaks Aver* and *William Maine* was launched fifteen minutes later. She found the Admiralty motor cruiser *East Morn*, bound from Plymouth to Milford, with a crew of four. Her engine had broken down. The life-boat towed her into St. Ives Harbour, arriving at 4.25 P.M. - Rewards, £16 5s. 6d.

FEBRUARY 13TH. - CROMER, NORFOLK. At 12.40 P.M. a message was received from the coastguard that a ship's boat was drifting five to six miles off Cromer. A north-east wind was blowing, with a moderate sea. At 1.13 P.M. the No. 2 motor life-boat *Harriot Dixon* was launched. She found the boat, but it was empty. She then saw another boat two miles farther east. This also had no one on board. A large tanker was then seen at anchor and the life-boat went to her for information. The tanker told her that the boats were from the tanker *British Triumph*, of London, which had been mined and wrecked. She had taken on part of the *British Triumph's* crew and had then transferred them to a tug. The life-boat returned to her station, with the two ship's boats in tow arriving at 6.20 P.M. - Rewards, £20 14s. 3d.

FEBRUARY 14TH. - THE HUMBER, YORKSHIRE. At 7 P.M. information was received from the Humber naval authorities that a Norwegian vessel, about six and a half miles from Spurn, had sent out an SOS as she was leaking badly. The weather was

cold, with a light N.N.E. wind and a moderate sea. The motor life-boat *City of Bradford II* was launched at 7.15 P.M., and found the S.S. *Castor*, of Bergen, with a crew of eighteen, ashore on the Haile Sands. She had been damaged by striking a wreck and the captain was afraid that water might reach the cargo, which contained carbide. The life-boat stood by until noon on the following day, returning to her station at 12.5 P.M. Later she went out again, but no further help was needed. - Paid permanent crew. Rewards, 18s.

FEBRUARY 15TH. - TYNEMOUTH, NORTHUMBERLAND. At 10.30 P.M. a message was received from the coastguard that a collision had occurred between two vessels, off the Spanish Battery Point, and that the Swedish steamer *Walborg*, of Stockholm, had gone ashore. A gentle S.W. breeze was blowing, with a moderate sea. It was foggy. At 11.5 P.M. the motor life-boat *John Pyemont* was launched and found the *Walborg*, badly damaged. She went alongside and took off fourteen of the crew. Four remained on board. After landing the fourteen men the life-boat returned to the steamer and stood by her while tugs successfully refloated her, and then accompanied her to a safe anchorage. While she was landing the fourteen men, the life-boat had been given a message that H.M. trawler *Melbourne* had gone ashore at the harbour entrance. As soon as she was free from the *Walborg* the life-boat went to the trawler, but found that she was in no immediate danger, and that no help was wanted. She returned to her station at 8.10 AM - Rewards, £23 13s. 6d.

FEBRUARY 16TH. - RAMSEY, ISLE OF MAN. At 12.30 A.M. it was reported that a steamer was ashore one and a half miles S.W. of Maughold Head and was making distress signals. A S.E. wind was blowing, with a moderate sea. It was foggy. At 1.15 A.M. the motor life-boat *Lady Harrison* was launched and found the S.S. *Glendun*, stranded on the rocks. Her crew of ten had just left the steamer in the ship's boat, which was very close to the rocks and in grave danger of being smashed to pieces against them. The life-boat went alongside the boat, rescued the men, and returned to her station at 3.45 A.M. - Rewards, £24 13s. 6d.

FEBRUARY 16TH. - FALMOUTH, CORNWALL. At about 2.30 P.M. information was received through the St. Anthony coastguard that a steamer was in difficulty in Gerrans Bay. A S.E. gale was blowing, with a very heavy sea. The motor life-boat *Crawford* and *Constance Conybeare* was launched at 3.15 P.M. and found the S.S. *Westown*, of London. She was bound, in ballast, from Plymouth to Newlyn, and carried a crew of twelve. The master said that he had lost his two anchors, and at his request the life-boat sent a wireless message for a tug. The life-boat then stood by until he was able to get his vessel out of Gerrans Bay, and proceed to Falmouth. The life-boat accompanied the *Westown* until she was moored in

Falmouth Roads and returned to her station at 7.15 P.M. - Rewards, £16 9s.

FEBRUARY 17TH. - NEWHAVEN, SUSSEX. At 1.40 A.M. a barge was reported by the coastguard to be in distress off Seaford and burning red flares. A very strong southerly wind was blowing, with heavy seas, fog and blizzards of snow. At 2.25 A.M. the motor life-boat *Cecil and Lilian Philpott* was launched and found the sailing barge *Veravia*, with a crew of three, loaded with stone, dragging her anchors, towards a lee shore. The life-boat was unable to get the barge in tow, and the crew would not leave her, so the life-boat then stood by until the *Veravia* had been taken in tow by a tug and escorted her into port. - Rewards, £20 18s. 3d.

FEBRUARY 21ST. - PENLEE, CORNWALL. At 10.50 P.M. the coastguard reported that a vessel was ashore near the Penzer Rocks. The weather was foggy, with a southerly wind and a moderate sea. At 11.15 P.M. the motor life-boat *W and S* was launched, and found the S.S. *Westown*, of London, which five days before had been in difficulties in Gerrans Bay and had been escorted to safety by the Falmouth life-boat. She had refloated by the time the life-boat arrived, and was at anchor. Her captain decided to make for Newlyn, and the life-boat escorted him. They arrived at Newlyn at 2 A.M. The life-boat was rehoused the following day. - Rewards, £20 12s.

FEBRUARY 22ND. - DUNBAR, EAST LOTHIAN. At 2.5 P.M. information was received from the coastguard that a vessel was on fire several miles to the east of Dunbar. She had been seen by the Observer Corps post on the coast. A moderate westerly breeze was blowing, but the sea was smooth. The weather was thick. The motor life-boat *George and Sarah Strachan* was launched at 2.40 P.M., and found the Norwegian steamer *Akabahra*, of Horten. She had been bombed by German aircraft and set on fire, but her crew had got the fire under control. As she was leaking, the life-boat stood by until repairs had been made and then returned to her station at 6.30 P.M. - Rewards. £11 14s. 9d.

FEBRUARY 22ND. - GIRVAN, Ayrshire. At 7 P.M. the police reported distress signals from a fishing boat six miles south of Girvan. A strong S.S.W. breeze was blowing with a rough sea. The motor life-boat *Lily Glen - Glasgow* was launched at 7.30 P.M., and found the motor fishing boat *Jeanie*, of Girvan, with her engine broken down. Another fishing boat *Aliped IV* had taken her in tow, and the life-boat escorted the two boats to Girvan Harbour, where they arrived about 9 P.M. - Rewards, £9 16s. 6d.

FEBRUARY 23RD. - RUNSWICK, YORKSHIRE. At 6 A.M. four Staithes motor fishing cobs went out to fish. By 9.30 A.M. it was blowing a strong gale from the E.N.E., with a heavy sea and rain. At 11.55 A.M. the motor life-boat *Robert Patton - The*

Always Ready was launched. She found them six miles out. The gale was then at its worst, and the boats were in great danger, but, escorted by the life-boat, they all reached Staithes Harbour safely. The life-boat returned to her station at 2.15 P.M. - Rewards, £15 6s. 6d.

FEBRUARY 28TH. - WHITBY, YORKSHIRE. The fishing fleet was out and all the boats had returned by 1 P.M. with the exception of two, *Success* and *Provider*. A strong E.N.E. wind was blowing, with seas breaking three-quarters of a mile outside the harbour entrance. The *Success* was sighted at 3 P.M. making for the harbour. As the weather was getting worse, the No. 1 motor life-boat *Mary Ann Hepworth* was launched at 3.15 P.M. to her help and escorted her into harbour, arriving at 3.45 P.M. It was then found that the *Provider* had transferred her catch of fish and two of her crew to the *Success*, and had been prevented from returning herself owing to trouble with her fishing lines. The life-boat went to sea again, searched for the *Provider* without result, and returned to harbour at 4.30 P.M. There she was moored at the Fish Quay, ready to put out again. About 7 P.M. news was received that the *Provider* had passed Kettleiness Point and was coming south. The life-boat put off again, escorted her safely into harbour, and returned to her station at 7.45 P.M. - Rewards, £15 15s. 9d.

FEBRUARY 28TH. - RAMSEY, ISLE OF MAN. At 4.30 A.M. a message was received from the coastguard that the motor vessel *Ulster Queen*, of Belfast, with about 120 passengers and crew on board, had gone ashore at Maughold Head. A light, freshening, S.S.E. wind was blowing, with rain and fog. There was a slight sea. At 5.15 A.M. the motor life-boat *Lady Harrison* was launched and found the *Ulster Queen*, lying on the rocks under a steep cliff. She went alongside, took off twenty passengers, and towed two boats, filled with passengers, to the *Duke of Lancaster* lying near by. In putting them on board her she was damaged. The weather meanwhile had been getting worse. The wind had veered to the N.E. and was blowing a gale. The life-boat had taken in tow five other small boats which had gone adrift, but in the gale she could not continue to tow them, so she took on board the ten men of their crews and let the boats go adrift. She returned to her station at 9 A.M. - Rewards, £18 14s. 3d.

FEBRUARY 29TH. - Pwllheli, Caernarvonshire. At 2.45 P.M. the armed patrol yacht *Boyne Water*, which was anchored in St. Tudwalls Roads, signalled for a doctor, and Dr. Lloyd Hughes, of Abersoch, asked the life-boat to take him out as no other boat was available at Abersoch or Pwllheli. A fresh E.N.E. wind was blowing, with a moderate sea. At 3.25 P.M. the motor life-boat *William Macpherson* was launched with the doctor on board, and found that the master of the *Boyne Water* was ill. The life-boat returned to her station at 6 P.M. - Rewards, £8 17s. 9d.

The following life-boats were launched, but no services were rendered for the reasons given :

FEBRUARY 1ST. - SCARBOROUGH, YORKSHIRE. A vessel had been reported ashore at Speeton Cliffs, but the life-boat found nothing. - Rewards, £20.

FEBRUARY 1ST. - CROMARTY. Flares had been reported, but nothing could be found. - Rewards, £13 2s. 6d.

FEBRUARY 1ST. - FLAMBOROUGH, YORKSHIRE. A large raft was seen about a mile east of the North Southwick Buoy, but no one was found on board. - Rewards, £31 4s.

FEBRUARY 2ND. - SUNDERLAND, DURHAM. A collier had been driven ashore north of Roker Pier, when trying to enter the Port of Sunderland, but the crew of thirteen were able to land in their own boats. - Rewards, £23 3s.

FEBRUARY 2ND. - WHITEHILLS, BANFFSHIRE. A naval trawler had been reported sinking off Banff, but nothing could be found. - Rewards, £11 16s. 8d.

FEBRUARY 2ND. - FRASERBURGH, ABERDEENSHIRE. Flares had been reported two miles off Troup Head, but nothing could be found. - Rewards £7 6s. 6d.

FEBRUARY 2ND. - LONGHOPE, ORKNEYS. A raft or ship's boat had been reported off Duncansby Head, but nothing could be found. - Rewards, £13 17s. 6d.

FEBRUARY 2ND. - HOLY ISLAND, NORTHUMBERLAND. The S.S. *Prins Knud*, of Copenhagen, had stranded, but her crew would not leave her. - Rewards, £17 5s.

FEBRUARY 2ND. - CROMARTY. A raft with seven men on it, believed to be survivors of a vessel sunk by enemy action, had been reported thirty-six miles N.E. by E. of Tarbat Ness, but they were rescued by naval trawlers. - Rewards, £6 13s.

SILVER MEDAL SERVICE AT WHITBY

FEBRUARY 3RD. - WHITBY, AND SCARBOROUGH, YORKSHIRE. At nine o'clock at night the coast-guard telephoned to the life-boat station at Whitby that a vessel was ashore near Saltwick. The tide was at half flood. A gale was blowing from the south-east with a rough sea. There was mist and rain. By all accounts it was the darkest night in Whitby for many years. The life-

boat's searchlight could not pierce it for more than a boat's length.

The motor life-boat *Mary Ann Hepworth* was launched at 9.20. It was so dark that the coxswain never realised that he had put out one man short of his crew.

Under the 200-feet cliffs the darkness was like pitch. There nothing whatever could be seen. Then the lights of the coastguard life-saving apparatus appeared on the shore under the cliffs. They gave the life-boat the approximate position. The wreck was on Saltwick Nab, at the very spot where the hospital ship *Rohilla* was wrecked in October 1914, and the Whitby life-boats took part in the outstanding life-boat service of the last war.

The coxswain had with him as second-coxswain an old and very experienced fisherman and life-boatman, John Dryden, who had returned to the life-boat to relieve a younger man for war service. Dryden was in the after cockpit behind the coxswain, giving him the help of his greater experience of the coast. Was there enough water for the life-boat to get close to the wreck? Dryden was certain that there was, if they approached from the westward. Together the coxswain and second coxswain took the life-boat in towards Saltwick Nab, until they could see the stern of the wreck projecting beyond the darkness of the cliffs.

The crew of the life-saving apparatus on the shore could now see what the life-boat was attempting. One of the crew was an ex-coxswain of the life-boat. He was certain that she would be wrecked. He shouted - the whole crew of the life-saving apparatus shouted - to the life-boat to keep out ; but in the gale their shouts were not heard.

TWO MEN OVERBOARD

The life-boat was feeling her way through the darkness, beam on to the seas, when suddenly a sea rose at her out of nowhere. As it broke it hit the life-boat on the port side and threw her over on her beam ends.. It threw the coxswain over the starboard side. The starboard rail was under water and he

saw the port rail right above him. He expected the life-boat to turn clean over on top of him, but she righted herself. Though he had been flung overboard he had kept his grip of the wheel with his left hand, and as the life-boat righted herself he dragged himself aboard again. At that moment he felt her touch bottom forward. He knew then that he was right among the "hummock" rocks which at low water stand ten feet high, and at high water are covered by the sea. His one thought was to get the life-boat out from among them. He knew she was in extreme peril. Then she touched again. He must bring her out at once. Not until he was in deeper water did he look round. The second-coxswain who had been behind him in the cockpit was no longer there. The coxswain shouted for him. There was no answer. He called the muster of the crew. The second-coxswain was gone. So too was the acting bowman, Christopher Wale. He, like John Dryden, was an old life-boatman who had returned to the boat to relieve a younger man. He had taken the place of his own son who was serving in the navy. Both had gone overboard in the darkness, unseen and unheard. Wale had been standing on the port side of the after shelter getting a rope ready. On the starboard side another man was standing with the searchlight in his hand. He too had gone overboard, between the rails, but he had kept his grip of the searchlight. It had jammed against a stanchion and held him half in half out of the boat until another member of the crew had hauled him aboard again. Wale must have been thrown right over the shelter, and right over this man, who was clinging to the searchlight, into the sea. The coxswain believed that yet a third man was lost. It was not until he returned ashore that he found that, in the darkness, he had gone out one man short.

The assistant motor-mechanic was John Dryden's son. As soon as he heard that his father had gone overboard, he wanted to go after him. The others knew that nothing could be done. They knew that if the son went overboard it would be to his death,

but they could not convince him. He was determined to go. He was mad to go. The motor-mechanic, while still looking after his engines, had to hold him in the boat by force.

THE COXSWAIN INJURED

All this time the coxswain, who had wrenched his left arm when he went overboard, could not understand why the water from his sou'-wester kept running into his eyes. Not until one of the crew came after to the compass was it discovered that it was not water, but his own blood, which was running down his face from a deep cut at the top of his nose. He was half-blinded; covered with blood; his left arm hurt. But he had brought the life-boat out of a place where it was little less than a miracle that she had not been lost with all her crew.

The coxswain felt that there was nothing more that he could do, and he took the life-boat back to Whitby. There he found that the third man whom he had believed lost was alive. He himself was treated by the doctor who sent him straight to bed. It was then about 10.30.

Meanwhile the life-saving apparatus had been at work. Its crew had climbed down to the shore at the foot of the cliffs of Saltwick Nab; had fired a rocket to the wreck, the Belgian steamer *Charles*, of Bruges, with a crew of ten; and had rescued four of them. The life-saving apparatus crew were then driven off the shore by the rising tide.

A SECOND ATTEMPT

Whitby men are not easily defeated. One of the crew of the life-saving apparatus was John Robert Storr, a fisherman. When he returned to Whitby he went to the coxswain's house to ask if he might get together another crew and make another attempt with the life-boat. The coxswain told him that it was impossible until daybreak. At daybreak, he suggested, the pulling and sailing life-boat should be taken overland until she was opposite the wreck and she could then approach it from inshore. But Storr wanted to make an attempt at once with the motor life-boat. He

quickly assembled a crew. It was a new crew except for the motor mechanic, who had been out on the first service. The mechanic went again, without question, although he had been badly shaken.

The life-boat set off at 2.30 next morning. As she was turning in the river she hit the fishing boat *Easter Morn*. Both were damaged, but the life-boat went on. The darkness was still intense. Nothing under the cliffs could be seen. There were now not even the lights of the rocket apparatus as a guide. Storr realised that the coxswain was right. Until daybreak any attempt at rescue was impossible. He put back to harbour to wait. It was now 4.30.

A THIRD ATTEMPT

At 7.30, with the same crew, he set out for the third attempt, but before he set out some information had been got from one of the rescued Belgian sailors who could speak a little English. He said that some of the crew were on a raft. The life-boat made first for the wreck. She could see no sign of life on board. She then searched the coast for the raft. While she was carrying out this search the Scarborough motor life-boat *Herbert Joy II* arrived at Whitby. Just after midnight the Scarborough station had heard that the Whitby boat had been unable to get to the wreck and that two life-boatmen had been washed overboard. The Scarborough life-boat had been launched at quarter to one in the morning, but when she reached the neighbourhood of Saltwick Nab, it was so dark that she decided to wait until daybreak. Then she found the steamer. The seas were smashing her up. It was impossible to go alongside her, but the life-boat could see from the lines which had been run across her that the life-saving apparatus had been at work. The life-boat then made for Whitby.

The Whitby motor life-boat had now searched the coast, but had found no raft. It seems probable that the Belgian had been misunderstood, that what he had said was not that men were "on a raft", but that they were "aft", for it was the after end of the

steamer which had been pounded by the seas, and when, later, several bodies were found they were close to the wreck.

The Whitby life-boat got back for the third time at 9.15 in the morning of the 4th, just twelve hours after she had first set out. Shortly afterwards the Scarborough life-boat left for her station and arrived just after mid-day. She too had been out nearly twelve hours.

The story does not end there. The gallantry of that dark night was not confined to the men who manned the life-boat. After she had returned for the first time, two men, John Robert Dryden, home on leave from the Navy (he was no relation of John Dryden, the acting-second-coxswain), and Norman Russell, got a rope ladder from the life-saving apparatus and, shortly before midnight, went down the 200-feet of cliff on Saltwick Nab in search of the two men who had been washed out of the life-boat. The cliff face was covered with ice and snow. To descend it on a pitch black night was most hazardous. They found the body of Christopher Wale on the shore and helped to bring it up the cliff. Then they kept watch until five in the morning when they saw another body on the rocks. They went down again and brought up John Dryden.

So ended this gallant attempt to rescue the crew of the *Charles*. Two lives had been lost. No lives had been rescued by the life-boat, but the attempt had shown the splendid spirit of the men of Whitby. "While there are men in Whitby able to stand up," said John Storr to the district, inspector of life-boats afterwards, "the life-boat will never be short of a crew."

The attempt recalls memorable services of the past. The position of the wreck recalls the great service to the *Rohilla* twenty-six years before. The name of John Storr recalls that heroic and tragic day at Whitby, the 8th of February, 1861, when all but one of the life-boat crew - going out for the seventh time in the one day - were drowned, and when - yet another vessel being in distress - another crew at once came forward. It recalls that day, for the first name on the memorial

FEBRUARY 6TH. - TYNEMOUTH, NORTHUMBERLAND. The Dutch motor vessel *Gerco* had run ashore, but she was in no immediate danger and her crew refused to leave her. - Rewards, £18 4s.

FEBRUARY 6TH. - ALDEBURGH, SUFFOLK. A very heavy explosion had been heard five to six miles E.S.E. of Aldeburgh. The life-boat found a large patch of oil or coal dust and followed it for two miles, but found no vessel. Later a message was received that a seaplane had come down between Southwold and Dunwich, but again a thorough search revealed nothing. - Rewards, £65 17s.

FEBRUARY 6TH. - NEWHAVEN, SUSSEX. Heavy explosions had been heard about two miles south-east of Newhaven, but they were found to have been caused by the destruction of mines. - Rewards, £9 15s. 6d.

FEBRUARY 7TH. - BROUGHTY FERRY, ANGUS. The steamer *Anu*, of Esthonia, had sunk after being mined, and some survivors had landed at Buddon Ness, but the life-boat searched for others without result. - Rewards, £6 12s.

FEBRUARY 7TH. - DUNBAR, EAST LOTHIAN. Two steamers had been reported in collision in the Firth of Forth, but nothing was found. Later it was learned that one steamer had been damaged and been brought into port by tugs, and that the other had been able to go on her way. - Rewards, £7 12s.

FEBRUARY 8TH. - DUNGENESS, KENT. A fishing boat with two men aboard left Rye for Camber but did not arrive. In bitter weather the life-boat searched without success for several hours. - Rewards, £32 0s. 6d.

FEBRUARY 8TH. - THE HUMBER, YORKSHIRE. A red flash or distress signal had been seen off Withernsea, but nothing could be seen or heard, and after six hours at sea during the night the life-boat returned. - Permanent paid crew ; Rewards, 9s.

FEBRUARY 8TH. - HOWTH, CO. DUBLIN. A small fishing boat with two men on board was long overdue, but while a search was being made for her she got in without help. - Rewards, £14 0s. 6d.

FEBRUARY 9TH. - MARGATE, KENT. A vessel had gone aground on the North Shingle Shoal, but what she wanted was a tug. - Rewards, £26 6s.

FEBRUARY 9TH. - AMBLE, NORTHUMBERLAND. An R.A.F. machine had come down in the sea, but a steamer picked up one man from her. - Rewards, £6 13s.

FEBRUARY 9TH. - BOULMER, NORTHUMBERLAND. Three drifting rafts had been reported, but only one was found, and this had no one on board. - Rewards, £9 10s.

FEBRUARY 9TH. - SALCOMBE, DEVON, AND THE LIZARD, CORNWALL. The S.S. *Georges Mabro*, of Alexandria, had been reported out of control to the south of Start Point, and the Salcombe motor life-boat put out at 1.40 P.M., but was signalled from Prawl Point to return. Later the steamer was reported off The Lizard and that motor life-boat put out at 12.15 A.M. on the 10th, but found nothing. - Rewards : Salcombe, £6 17s. 6d. ; The Lizard, £23 7s. 6d.

FEBRUARY 10TH. - ST. MARY'S, SCILLY ISLES. The Dutch steamer *Burgedijk*, of Rotterdam, had been torpedoed about sixty miles south of the Bishop Rock, but her crew were saved by another Dutch steamer. The life-boat covered over one hundred and thirty miles in under seventeen hours. - Rewards, £23 10s. 6d.

FEBRUARY 4TH. - WHITEHILLS, BANFFSHIRE WICK, CAITHNESS-SHIRE, AND FRASERBURGH, ABERDEENSHIRE. At 1.20 A.M. a message was received at Whitehills from the coastguard at Banff that flares had been reported about ten miles N.E. of Whitehills. They appeared to be the reflection of the flames from a burning tanker. A N.W. wind was blowing, with a moderate sea. The motor life-boat *Civil Service No. 4* put out at 2.15 A.M. and searched a wide area, but found nothing. She returned to her station at 6.45 A.M. Meanwhile, at 12.52 P.M. a message had been received at Wick from the coastguard that a vessel was on fire about twelve miles to the south-east. At 1.25 A.M. the motor life-boat *City of Edinburgh* was launched and found the burning tanker *Gretafield*, of Newcastle, abandoned. She had been torpedoed. Later she sank. The life-boat searched for survivors with an R.A.F. speed boat until an hour after daylight, but found nothing and returned to her station at 9.30 A.M. Later it was learnt that most of the crew had been picked up. At Fraserburgh it was reported at 1.4 A.M. that a large glare had been seen N.W. of Kinnaird Head about 10 miles distant. The motor life-boat *John and Charles Kennedy* was launched at 1.25 A.M., and went in the direction of the glare for about 40 miles, but found nothing. She anchored and resumed the search when it was daylight, but again found nothing, and returned to her station at 7.50 A.M. - Rewards : Whitehills, £13 5s. 6d. ; Wick, £19 15s. 6d. ; Fraserburgh, £18 2s. 9d.

FEBRUARY 16TH. - CROMER, NORFOLK. The Italian steamer *Giorgio Ohlsen*, of Genoa, had struck a mine, and one of the steamer's boats was reported adrift three miles east of Cromer, but the men in it had already been rescued. - Rewards, £21 19s. 6d.

FEBRUARY 15TH. - SUNDERLAND, DURHAM. A steamer had gone ashore, but the crew were found to be in no immediate danger. - Rewards, £14 18s. 6d.

FEBRUARY 16TH. - MARGATE, KENT. An open boat had been reported drifting with

the tide, off Birchington, but the only thing found was a very large barrel. - Rewards £9 8s.

FEBRUARY 16TH. - MARGATE, KENT. A message from the coastguard reported that an R.A.F. aeroplane had come down in the sea two miles north of the Reculvers. On her way out the life-boat picked up on her wireless the position of the aeroplane which the North Foreland Wireless Station was broadcasting. Three aeroplanes and a mine-sweeper joined in the search, and it went on for three hours but nothing could be found. At 5.30 P.M. the life-boat returned to her station. - Rewards, £14 2s.

FEBRUARY 16TH. - FENIT, CO. KERRY. A steamer had been torpedoed, and one of her boats with fifteen survivors in it was reported drifting two miles north of Loophead. The life-boat could not find them, and later it was learned that the message was incorrect and the search should have been made two miles south and not north of Loophead. - Rewards, £13 11s. 6d.

FEBRUARY 20TH. - CROMER, NORFOLK. A steam trawler had been attacked by enemy aircraft several miles off the Cromer Knoll Lightship, but she beat them off and reached port without help. - Rewards, £41 9s. 6d.

FEBRUARY 20TH. - ARRANMORE, CO. DONEGAL. Survivors of the S.S. *Steinstad*, of Oslo, which had been torpedoed on the 16th February, had reached land in one of the ship's boats, and reported that another boat was missing, but the life-boat's search for it was without result. - Rewards, £19 11s.

FEBRUARY 20TH. - BRIDLINGTON, AND FLAMBOROUGH, YORKSHIRE. It had been reported that a steamer had been attacked by German aircraft some seventeen miles S.E. of Flamborough Head, but nothing could be found. A floating mine passed within a few yards of the Flamborough life-boat. - Rewards : Bridlington, £31 12s. ; Flamborough, £50 10s.

FEBRUARY 22ND. - BALTIMORE, CO. CORK. The Finnish steamer *Brita* had been torpedoed and abandoned by her crew fifty miles south of Cape Clear. The life-boat searched widely for the crew but could not find them and later it was learned that they had returned to the steamer and she had been able to go on her way. - Rewards, £25 6s.

FEBRUARY 24TH. - SHERINGHAM NORFOLK. A heavy explosion and machine gun fire had been heard and aeroplanes seen but no vessel in need of help could be found. - Rewards. £19 9s. 6d.

FEBRUARY 26TH. - ARRANMORE, CO. DONEGAL. A steam trawler appeared to be in difficulties, but she reached shelter without help. - Rewards, £8 8s.

FEBRUARY 28TH. - AMBLE, NORTH-UMBERLAND. The Swedish S.S. *Storfors*, of Uddeholm, had been sunk in collision, and her crew had taken to the boats. They were seen to overturn, but only an overcoat was found. Later it was learned that the crew had been picked up by another vessel and taken to the Tyne. - Rewards, £7 12s.

FEBRUARY 29TH. - BRIDLINGTON, YORKSHIRE. Red rockets, thought to have come from a vessel which had been in collision, had been reported, but no vessel in need of help could be found. - Rewards, £21 7s. 6d.

MARCH

Launches 87. Lives rescued 109.

MARCH 1ST. - WELLS, NORFOLK. At 12.55 P.M. the coastguard reported a ship's boat adrift about two miles N.N.W. of their lookout. A moderate easterly wind was blowing, with a moderate sea. The motor life-boat *Royal Silver Jubilee 1910-1935*, was launched at 1.15 P.M. and found the boat with no one on board. She belonged to the French steamer *P.L.M. 25*, of Rouen, which had sunk as a result of enemy action. There were two explosions, and twenty minutes later the steamer sank. Four men lost their lives, but the remaining twenty-seven were saved by a British warship. With the boat in tow the life-boat reached her station again at 2.45 P.M. - Rewards, £11 13s. 3d.

MARCH 1ST. - WALMER, KENT. At 5 P.M. a message was received from Doctor Hall, the port medical officer, that a member of the Norwegian steamer *Primo*, of Oslo, had fractured his leg. The vessel was about two miles E.S.E. from the life-boat station. A strong N.N.E. wind was blowing and the seas were too heavy for motor boats to put off from the beach. At 5.25 P.M. the motor life-boat *Charles Dibdin (Civil Service No. 2)* was launched with the doctor on board. She went to the *Primo*, took off the injured man and brought him ashore, where he was sent to hospital. She returned to her station at 7.30 P.M. - Rewards, £29 0s. 6d.

MARCH 1ST. - SHERINGHAM, NORFOLK. At 3.15 P.M. a ship's boat was reported by the life-boat motor-mechanic to be adrift a mile from the shore, to the west of Sheringham. The coastguard at Skeldon Hill had also seen the boat, and reported that it was water-logged and that no one alive was on board. It was decided not to launch the life-boat. About half an hour later a second ship's boat was seen two to three miles out at sea. A fresh easterly wind was blowing, with a heavy swell on shore. At 4.10 P.M. the motor life-boat *Foresters Centenary* was launched and found that this boat belonged to the steamer *Jevington Court*, which had been previously sunk by enemy action. No one was on board, and the life-boat then went to the first boat, which was drifting to the westward, but it had gone ashore at Spallow Gap before it

could be secured. It was later found that this boat belonged to the steamer *Clan Morrison*, also sunk by enemy action.- Rewards, £22 13s. 3d.

MARCH 2ND. - SHERINGHAM, NORFOLK. At 1.55 P.M. a small white mast with a flag was seen about six or seven miles E.N.E. of the life-boat station. It was thought to be a raft with people on board. A light easterly breeze was blowing and the sea was smooth.. At 2.19 P.M. the motor life-boat *Foresters Centenary* was launched and found that the object was a buoy to which three round metal floats were attached, with a mast about eight feet high and a piece of cloth attached as a flag. After making sure that there was no danger of it exploding the crew took the buoy on board and brought it ashore. The life-boat returned to her station at 4.20 P.M. - Rewards, £19 9s. 6d.

MARCH 2ND. - NEWHAVEN, SUSSEX. At 5 P.M. the naval authorities reported that the S.S. *Domala* had been bombed by enemy aircraft in the Channel, and that the Dutch steamer *Jonge Willem* was off Newhaven, with survivors on board. An easterly breeze was blowing and the sea was smooth. At 5.25 P.M. the motor life-boat *Cecil and Lilian Philpott* was launched and took off the *Jonge Willem* fifty-one survivors of the *Domala*, nine Europeans and 42 Indians. Many were injured and all were suffering from shock. She landed them, and again went to the steamer and took off three dead bodies, members of the crew who had been killed during the attack. Then the Dutch steamer made a request for the return of clothing, blankets, etc., which had been lent to the survivors, and the lifeboat, which was still lying afloat, took them out to her. She returned to her station at 9.55 P.M.- Rewards, £18 7s. 6d.

MARCH 2ND. - REDCAR, YORKSHIRE. At 11 A.M. it was reported that H.M. Tug *Fairplay II* had stranded on the West Salt Scar Rock, near Redcar. At 11.45 A.M. the motor life-boat *Louisa Polden* was launched. The weather was calm, with a slight swell. There was dense fog. Owing to the rocks the life-boat could not get alongside, but she stood by, as the tug had a heavy list, and it was possible that, she might fall over on to her side. Four of the tug's crew got into her small boat, were taken into the life-boat, and then, as they were wet through, were put on board the motor fishing boat *Lady Zetland*, which took them ashore. Next day, after attempts to tow off the *Fairplay II* failed, the *Lady Zetland* in two trips brought ashore eleven more of the *Fairplay's* crew, and another motor fishing boat, *May Queen*, brought off the remaining four men and also towed ashore the tug's small boat full of baggage. The life-boat returned to her station at one in the morning of 3rd March, having been out for 13 hours. - Rewards : Life-boat £31 10s. 6d. ; shore-boat, £12 17s. 6d.

(See Redcar, " Services by Shore-boats," page 144.)

MARCH 5TH. - GALWAY BAY. A man was seriously injured in a bad accident on the island of Kilronan, and it was necessary to take him to hospital on the mainland. All the local boats were out fishing. So at 1.30 P.M., the motor life-boat *K.E.C.F.* was launched. A light breeze was blowing and the sea was smooth. The life-boat brought the injured man to the mainland and returned to her station at 5.20 P.M. - Expenses paid by Galway Board of Health.

MARCH 5TH. - REDCAR, YORKSHIRE. At 6.15 A.M. a message was received from the coastguard at Marske that a steamer was firing distress rockets four miles east of Marske. A strong N.E. breeze was blowing, with a heavy sea. At 7.20 A.M. the motor life-boat *Louisa Polden* was launched, and found the S.S. *Cordale* at anchor. Her rudder had been damaged and she had been blown towards the shore. Her captain and crew did not wish to leave her, as a tug was expected, and the life-boat stood by until the tug had taken her in tow. She returned to her station at 10.30 A.M. - Rewards, £9 11s. 6d.

MARCH 7TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. At 9.45 P.M. a message was received from the Gorleston coastguard that the South Knoll Light-vessel had reported a ship on fire two miles N.E. of the light-vessel. The life-boat crew assembled but the naval authorities advised her to wait, and later informed the station that four vessels had been sent to help and that a fifth was standing by. It was decided however to send out the life-boat, and at 10.52 P.M. the reserve motor life-boat *John and Mary Meiklam of Gladswood*, on temporary duty at Gorleston, was launched. A light W.S.W. breeze was blowing and the sea was smooth. The Smith's Knoll Light-vessel told the life-boat that the Italian steamer *Amelia Lauro*, of Naples, had been bombed and set on fire, and had last been seen at midnight, two to three miles to the N.E. The life-boat went in this direction, and when about seven miles from the light-vessel found the Italian steamer *Titanica*, of Genoa, at anchor. She went alongside and the second-coxswain went on board and found there survivors from the *Amelia Lauro*, three of them seriously injured. He was asked to take them ashore. There were no stretchers, and the injured men were lowered into the life-boat in cots, and made as comfortable as possible amidships, wrapped in blankets and covered with the sail. It was a difficult operation in the swell that was running and took over an hour. Several times the life-boat bumped heavily against the steamer. The other 26 members of the *Amelia Lauro's* crew were then taken on board, and the life-boat started back at 4 in the morning. On her way she spoke the Cross Sand Light-vessel and asked the master to wireless ashore for an ambulance and conveyances to be ready. The life-boat arrived at Gorleston at 8 A.M. An ambulance was waiting. The injured were taken to hospital, and the other men to the Sailors' Home. The life-boat returned to her station at 9.15 A.M. on 8th March.

Later the steamer was towed into Yarmouth Roads and part of her crew were put aboard her again. - Rewards, £35 16s. 0d.

MARCH 8TH. - THE HUMBER, YORKSHIRE. At about 8.30 P.M. it was reported by the Spurn Point Royal Naval Signal Station that a vessel was ashore N.E. of the lighthouse. As it seemed likely that the vessel would become high and dry, as the tide ebbed, the coxswain and members of the crew decided to walk as near to the vessel as possible and investigate. As they approached, distress rockets were fired, and it was found that the vessel ashore was the steam trawler *Vindelecia*, of Grimsby. The skipper asked for help. The coxswain returned to the station, and reported to the underwriters, who asked that the life-boat should stand-by and give help as required. A light S.W. breeze was blowing and the sea was smooth. At 11.15 P.M. the motor life-boat *City of Bradford II* was launched and stood by the trawler until the tide flowed. She then took out a kedge for her, and the *Vindelecia* was refloated at 5.15 A.M. the next day. - Property salvage case.

MARCH 9TH. - RAMSGATE, KENT. At 2.10 P.M. information was received from the naval authorities that a steamer was in need of help to the north of the North Goodwin Light-vessel. A light S.W. wind was blowing, with a slight sea. The motor life-boat *Prudential* was launched at 2.17 P.M. and found the S.S. *Ashley*, of Sunderland, with a crew of seventeen bound, with coal, from Sunderland for Southampton. She was ashore on the Goodwin Sands. The life-boat stood by until the following afternoon. She then put back to Ramsgate for fuel and food, returned to the *Ashley* and continued to stand by. In the early morning of the 11th the steamer broke her back at the fall of the tide and the life-boat rescued her crew of 17 and returned to Ramsgate arriving at 2.40 A.M., thirty-six hours after she had first set out. - Rewards, £46 11s.

MARCH 11TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. At 10.56 A.M. a message was received from the coastguard that the Italian steamer *Amelia Lauro*, of Naples, anchored in the roadstead off Britannia Pier, was making distress signals. The steamer had been attacked by enemy aeroplanes on the 7th March, and set on fire; her crew had been rescued and the steamer herself had later been towed into Yarmouth Roads and part of her crew put aboard her again. A light S.W. breeze was blowing and the sea was smooth, when, at 11.5 A.M., the reserve motor life-boat *John and Mary Meiklam of Gladwood*, on temporary duty at Gorleston, was launched. She found that the chief engineer was seriously ill, and brought him ashore, where an ambulance, for which she had signalled, was waiting to take him to hospital. The life-boat returned to her station at 12.15 P.M. - Rewards, £12 19s. 6d.

MARCH 11TH. - MARYPORT, CUMBERLAND. At 6.10 A.M. a message was received

from the coastguard that the Swedish steamer *O. A. Brodin*, of Stockholm, had gone ashore north of St. Bees. There was dense fog, with a smooth sea. At 10 A.M. the motor life-boat *Joseph Braithwaite* was launched and found the steamer a mile north of St. Bees. She was fast by the head, but was on an even keel. A tug was expected. The coxswain of the life-boat went on board the steamer, and found that she had been badly holed. With the help of the coasting steamer *Dromaine* the life-boat refloated the *O. A. Brodin*, and the coxswain brought her in under her own power, and anchored her in Whitehaven Roads. The life-boat then brought the captain of the steamer ashore, so that he could communicate with the insurance brokers. She then went to Workington where her crew landed. At 9.45 P.M., when they were returning to the life-boat, and were crossing the harbour bridge, the second-coxswain missed his footing in the darkness and fell fifty feet into the River Derwent beneath. Fortunately no bones were broken, but he was bruised and suffered badly from shock. He was taken to his home at Maryport by taxi. The life-boat left Workington and reached her station at 12.30 A.M. the next morning, where the Ladies' Auxiliary Red Cross kindly provided hot soup and sandwiches for the crew and helpers. - Rewards, £31 17s.

MARCH 13TH. - RUNSWICK, YORKSHIRE. Shortly after 1 A.M. the Kettleless coastguard reported distress signals from a vessel ashore on Kalder Steel. A moderate northerly breeze was blowing, with a slight sea and heavy rain. At 2 A.M. the motor life-boat *Robert Patton - The Always Ready* was launched, women launchers helping her to get away. She found the Dutch motor vessel *Buizerd*, of Groningen, with the seas washing over her deck. She was leaking badly. In spite of the darkness and the water, breaking on a rocky shoal, the life-boat rescued the crew of six. She reached her station again at 4 A.M. - Rewards £30 16s.

MARCH 13TH. - SUNDERLAND, DURHAM. At 4.17 A.M. the coastguard reported that the naval examination vessel was ashore inside the New South Pier, and needed help. A strong N.E. wind was blowing, with a rough sea. The motor life-boat *Edward and Isabella Irwin* was launched at 5 A.M. She found the vessel and stood by until the crew of eleven had been rescued from the shore by the coastguard life-saving apparatus. She returned to her station at 9.20 A.M. - Rewards, £11 13s. 3d.

MARCH 13TH. - BLACKPOOL, LANCASHIRE. At 10.24 A.M. an R.A.F. twin-engine fighter monoplane landed on the sands about 250 yards west of Bispham Slade, and was unable to take off again. At 11.40 A.M. a message was received from the commanding officer asking for the help of the life-boat and life-boat tractor. The tide had risen and the aeroplane, although remaining afloat, was now nearly submerged. A light S.E. breeze was blowing and the sea was smooth. At

11.55 A.M. the motor life-boat *Sarah Ann Austin* was launched, and found that a rope had been put aboard, and was being held by a number of R.A.F. men. The life-boat coxswain made the rope fast for towing, and the life-boat then towed the aeroplane round some piles into a bay opposite the foot of the promenade hulking, near where the Slade comes down to the shore. The life-boat's tractor was now hooked on to the towing rope and pulled the aeroplane right up to the face of the hulking. The life-boat and tractor then returned to their station, arriving at 2 P.M. The rudder of the lifeboat was slightly damaged. - Rewards, £8 13s.

MARCH 14TH. - RUNSWICK, YORK-SHIRE. At 7.46 A.M. four Staithes fishing cobbles put off to the fishing ground. As the weather was threatening, two of the boats returned, but the other two began fishing. As the weather got worse the motor life-boat *Robert Patton-The Always Ready* was launched at 11 A.M. A very strong N.E. wind was then blowing, with a heavy sea and snow showers. The life-boat arrived off Staithes at about 11.30 A.M. and escorted into harbour the two fishing cobbles *Minnie* and *Star of Hope*. She returned to her station at 1.30 P.M. - Rewards, £15 11s.

MARCH 15TH. - ANSTRUTHER, FIFE-SHIRE. At about 10.15 A.M. news was received through the coastguard that a fishing boat was on fire to the west of May Island. A strong westerly breeze was blowing, with a moderate sea. The weather was cold. The motor life-boat *Nellie and Charlie* was launched at 10.40 A.M., and learned from the naval patrol vessel stationed west of May Island, that she had on board the crew of eight of the motor fishing boat *Kate Cowie* of Eyemouth. The rescued crew were transferred to the life-boat which landed them at Anstruther at 11.45 A.M. - Rewards, £9 3s. 6d.

MARCH 15TH. - DUNGENESS, KENT. At 8.40 P.M. information was received from the coastguard that a steamer had stranded S.E. of the coastguard station at Jury's Gap. A fresh westerly wind was blowing, with a heavy ground sea. The motor life-boat *Charles Cooper Henderson* was launched at 9.12 P.M. and found the Greek steamer *Panaghiotis*, of Piraeus, ashore. She had a crew of twenty-four aboard, and was bound for Antwerp with a cargo of iron ore. The life-boat coxswain went on board her, and the life-boat stood by until, with the rising tide, she got off under her own power and went on her way. The life-boat returned to her station at 1.30 A.M. the following morning. - Rewards, £32 5s. 6d.

MARCH 17TH. - STORNOWAY, ISLAND OF LEWIS. The steam trawler *Regnault*, of Hull with a crew of twelve and laden with fish, stranded at the entrance to Stornoway Harbour. Repeated attempts to refloat her were unsuccessful. On the morning of the 17th March a moderate southerly gale was blowing, with a heavy swell and rain squalls,

and there was danger of the trawler breaking up. At 11.15 A.M. the motor life-boat *William and Harriot* was launched and brought the master of the trawler ashore. With another trawler the life-boat went back to the *Regnault* and got a tow rope fixed between the two trawlers. The second trawler then towed the *Regnault* into harbour, with the life-boat escorting them. There the *Regnault*, which was making water badly, was beached. The life-boat returned to her station at 1.5 P.M. - Property salvage case.

MARCH 17TH. - PENLEE, CORNWALL. At 2.45 P.M. the coastguard reported that the French steamer *Louis Marguerite* was in need of help ten miles S.W. of Penzance. A strong S.W. wind was blowing, with a rough sea and thick fog. The reserve motor life-boat *B.A.S.P.*, on temporary duty at the station, was launched at 3.5 P.M. On her way to the help of the *Louis Marguerite*, she found the S.S. *Miervaldis*, of Riga, making straight for the rocks near Penzer Point. She directed the Captain to go full speed astern, and he just managed to clear the rocks. The life-boat then searched for the *Louis Marguerite* but could not find her. She put into Newlyn at 11.15 P.M., re-fuelled and continued the search until 7.30 next morning, but again found nothing. It was learnt later that the steamer had safely reached a port. The lifeboat put into Newlyn again and returned to her station on 19th March. - Rewards, £31 1s. 9d.

MARCH 17TH. - MARGATE, KENT. At 2.58 P.M. a message was received from the Margate coastguard that a vessel was sinking, after an explosion, about two miles S.E. of the Tongue Light-vessel. A moderate southerly breeze was blowing. The sea was smooth. At 3.15 P.M. the motor life-boat *The Lord Southborough* (Civil Service No. 1) was launched. The weather had become very thick and the coxswain went first to the Tongue Light-vessel for further information. There was none to give him, and the life-boat began her search. She found wreckage and an empty ship's boat. She then found the French collier *Capitaine Augustin*, of Havre, which had been mined, and the minesweeper *T.97*, which had picked up the collier's survivors. Among them was the captain, and he asked the life-boat to put him aboard the ship again to get the ship's papers, but she was too far submerged. The life-boat then returned to the minesweeper and took off twenty-six of the collier's crew, two of them injured. The captain and mate remained on board the minesweeper to see the last of their own ship, and the life-boat landed the 26 men at Margate and returned to her station at 6 P.M. - Rewards, £14 2s.

MARCH 19TH. - NORTH SUNDERLAND, NORTHUMBERLAND. The motor life-boat *W.R.A.* was launched at 2.20 P.M. as news had come that the engine of the local motor fishing boat *Glad Tidings* had broken down. A light S.E. breeze was blowing with a heavy swell. The life-boat towed in the *Glad Tidings*, arriving at 3.35 P.M., and as

two other boats were out, she stood by until they were all safely in. - Rewards, £13

MARCH 19TH. - CLOVELLY, AND ILFRACOMBE, DEVON. At 3.10 A.M. a message from the coastguard, Hartland Point, was received at Clovelly that a steamer was on fire six miles north of the point. A whole W.S.W. gale was blowing, with a very heavy sea. At 3.26 A.M. the motor life-boat *City of Nottingham* was launched and found the S.S. *Albion*, of Hull, burning fiercely amidships. Part of her crew had left in two of the ship's boats, and the remainder intended to leave later. The life-boat then went to a trawler, *City of Aberdeen*, which was near by, and asked the captain to search for the ship's boats while she herself continued to stand by the *Albion*. After an hour the fire lessened and the life-boat went to another vessel, the *British Intelligence*, which had picked up one boat with eight of the *Albion's* crew on board. With great difficulty in the heavy seas the life-boat took them on board. She then returned to stand by the *Albion*. The *City of Aberdeen* returned with five of the *Albion's* crew, whom she had picked up, including the captain. The life-boat took them on board, and continued to stand by the *Albion*. Those on board her still did not wish to leave and as, in the very heavy seas, the risk of attempting to put the thirteen men in the life-boat on board the *Albion* was too great, the lifeboat put them on board the *City of Aberdeen* which was now in the roads. She returned once more to the *Albion*, and stood by for another two hours. Those on board her still not wishing to leave, the life-boat returned to the *City of Aberdeen*, took off the thirteen men, and landed them. She returned to her station at 7.15 P.M.

At 12.14 P.M. news was received at Ilfracombe from the coastguard that a ship's boat was adrift two miles north of Widmouth Head. The Ilfracombe life-boat station communicated with the Clovelly station, and was told that two boats were adrift, one containing important ship's papers. They were boats from the *Albion*. The motor life-boat *Rosabella* was launched at 12.45 P.M. and found a drifting boat, waterlogged, two miles north of Hangman's Hill. It had the ship's papers on board. The life-boat towed the boat to Ilfracombe, and she returned to her station at 4.35 P.M. An increase in the usual money award on the standard scale was granted to the Clovelly crew. - Rewards : Clovelly, standard rewards to crew, £61 ls. 6d. ; additional rewards to crew, £7 ; total, £68 ls. 6d. : Ilfracombe, £11 4s. 3d.

BRONZE MEDAL SERVICE AT EASTBOURNE

MARCH 20TH. - EASTBOURNE, HASTINGS, AND NEWHAVEN, SUSSEX. During the night the London steamer *Barnhill*, of 5,430 tons, was in the English Channel on her way from Nova Scotia to London.

She was fully loaded with a general cargo and a deck cargo of timber. She had a crew of over thirty men.

When off Beachy Head, about six miles out in the Channel, she was attacked by German aeroplanes. A bomb struck her amidships and set her on fire.

The news of the attack reached the Eastbourne life-boat station just before eleven that night, and at 11.15 the motor life-boat *Jane Holland* was launched. The night was fine, with a fresh breeze from the west. The sea was choppy and there was a heavy swell.

When the life-boat reached the *Barnhill* at 1.40 next morning, she found that a Dutch vessel had picked up eighteen of her crew who had escaped from her on a raft. They were taken aboard the life-boat, which then went alongside the *Barnhill's* quarter. The steamer was burning furiously ; the bridge had been blown forward on to the fore well-deck ; there were frequent explosions. The life-boat took off ten more men, and then, satisfied that she had on board all the survivors of the *Barnhill's* crew, she made for home. She arrived at three in the morning. At 4.45 another message came. It was from a tug which was standing by the *Barnhill*, and it ran : "Send life-boat at once for injured man on fore-castle. Please send doctor with life-boat."

The life-boat put out again at once, taking a doctor with her, and reached the *Barnhill* for the second time at six o'clock. The steamer had meanwhile drifted north-eastwards and was nearer to the shore. She was abeam to wind and sea and was rolling. The tug *Foremost No. 22* was lying near. The flames from the *Barnhill* were now from 70 to 90 feet high. The fire was spreading fore and aft. There were still frequent and heavy explosions.

ABOARD THE BURNING SHIP

Two of the life-boatmen volunteered to go on board, and they were taken by the tug close to the steamer, just forward of the bridge deck. Day was just breaking. They jumped, and

found themselves among a mass of debris, the remains of the deck cargo, flung about by the explosions.

They had to keep as much amidships as possible, owing to the rolling of the steamer, and as they went forward the master of the tug played the hose behind them to check the advancing fire. On the forecastle they found the injured man. He was now scarcely conscious, but he had managed to attract the attention of the tug by shouting and by ringing the forecastle bell.

The life-boat came alongside. The doctor instructed the two life-boatmen what to do with the injured man and they lowered him into the life-boat. She made at once for Eastbourne, arriving at 7.20 that morning.

She had only been back 40 minutes when she was launched for the third time to help the tug *Foremost* in fighting the fire. She returned from this third launch, just after midday, thirteen hours after she had first put out. The *Barnhill* was ultimately beached in Pevensey Bay.

The injured man was the master of the *Barnhill*. He had been blown from the bridge to the forecastle and his men had thought that he was lost. He had a fracture of the collar bone and a double fracture of the arm; five of his ribs were broken; one rib had pierced the lung; he had violent concussion. Less than three months later, on the 11th of June, he was well enough to attend the annual meeting of the Eastbourne Ladies' Lifeboat Guild and publicly to thank the men who had rescued him.

A fortnight before the master had written from hospital:

"Having reached the stage of nearly convalescent, I wish to get the following off as soon as possible, to show my deep gratitude and gratefulness for being rescued from a burning ship, when suffering from severe injuries on the 21st of March. Looking back on such matters now, it appeared to me at the time an almost impossibility for anyone to approach the deck of the steamer while the whole midships was ablaze and the deck cargo afire.

"The two life-boatmen, whosoever they may be, certainly showed grit,

courage and determination to rescue a British captain from this burning vessel. I would be grateful should those men be decorated and I would be able to look back with pride to that night, as I was also trying to do my duty to King and Country that fateful night."

THE REWARDS

The Institution made the following awards:

To ALEC FRANCIS HUGGETT and THOMAS ALLCHORN, the two members of the crew who went aboard the burning steamer, bronze medals for gallantry, with copies of the votes inscribed on vellum;

To COXSWAIN MICHAEL HARDY a framed letter of appreciation;

To MR. ALEXANDER ROBERTSON, honorary secretary of the station, a letter of appreciation;

To the coxswain and each member of the crew a reward of £4 5s. on the standard scale, for the three launches. Total rewards, £60 9s. 6d.

The Newhaven and Hastings motor life-boats were also launched. Rewards: Newhaven, £16 16s.; Hastings, £45 19s. 6d.

A letter of appreciation and a donation of 100 guineas were received from the owners.

(See-Hastings "Accounts of Services by Life-boats, 1940," page 134, and Eastbourne "Accounts of Services by Life-boats, 1941," page 65.)

MARCH 20TH. - RAMSGATE, KENT. At 9.10 A.M. the coastguard reported that a vessel had been mined. A S.W. breeze was blowing and the sea was moderate. The motor life-boat *Prudential* was launched at 9.22 A.M. and found the S.S. *Phobos*, of Rotterdam, several miles S. by E. of the North Goodwin Light-vessel. Six of her crew had been killed and forty-nine had been rescued by another vessel. The life-boat brought ashore thirty of them and a naval launch nineteen. Tugs took the *Phobos* in tow in the hope of beaching her. At 2.30 P.M. on the following day it was learned that the *Phobos* was still afloat and that her crew had returned to her. The weather was moderate, but the life-boat was requested to stand by. She launched at 2.55 P.M. and remained with the *Phobos* throughout the night. When tugs arrived in the morning she returned to her station at 8.20 A.M. As the pumps could not control the incoming water, the *Phobos* made for Thameshaven, with the tugs in

attendance. - Rewards ; £7 16s. 6d., and £27 3s. 9d. A donation of £50 was received from the owners of the *Phobos*.

MARCH 20TH. - WICK, CAITHNESS-SHIRE. The Danish steamers *Bothal* and *Viking* had been sunk by torpedo, with the loss of thirty lives, and the survivors were left adrift on rafts. Two of these rafts were seen by an RAF machine about twenty-eight miles S.E. of Wick during the evening. A N.N.W. breeze was blowing, with a moderate sea. At 7.45 P.M. the motor life-boat *City of Edinburgh* was launched, and after midnight picked up two survivors of the *Viking's* crew of seventeen. A further search resulted in the rescuing of another five men, the only survivors of the crew of twenty of the *Bothal*. One of them had both legs broken. The men reported that both vessels had been torpedoed without warning. After a further search over a wide area the life-boat returned at 6.30 A.M. - Rewards, £15 17s

MARCH 22ND. - ARKLOW, CO. WICKLOW. At about 8.45 A.M. information was received that the Greek steamer *Mount Taurus*, of Syra, was on the Arklow Bank. Another vessel was standing by her. A moderate southerly breeze was blowing, with a moderate sea. The motor life-boat *Inbhear Mor* was launched at 10.15 A.M. and found that the *Mount Taurus* had a crew of twenty-six aboard. The vessel standing by was the Irish Lights vessel *Alexandra*. As the day passed the weather got worse and the life-boat stood by until the steamer refloated. She returned to her station at 8.10 P.M. - Rewards, £23 4s

MARCH 25TH. - NORTH SUNDERLAND NORTHUMBERLAND. At 7.30 P.M. naval authorities at North Shields asked that the life-boat should be sent out to land an injured man from a minesweeper. The wind was light with a slight swell. At 7.42 P.M. the motor life-boat *W.R.A.* was launched, and found the minesweeper about five miles to the N.N.W. She brought ashore the master and one of the crew, both injured. After the master had been given medical attention, the life-boat took him back to his vessel and returned to her station at 12.45 A.M. The other injured man was taken to hospital. - Rewards, £19 14s.

MARCH 26TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. At 7.17 A.M. a message was received from the Gorleston coastguard that distress signals were being made by a vessel off Caister. A fresh N.E. breeze was blowing, with a moderate sea. At 7.38 A.M. the motor life-boat *John* and *Mary Meiklam of Gladswood*, on temporary service at Gorleston, was launched. When she was north of Yarmouth she found a ship's raft, but no one was on it. When she got abreast of Caister she saw the motor vessel *Ryal* with a crew of eleven, including two gunners, ashore on Cockle Shoal but, just before she reached her, the *Ryal* swung round and refloated. The life-boat went alongside,

and the captain said that the *Ryal's* rudder was badly damaged, his small boat stove in and his life-raft had washed away. On the advice of the life-boat coxswain he allowed the *Ryal* to drive up through Cockle Gap, and when he was under the lee of Scroby Sand he anchored. The life-boat again went alongside, and after making certain that the *Ryal* was in no immediate danger, she returned to Britannia Pier and signalled the coastguard to send a tug. She then returned to the *Ryal* and put some of her own crew on board to help the *Ryal's* crew, who were all exhausted, in getting up the anchor. The tug *R. Lee Barber* now arrived, and after the tug's hawser had been made fast, *Ryal's* anchor was heaved up. This took about two hours, as the motor winch had broken down. The tug then tried to tow her, but could not do it. The *Ryal* was unmanageable as her rudder was fixed across the stern. The life-boat once more put back to harbour and arranged for another tug to be sent out to help. She returned to the *Ryal* and stood by until later. With the help of the two tugs the *Ryal* was brought into harbour. The life-boat then returned to her station at 2.40 P.M. - Property salvage case.

MARCH 27TH. - WALMER, KENT. The Deal coastguard reported that a collision had occurred near the south-west Goodwin Buoy. A fresh northerly breeze was blowing with a very heavy swell. At 4.50 A.M. the motor life-boat *Charles Dibdin (Civil Service No. 2)* was launched, and found the steamer *Italo-Balbo*, of Genoa, which while at anchor, probably at the Contraband Control Base, had been run down by the Danish steamer *Annem* of Copenhagen, about two miles east of Leathercoats. A life-boatman was placed on board her and the life-boat stood by. Although badly damaged above the water line the steamer was in no immediate danger, and the life-boat was able to return to her station, arriving at 8.30 A.M. - Rewards, f36 6s. 9d.

MARCH 30TH. - WHITBY, YORKSHIRE. At 3.30 A.M. a small vessel was reported to be aground on Whitby Rock, but no distress signals had been made. Fishing boats leaving harbour had gone to her help. A strong northerly wind was blowing, with a moderate sea. At 4.15 A.M. the No. 1 life-boat *Mary Ann Hepworth* was launched, as it was thought that the fishing boats might not be able to get alongside. She found the Dutch motor vessel *Frederik*, of Zwartsluis, fast on the rock. Her crew had put out bow anchors to hold her on the rising tide. The life-boat stood by, and at about 7 A.M. the *Frederik* refloated and was brought into the roadstead for examination. After it was found that the *Frederik* had not suffered damage, the life-boat returned to her station, arriving at 7.30 A.M. - Rewards, £15 15s. 9d.

MARCH 31ST. - GREAT YARMOUTH AND GORLESTON, NORFOLK. At 10.20 A.M. a message was received from the Gorleston coastguard that the motor yacht *Alecia*, on naval service, was aground on the

Scroby Sand, and that her dinghy, with two men on board, was rapidly drifting away from her. A fresh S.W. breeze was blowing, but the sea was smooth. At 10.40 A.M. the motor life-boat *John and Mary Meiklam of Gladswood*, on temporary service at Gorleston, was launched, and found the *Alecia* aground, and the dinghy also aground about a quarter of a mile away. The life-boat went towards the dinghy, and when she was in six feet of water, the coxswain let go his anchor ; and drove the life-boat full speed astern until she grounded on the sands. She was still twenty yards from the dinghy. A line was fired to her by the line-throwing gun, and she was hauled out to the life-boat and the two men taken on board. The life-boat's engines were then put to full speed ahead, and she refloated. She towed the dinghy to H.M.D. *Rose Hilda*, which was standing by in the roadstead, and then went towards the yacht. She again anchored, in about seven feet of water, veered down, and again struck the sands heavily. She fired a line from her line-throwing gun and by means of it got a hawser from the yacht and made it fast. Then her engines were put full speed ahead and the yacht's full speed astern, and after about twenty minutes the *Alecia* refloated. The life-boat escorted her into the roadstead, put on board her the two men rescued from the dinghy, and returned to her station, arriving at 12.25 P.M. - Property salvage case.

MARCH 31ST. - TOBERMORY, ARGYLL-SHIRE. At 10.5 A.M. a message was received from the Island of Coll that a vessel was on the rocks a mile from Arinagour. A strong S.W. wind was blowing, with a moderate sea. At 10.35 A.M. the motor life-boat *Sir Arthur Rose* was launched and found the Norwegian steamer *Nydalen*, of Oslo, with her bows submerged and her stern out of the water. Her crew of fourteen had taken to the ship's boats, and were sheltering under the stern. The life-boat went alongside the two boats and took on board the fourteen men. She returned to her station at 5.20 P.M. - Rewards, £9 19s. 6d.

The following life-boats were launched, but no services were rendered for the reasons given :

MARCH 1ST. - FILEY, AND FLAMBOROUGH, YORKSHIRE. Two steamers, one Latvian and the other Norwegian, had been attacked by German aeroplanes. Nothing could be found of the Latvian steamer, and the Norwegian got into Bridlington Harbour without help. - Rewards : Filey, £21 14s. 6d. ; Flamborough, £16 12s.

MARCH 1ST. - ALDEBURGH, SUFFOLK. An Italian steamer *Maria Rose* of Genoa, had struck a mine and sunk eighteen miles off Lowestoft. Two of her boats got away from her and both reached shore without help. - Rewards, £22 14s. 6d.

MARCH 4TH. - DUNGENESS, KENT, AND EASTBOURNE, SUSSEX. A steamer was reported to have been torpedoed, but neither

life-boat could find anything, and news was received later that other vessels engaged in the search had found her. - Rewards : Dungeness, £32 9s. 6d. ; Eastbourne, £40 15s.

MARCH 5TH. - WALMER, KENT. Two large barges, which had broken away from a tug, were drifting towards the Goodwin Sands. The life-boat went alongside them and made sure that there was no one on board. She could not take them in tow, and as they were getting near a minefield, she abandoned them. - Rewards, £14 12s. 6d.

MARCH 5TH. - THE HUMBER, YORKSHIRE. A vessel attached to the balloon barrage service had been reported to be in difficulties, but did not need help. - Permanent paid crew. Rewards, 6s. 9d.

MARCH 5TH. - AMBLE, NORTHUMBERLAND. An explosion had occurred five miles east of Cresswell, and the lights of a ship had disappeared, but the life-boat found nothing. - Rewards, £22 12s.

MARCH 5TH. - ARRANMORE, CO. DONEGAL. A vessel had been reported showing flares, but no vessel in distress could be found. - Rewards, £15 15s. 6d.

MARCH 5TH. - RAMSGATE, KENT. A vessel had been reported ashore and burning flares, but evidently had got off and gone on her way as she could not be found - Rewards, £7 16s. 6d.

MARCH 8TH. - FILEY, YORKSHIRE. A flare had been reported but nothing was found. - Rewards, £34 3s.

MARCH 6TH. - RUNSWICK, YORKSHIRE. Information had been received that a vessel was in distress off Whitby and that that life-boat was unable to put out owing to the heavy seas. The Runswick life-boat was launched but could not cross the bar. The vessel was helped by a tug. - Rewards, £15 6s. 6d.

MARCH 6TH. - SEAHAM, DURHAM. Enemy aircraft had been reported to be bombing and machine-gunning vessels, but nothing could be found. - Rewards, £15 8s. 6d.

MARCH 6TH. - ABERDEEN. The coast-guard had reported that a vessel was being bombed and machine-gunned, but nothing could be found. - Rewards, £14 11s. 6d.

MARCH 7TH. - SHOREHAM HARBOUR. SUSSEX. Flares had been reported several miles off Worthing, but no vessel in need of help could be found. - Rewards, £15 7s. 6d.

MARCH 8TH. - SELSEY, SUSSEX. An aeroplane had been reported down in the sea off Chichester Harbour, but only oil was found, and it was presumed that the aeroplane was lost. - Rewards, £17 12s. 6d.

MARCH 9TH. - ST. ABBS, BERWICK-SHIRE. An object, reported to look like a

drifting raft, had been reported, but it was found to be a tree trunk. - Rewards, £16 14s. 6d.

MARCH 9TH. - HARTLEPOOL, DURHAM. A steamer had been in collision a mile east of Heugh Light and had sunk, but the twenty-three survivors were picked up from their own boats by another vessel. - Rewards, £14 9s. 6d.

MARCH 11TH. - BOULMER, NORTH-UMBERLAND. Distress signals had been seen five miles east of Newton, but no vessel could be found. - Rewards, £14 3s.

MARCH 11TH. - SALCOMBE, AND TORBAY, DEVON. A steamer had sunk after being in collision, twenty miles south by east of Berry Head, but the survivors were rescued by another vessel. - Rewards : Salcombe, £15 9s. ; Torbay, £13 1s.

MARCH 11TH. - RAMSGATE, KENT. The Greek steamer *Niritos*, of Ithaca, had struck a mine E.N.E. of the North Goodwin Light-vessel, but her crew were rescued by another steamer. - Rewards, £8 15s. 6d.

MARCH 14TH. - ST. ABS, BERWICK-SHIRE. Rockets had been reported, but nothing could be found. - Rewards, £16 14s. 6d.

MARCH 16TH. - BARRY DOCK, GLAMORGANSHIRE, AND MINEHEAD, SOMERSET. The Yugo-Slav steamer *Slava*, of Susak, had been torpedoed five and a half miles N.E. of Foreland Point, near Lynmouth, but the survivors were picked up by another vessel. - Rewards : Barry Dock, £6 8s. 6d. ; Minehead, £14 2s. 3d.

MARCH 17TH. - PORT ST. MARY, AND DOUGLAS, ISLE OF MAN. A steamer had stranded, near Fort Island, Isle of Man, but the crew were rescued from the shore by the coastguard life-saving apparatus. - Rewards : Port St. Mary, £25 8s. 9d. ; Douglas, £15 2s. 6d.

MARCH 18TH. - AITH, SHETLANDS. News had been received through Wick Radio that the Italian steamer *Verbania* was in distress, seven miles N.E. of Foula, but the life-boat, which was out for fifteen hours, could find nothing. - Rewards, £21 2s.

MARCH 18TH. - NORTH SUNDERLAND, NORTHUMBERLAND. An explosion had been heard at sea, but nothing could be found. - Rewards, £13.

MARCH 18TH. - GOURDON, KINCARDINESHIRE. Shortly after seven in the morning the body of a man was found among the rocks near Gourdon. There was a fog, and when it lifted a trawler could be seen. The life-boat put out to her but found no survivors. The whole crew of six must have been lost. - Rewards, £15 8s. 6d.

MARCH 18TH. - RAMSGATE, KENT. The Italian steamer *Tina Primo* sank after

striking a mine, but other vessels, which were nearby, took off the crew. - Rewards, £11 14s. 9d.

MARCH 20TH. - NORTH SUNDERLAND, NORTHUMBERLAND. A fishing boat's engine had broken down, but the crew were able to repair it. - Rewards, £8 19s. 6d.

MARCH 23RD. - MONTROSE, ANGUS. A drifter had gone aground near Johnshaven, but she refloated and was able to go on her way. - Rewards, £16 2s. 3d.

MARCH 23RD. - GOURDON, KINCARDINESHIRE. An S.O.S. had been received from about six miles off Tod Head, and it is believed that a destroyer and a trawler had been in collision, but nothing could be found. - Rewards, £38 10s. 3d.

MARCH 23RD. - DOVER, KENT. An R.A.F. Hawker Hurricane aeroplane had been reported down in the sea about five miles off Dover, but nothing could be found. - Rewards, £14 2s. 6d.

MARCH 24TH. - SHOREHAM HARBOUR, SUSSEX. Flares had been reported south of Brighton but nothing could be found. - Rewards, £15 7s. 6d.

MARCH 25TH. - HOLY ISLAND, NORTHUMBERLAND. A vessel had been reported signalling to the E.S.E., but nothing could be found. - Rewards, £15 7s. 6d.

MARCH 27TH. - CROMER, NORFOLK. An aeroplane had been reported down in the sea, and parachute flares were seen, but nothing could be found. - Rewards, £34 12s.

MARCH 28TH. - EXMOUTH, DEVON. Flares had been reported, but nothing could be found, and it was thought that they had come from aeroplanes which were manoeuvring at the time. - Rewards, £27 13s.

MARCH 28TH. - BEAUMARIS, ANGLESEY. Flashes had been reported, but nothing could be found. - Rewards, £19 18s. 6d.

MARCH 28TH. - WELLS, NORFOLK. Flares had been reported and the Dutch motor vessel *Wilhelmina* was found, apparently disabled, but the captain denied making distress signals. - Rewards, £16 17s. 6d.

MARCH 29TH. - BRIDLINGTON, YORKSHIRE. A steamer was reported to have been attacked by enemy aircraft, fifteen miles S.E. of Flamborough Head, but nothing was found. - Rewards, £21 7s. 6d.

MARCH 29TH. - CRESSWELL, NORTH-UMBERLAND. An aeroplane, believed to be a German Heinkel bomber, had come down into the sea three-quarters of a mile east of the life-boat station, but nothing could be found. - Rewards, £37 8s. 6d.

MARCH 29TH. - SCARBOROUGH, YORKSHIRE. The coastguard reported that a

convoy was being bombed by enemy aircraft several miles off, but no vessels were found in need of help. - Rewards, £39 10s. 6d.

MARCH 30TH. - HASTINGS, SUSSEX. A fishing boat. had been reported missing, but the life-boat could not find her. Later, wreckage was found. The boat must have been lost with both the men on board. - Rewards, £36 13s. 2d.

MARCH 30TH. - ILFRACOMBE, DEVON. Lights had been reported, but as they were thought to come from a naval vessel, and not to be distress signals, the life-boat was recalled. - Rewards. £20 18s.

MARCH 31ST. - SKEGNESS, LINCOLN-SHIRE. A barrage balloon had been reported down in the sea, but it was picked up by a trawler. - Rewards, £10 1s. 6d.

APRIL

Launches 53. Lives rescued 40.

APRIL 1ST. - FLEETWOOD, LANCA-SHIRE. At 1.30 P.M. a message was received from the Wyre Lighthouse that a ship's life-boat needed help. A moderate W.S.W. wind was blowing with a slight sea. At 1.40 P.M. the motor life-boat *Ann Letitia Russell* was launched and found the boat, which belonged to Blackpool, with two men on board, one and three-quarter miles E.N.E. of the light-house. In the shallow water the life-boat could not go alongside. She anchored and veered down as near as possible and then fired a line, but it fell short of the boat. The tide however, was rising, and later the life-boat was able to go alongside the boat, which was half full of water, and rescued the two men who were exhausted. She returned to her station at 5.30 P.M. - Rewards, £5 12s. 6d.

APRIL 1ST-2ND. - STORNOWAY, ISLAND OF LEWIS. During the forenoon of the 1st April, a strong easterly wind sprang up increasing to a whole gale, with a rough sea. The harbour was very congested with vessels taking shelter. One of these, the Italian steamer *Verbania*, of Naples, in ballast, which had been towed into Stornoway. short of coal, while bound from Aarhus to New-castle, dragged her anchors and fouled several coal hulks. The coal hulk *Black Miner*, of Stornoway, was in grave danger of being fouled and at 4.30 P.M., the motor life-boat *William and Harriot* was launched and landed the twelve men, on board the hulk, returning to her station at 5.30 P.M. The *Black Miner* held to her moorings.

On the following day the *Verbania* was again in difficulties and went ashore near Holm Point. A light westerly wind was blowing and the sea was slight. In response to a red flare the motor life-boat launched at 2.15 A.M., but found the crew were in no immediate danger. She stood by for a time and returned to her station again at 3.30 A.M. The *Verbania* was later refloated with the help of an Admiralty trawler. - Rewards : £3 5s. 6d. ; and £6 11s.

APRIL 5TH. - ANSTRUTHER, FIFE-SHIRE. At 5 A.M. a message was received from the coastguard that a vessel was ashore at Balcomie Bay. A strong N.E. breeze was blowing, with a rough sea. At 5.25 A.M. the motor life-boat *Nellie and Charlie* was launched and found the Norwegian motor vessel *Bjornhang*, of Oslo, aground. Three of her crew had already reached the shore in the ship's small boat. The life-boat went alongside but the captain of the *Bjornhang* did not wish to abandon ship, although most of the crew wished to do so. Seven of them came on board the life-boat, but the captain and mate remained on board the ship. As the weather was improving, and they were not in immediate danger, the life-boat returned to her station, arriving at 8.50 A.M. Later the captain and mate landed in their small boat. - Rewards, £9 4s.

APRIL 7TH. - BLYTH, NORTHUMBER-LAND. At 6.25 A.M. the coastguard reported that an aeroplane had crashed in the sea three miles south of Blyth. A light S.W. breeze was blowing with a choppy sea. The motor life-boat *Joseph Adlam* was launched at 6.50 A.M. One survivor from the aeroplane was picked up by a naval speed boat, and the life-boat found a parachute, but the other two airmen could not be found, and the bodies were recovered later by a naval speed boat. The life-boat returned to her station at 9.30 A.M. - Rewards £4 16s. 6d.

APRIL 9TH. - LOWESTOFT, SUFFOLK. At 6.50 P.M. the assistant mechanic reported a small boat in difficulties. A strong N.N.W. wind was blowing, and the sea was rough. The motor life-boat *Michael Stephens* was launched at 7.5 P.M. and found the boat drifting towards the Newcome Sands. The three men in her had left the minesweeper *Waverley* for line-fishing, but had lost their anchor and had exhausted themselves in their efforts to make harbour. The life-boat rescued them, took their boat in tow and brought them into harbour at 8.10 P.M. - Rewards, £20 2s. 6d.

APRIL 9TH. - LYTHAM - ST. ANNES, LAN-CASHIRE. The police reported at 2.30 A.M. that rockets had been seen north of Southport Pier, and the motor life-boat *Dunleary* put out at 3.10 A.M. A moderate N.W. breeze was blowing, but the sea was smooth and the weather fine. The life-boat found the S.S. *Afon Gwili*, of Llanelly, on the north bank near Salters Buoy. There was not enough water for her to get near the steamer, but she was able to land two of her crew on the bank and they walked to the steamer and went aboard. The master had sent for a pilot and a tug. After taking her two men aboard again the life-boat brought out a pilot, and with his help the steamer got off on the next tide, without the need of a tug. The life-boat returned to her station at 10 A.M. - Rewards £14 1s. 6d.

APRIL 10TH. - RAMSGATE, KENT. At about 6.50 P.M. the naval authorities reported that a tug was ashore on the North Goodwin

Sands. A strong N.N.E. breeze was blowing and the sea was rough. The motor life-boat *Prudential* was launched at 7.5 P.M., and found the steam tug *Fairplay I* ashore, with heavy seas breaking over her. Letting go her anchor the life-boat veered down to the tug, but the captain refused to leave her. As night was approaching and the coxswain considered his own position dangerous, the life-boat moved to deeper water, after the crew of the tug had again declined to abandon their vessel. Two hours later the tug burned flares and the life-boat again closed in. The tug was now lying with a heavy list to port. There was not enough water, and the life-boat, after shipping two heavy seas, struck the sands heavily. She also struck the tug and was damaged. Telling the crew of the tug that she would come in again on the rising tide the life-boat drew near: with some difficulty, and awaited daylight. At daybreak the *Fairplay* said that she would probably float at high water, but that her engine was disabled. Tugs came to her help and she was refloated and towed in. The life-boat returned to her station at 7.50 A.M. after twelve hours on service. An increase in the usual money awards on the standard scale was made to each member of the crew. - Standard rewards: £12 19s. 6d.; additional rewards to crew, £9; total rewards, £21 19s. 6d.

APRIL 15TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. Just after midnight on the 14th April the coast-guard reported a vessel to the N.E. by E. of Britannia Pier, which was not showing distress signals but which appeared to be ashore on Scroby Sand. A S.W. breeze was blowing - increasing later to gale force - and the sea was very heavy. The motor life-boat *Louise Stephens* was launched at 1.20 A.M., and as she neared the N.W. Scroby Buoy she saw morse signals on a hand torch. She found the motor vessel *Heemskirk*, of Rotterdam, fast aground. She was bound, laden, from Blyth to Antwerp and had a crew of six. The captain would not leave her but asked that messages be sent to his agents for a tug. The lifeboat tried but failed to send the message by wireless to Cromer and Yarmouth and then stood by. At daylight the tide had ebbed and the *Heemskirk* was safe for a time, so the life-boat went back to harbour and asked for a tug. She then returned to the steamer and asked the captain if he would take the tug's hawser. He replied that he would try to get off himself. The wind was now increasing and there was a heavy swell making on the sands. When, at ten o'clock, the captain asked if the life-boat would get him the tug's hawser, the coxswain had to say that the weather was now too bad and asked the captain if he would abandon ship. He replied that he would stay on board, and he tried to refloat the steamer, but his engines stopped. Again the coxswain asked what the captain intended to do, as the weather was getting very bad. By 12.20 P.M. heavy seas were breaking over her, and the men were in the wheelhouse, with their life-jackets on, waving to the life-boat to come alongside.

She did so, with great difficulty, and took off two men. Then a heavy sea flung her twenty yards from the ship, and at the same time slewed the steamer round. The life-boat then approached from the other side. A heavy sea breaking over the steamer nearly washed the captain and mate overboard, but the life-boat got alongside and the four men jumped aboard her. As the life-boat drew away from the steamer she struck the bottom heavily, slightly damaging her keel. She made for Yarmouth, where she landed the six rescued men at 1.30 P.M., and returned to her station, arriving at 2 P.M. An hour later she again went out to the *Heemskirk*, which had floated off and was adrift in Barley Pisle. A tug also went out. Life-boatmen went on board the steamer and made fast a tow-rope. Then, with the life-boat standing by, the tug brought the steamer into harbour about 5.30 P.M.

An increase in the usual money awards on the standard scale was made to each member of the crew for the first service. - Standard rewards, £18 18s. 6d.; additional rewards, £11; total rewards, £29 18s. 6d. Second service, property salvage case.

APRIL 15TH. - CAISTER, NORFOLK. During the afternoon a motor fishing boat was seen to be in difficulties. A strong W. by N. wind was blowing with a heavy ground swell. The pulling and sailing life-boat *Charles Burton* was launched at 7.35 P.M. and found the motor fishing boat *Don't Know*, of Great Yarmouth, with a crew of two, nearly in the breakers off Caister Shoal. Her engine had broken down and her anchor was dragging. The life-boat towed her in and returned to her station at 9 P.M. - Rewards, £29 5s.

APRIL 16TH. - RAMSGATE, KENT. A steamer was seen ashore on the North Goodwin Sands at about 7 P.M. and the motor life-boat *Prudential* was launched at 7.26 P.M. A westerly wind was blowing, with a moderate sea, and at times snow and hail squalls. The life-boat found the vessel to be the S.S. *Alba*, of Panama, of over 3,400 tons, laden with grain for the continent from the River Plate. She stood by her until, at high water the following night, she was refloated by six tugs. The life-boat returned to her station at 8.30 P.M. having been out for thirty-seven hours. - Property salvage case.

APRIL 19TH. - WHITBY, YORKSHIRE. Early in the morning five fishing boats left to lift their crab pots. A N.E. wind of gale force got up with a rough sea and heavy rain, and two of the boats returned. As the weather grew worse the No. 1 motor life-boat *Mary Ann Hepworth* was launched at 10.20 A.M., and escorted the other three boats, *Success*, *Venus* and *Provider*, to harbour in turn. She returned to her station at 1.45 P.M. - Rewards, £4 16s. 6d.

APRIL 22TH. - WEYMOUTH, DORSET. At 6.30 P.M. the Wyke Regis coastguard reported that a motor boat was drifting about a mile off Wyke. A moderate S.E. breeze was blowing, with a very heavy swell. The

motor life-boat *William and Clara Ryland* was launched at 7.15 P.M. and came up with the motor boat three and a half miles N.W. of Portland Bill. She was the *Edith May*, of Weymouth, with a man and boy on board. Her engine had broken down, and had not the life-boat arrived when she did the *Edith May* would have been driven ashore, with the almost certain loss of her crew, for the swell was breaking with tremendous force on Chesil Beach. The life-boat was just in time to rescue the man and boy, and with their boat in tow, she reached her station again at 10.50 P.M. - Rewards, £7 10s.

APRIL 22ND. - RAMSGATE, KENT. At 2.10 P.M. a message was received from the naval base that a vessel was sinking south of Gull Buoy. A gentle E.N.E. breeze was blowing, with a slight sea. At 2.20 P.M. the motor life-boat *Prudential* was launched and found that the Norwegian steamer *Bravore*, of Farsund, coal laden, had been mined. Only a little of her stern was now above water. No one was on board. Of the crew of twenty-five of the *Bravore*, two had been picked up badly injured by the Dutch S.S. *Budga*. Two others were picked up by another vessel and landed at Deal. The remaining twenty-one were lost. The two men on the *Budga* were brought ashore by the life-boat, which returned to her station at 3.50 P.M. - Rewards, £5 3s.

APRIL 22ND. - SHERINGHAM, NORFOLK. At 5.20 P.M. the Skeldon Hill coastguard telephoned that a barge half a mile away was flying a signal. The weather had been foggy, with a strong easterly wind blowing and a moderate sea, but the fog cleared and the flag was seen to be the red ensign upside down, a distress signal. At 5.35 P.M. the motor life-boat the *Foresters Centenary* was launched. She found the barge *Mahelah*, of London, laden with Admiralty stores, and brought ashore the officer in charge. As the barge was in difficulties on a lee shore, it was decided to bring ashore the other three members of the crew, and the life-boat went out again at 6.30 P.M. The barge was made as safe as possible and the life-boat returned with the three men at 8.5 P.M. The barge's cable held and she was still at anchor on the following day. Later her crew returned to her and went on their way. - Rewards, £19 9s. 6d.

APRIL 25TH. - THE MUMBLES, GLAMORGANSHIRE. At 7 P.M. the coastguard reported that a trawler had been mined and torpedoed some four miles from the signal station. The sea was smooth, with a light S.W. wind. The motor life-boat *Edward Prince of Wales* was launched at 7.30 P.M. and found the vessel to be the S.S. *Seminole*, of London, of 10,000 tons, bound from Nova Scotia for Swansea. A naval trawler was already on the scene and had taken off several injured men. The life-boat stood by for some time and returned to her station at 12.12 A.M. - Rewards, £10 4s.

APRIL 26TH. - GALWAY BAY. At 5.30 A.M. the local doctor asked that the

life-boat should take a boy to Galway for an immediate operation. A moderate S.E. wind was blowing and the sea was calm. All the local boats were away fishing. The motor life-boat *K.E.C.F.* was launched at 6 A.M. and, as no ambulance could be summoned to the nearer coast of Connemara, she took the boy to Galway. On arrival he was at once operated on, and his life saved. The life-boat returned to her station at 5.0 P.M. - No expense to the Institution.

APRIL 27TH. - WALMER, KENT. Shortly before 6 A.M. a Kingsdown boatman reported that a steamer was ashore in Old Stairs Bay, Kingsdown. There were patches of fog, with a light south-westerly wind blowing and a smooth sea. The motor life-boat *Charles Dibden* (Civil Service No. 2) was launched at 6.6 A.M. and found the Dutch steamer *Helder*, of Amsterdam. She had a crew of thirty eight on board and was laden with sugar and wheat from the West Indies. Two Deal motor boats helped the life-boat to run out a kedge anchor, and when the tide rose the steamer was hauled off at 2.30 P.M. The life-boat escorted her to an anchorage in the Downs, and returned to her station at 3.45 P.M. - Property salvage case.

APRIL 29TH. - WHITBY, YORKSHIRE. At 4.10 P.M. the coastguard reported that a vessel was ashore at Robin Hood's Bay, six miles to the south of Whitby. There was a dense fog, with a light S.E. wind and a strong ground swell. The No. 1 motor life-boat *Mary Ann Hepworth* was launched at 4.20 P.M. and found the S.S. *White Toft*, of Middlesbrough, of over 400 tons, laden with steel and carrying a crew of fifteen. She lay on the rocks, full of water and with heavy seas washing over her. Going in stern first the coxswain took the life-boat alongside and rescued the crew. She returned to her station at 7 P.M. A letter of appreciation was sent to the coxswain and an increase in the usual money award on the standard scale was granted to each member of the crew. - Standard rewards to the crew and helpers, £4 16s. 6d. ; additional rewards to crew, £3 ; Total rewards, £7 16s. 6d.

APRIL 30TH. - WICK, CAITHNESS-SHIRE. At 12.10 A.M. information was received that a vessel was in distress on the North side of Wick Bay. A fresh S.E. breeze was blowing, with a heavy sea. The motor life-boat *City of Edinburgh* was launched at 12.30 A.M. and found the Aberdeen steam trawler *Strathalford*, with a crew of ten, hard and fast on the rocks. She lay almost surrounded by them and the seas were breaking over her. The life-boat could not get alongside, but she was able to pick up one man who had been washed overboard. Meanwhile the coastguard life-saving apparatus had come into action and, with the life-boat standing by and playing her searchlight on the trawler it rescued five men. Three had already been drowned. One man was still on the trawler clinging to the rigging. After several attempts the life-boat got a

line to him and hauled him aboard. She returned to her station at 5 A.M. - Rewards, £8 1s.

The following life-boats were launched but no services were rendered for the reasons given :

APRIL 1ST. - SOUTHEND - ON - SEA, ESSEX. A small yacht, with three men on board, was in distress in a gale, but the men were rescued by a fishing smack. - Rewards, £8 9s.

(See Sheerness, " Services by Shore-boats," page 144.)

APRIL 1ST. - CLOVELLY, DEVON. An R.A.F. aeroplane had come down into the sea very near the shore, but the help of the life-boat was not needed. - Rewards, £8 0s. 6d.

APRIL 2ND. - WALTON AND FRINTON, ESSEX. An R.A.F. Hurricane aeroplane was reported to be in distress near the Cork lightship, but nothing could be found. - Rewards, £6 12s. 6d.

APRIL 3RD. - HARTLEPOOL, DURHAM, AND WHITBY, YORKSHIRE. A British Spitfire fighter aeroplane and a German Heinkel bomber had come down in the sea thirty miles east of Hartlepool, but the five German airmen and the British pilot were rescued by two steamers. - Rewards : Hartlepool, £4 4s. ; Whitby, £4 16s. 6d.

APRIL 3RD. - HOLY ISLAND, NORTH-UMBERLAND. A vessel had been reported to be on fire six miles N.E. of the Longstone Lighthouse, but nothing could be found. - Rewards, £5 2s. 6d.

APRIL 5TH. - THE MUMBLES, GLAMORGANSHIRE. An aeroplane had fallen into the sea, but nothing could be found. - Rewards, £11 8s.

APRIL 7TH. - WESTON - SUPER - MARE, SOMERSET. An aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £13 13s.

APRIL 9TH. - STROMNESS, ORKNEYS. A raft had been seen, but an aeroplane reported that there was no life on board, and the life-boat was recalled by wireless. - Rewards £4 16s. 6d.

APRIL 12TH. - TENBY, PEMBROKE-SHIRE. An aeroplane had been reported down in Carmarthen Bay, but nothing could be found. - Rewards, £5 4s. 6d.

APRIL 14TH. - THE HUMBER, YORKSHIRE, AND SKEGNESS, LINCOLN-SHIRE. An R.A.F. aeroplane had been reported down in the sea several miles off Mablethorpe, but nothing could be found. - Rewards : Skegness, £8 1s. 6d. ; The Humber, permanent paid crew, 9s.

APRIL 14TH. - WHITBY, YORKSHIRE. A bombing aeroplane had been reported

down in the sea some twenty miles out, but nothing could be found. The life-boat covered seventy miles. - Rewards, £13 12s.

APRIL 15TH. - RAMSGATE, KENT. Aircraft had been reported down in the sea about thirty miles east of Ramsgate, but the life-boat was recalled by other aircraft which had already made a search. - Rewards, £7 16s. 6d.

APRIL 15TH. - LONGHOPE, ORKNEYS. Vessels had been reported ashore, but only one was found and she did not need help. - Rewards, £9 6s.

APRIL 15TH. - THURSO, CAITHNESS-SHIRE. Two drifting ship's boats had been reported off Dunnet Head, but both were empty. - Rewards, £5 3s. 6d.

APRIL 15TH. - SKEGNESS, LINCOLN-SHIRE. A Blenheim bomber had been reported down in the sea, but nothing could be found. - Rewards, £20 12s. 6d.

APRIL 16TH. - THE HUMBER, YORKSHIRE. An aeroplane had been reported down in the sea, but nothing could be found. - Permanent paid crew.

APRIL 16TH. - ROSSLARE HARBOUR, CO. WEXFORD. A fishing boat had gone aground, but she floated off and did not need help. - Partly paid permanent crew. Rewards, £2 7s.

APRIL 17TH. - SKEGNESS, LINCOLN-SHIRE. An aeroplane was reported to have fallen into the sea in flames, but nothing could be found. - Rewards, £6 14s. 6d.

APRIL 20TH. - TOBERMORY, ARGYLL-SHIRE. A little girl had been reported missing on an island, and the life-boat with its searchlight searched the shores of the island by night without success. Next day the girl was found by another boat. - Rewards, £6 5s.

APRIL 20TH. - RAMSGATE, KENT. A steamer had struck a mine and had sunk within three minutes, but her crew were rescued by another steamer. - Rewards, £5 3s.

APRIL 21ST. - WALMER, KENT. Cries for help were heard coming from the sea, and found later to be from a man who had jumped overboard from the S.S. *Montferland*, of Amsterdam, but he was picked up by a boat from a Norwegian steamer. - Rewards, £19 7s.

APRIL 22ND. - HOWTH, CO. DUBLIN. Two small fishing boats were at sea in bad weather, but they made harbour without help. - Rewards, £10 12s.

APRIL 22ND. - SKEGNESS, LINCOLN-SHIRE. A Hurricane fighter aeroplane had been reported missing, but nothing was found. - Rewards, £7 8s.

APRIL 23RD. - RAMSGATE, WALMER, AND MARGATE, KENT. A steamer had been mined and had sunk off the North Foreland, but her crew were taken off by naval vessels. - Rewards : Ramsgate, £5 3s. ; Walmer £14 12s. 6d. ; Margate, £9 8s.

APRIL 25TH. - PORT ERIN, ISLE OF MAN. The French steamer *Benerau Mitznigr*, of Marseilles, had been in collision, but she was able to go on her way without help. - Rewards, £5 8s. 6d.

APRIL 26TH. - RAMSGATE, KENT. A vessel had been reported aground on the Goodwin Sands, but was found to be afloat and anchored close to the sands. - Rewards, £5 3s.

APRIL 26TH. - CLOUGHY, CO. DOWN. A motor boat had gone aground in dense fog, but was able to get off unaided. - Rewards, £6 15s.

(See Cloughy, " Services by Shore-boats," page 145).

APRIL 29TH. - WALMER, KENT. A motor boat which had been expected in before sundown had not returned, but she got in later without needing help. - Rewards, £19 7s.

MAY

Launches 52. Lives rescued 33.

MAY 2ND. - LYNMOUTH, DEVON. At 7.15 A.M. the Croyde coastguard reported a steamer ashore to the east of Lynmouth. A light easterly wind was blowing, with a smooth sea, and the weather was hazy. The pulling and sailing life-boat *Prichard Frederick Gainer* was launched at 7.50 A.M. and pulled to Embelle Wood Bay. There, men sent by car from the life-boat station had found two steamers ashore, the S.S. *Giannoulis Gounaris*, of Piraeus, bound with coal to the Mediterranean, and the S.S. *Lunineach*, of Limerick, with coal for Rouen. Their captains said that they hoped to get them off on the afternoon tide. The life-boat stood by for a time while efforts were made without success to refloat the steamers, and returned to her station at 3.45 P.M. The *Lunineach* was towed off on the following day, but the other vessel had broken her back.

An increase in the usual money award on the standard scale was granted to each member of the crew. - Standard rewards to crew and helpers, £15 16s. 6d. ; additional rewards to crew, £4 17s. 6d. ; total rewards, £20 14s.

MAY 7TH. - WHITBY, YORKSHIRE. At 7.15 A.M. the coastguard reported that a keel boat three miles off was showing a distress signal. She was the *Prosperity*, of Whitby, with a crew of five. A light westerly wind was blowing and the sea was smooth, but with the possibility of attack by German aircraft the *Prosperity*, could not be left at sea, and as no other boat was available, the No. 1 motor life-boat *Mary Ann Hepworth* was launched and towed her in, arriving at 9.30 A.M. - Rewards, £3 11s. 6d.

MAY 8TH. - SEAHAM, DURHAM. The motor life-boat *Elizabeth Wills Allen* was launched at 10 A.M. to the help of the motor fishing boat *Sceptre*, of Sunderland, which was aground on the rocks to the south side of the harbour. The sea was smooth. The life-boat stood by until the *Sceptre* refloated under her own power, and returned to her station at 1 P.M. - Rewards, £4 19s. 6d.

MAY 13TH. - HOLYHEAD, ANGLESEY. At 4.30 A.M. it was reported from Rhoscolyn that a ship was ashore at Penrhos Point, near the South Stack. The weather was calm. The motor life-boat *A.E.D.* was launched at 5 A.M. with only half her crew and found the S.S. *Kyle Firth*, of Glasgow. She had a crew of nine and a cargo of stone chippings. Four of them had got away in one of the ship's boats, and the life-boat rescued the other five. She returned to her station at 6.45 A.M. - Rewards, £1 18s.

MAY 14TH. - SELSEY, SUSSEX. At 1.23 A.M. information was received through the coastguard from the Commander-in-Chief, Portsmouth, that the S.S. *Hamla*, of London, was in distress about twenty miles from Selsey Bill in a south-easterly direction. A light southerly breeze was blowing with a smooth sea, and there was fog. The motor life-boat *Canadian Pacific* was launched at 1.55 A.M. and when she found the steamer at about 6 A.M., tugs were standing by. The *Hamla*, which was laden and carried a crew of thirty-five, had been holed in a collision and her boiler had been put out of action. A destroyer arrived and the life-boat took her doctor to the *Hamla*. The *Hamla* was then taken in tow by the tugs, and the life-boat escorted them to Portsmouth, returning to her station at 6 P.M. - Rewards, £18 10s. 6d.

MAY 17TH. - ARBROATH, ANGUS. Late at night it was learnt that the local fishing boat *Floreat* was three hours overdue. Although the weather was fine the motor life-boat *John and William Mudie* was launched at midnight to search for her. She found her about two miles out and escorted her home at 1 A.M. on the 18th. The *Floreat* was not in distress but had been late in leaving the fishing grounds. - Rewards, £4 16s.

MAY 19TH. - FRASERBURGH, ABERDEENSHIRE. At 12.12 P.M. a message was received from the Kinnaird Head coastguard that a small fishing boat, about a half mile off shore, appeared unable to get back. At 12.35 P.M. a further message came that she was drifting out to sea. There was a fresh S.S.E. breeze blowing, with a light swell. At 1 P.M. the reserve motor life-boat *John Russell*, on temporary duty at Fraserburgh, was launched and found the fishing yawl, *Margaret*, of Fraserburgh with three boys on board. The boys were taken into the life-boat which then towed the yawl to Broadsea shore. There she put the boys aboard her again and stood by until they had safely beached her. She returned to her station at 2.20 P.M. - Rewards, £2 19s.

MAY 22ND. - WALMER, KENT. At 2.30 A.M. a message was received from the Deal coastguard that a steamer anchored near the South Goodwins had on board four survivors from the S.S. *Firth Fisher*, of Barrow. She had been mined and had sunk. The men were injured and urgently needed a doctor. With a strong easterly wind blowing and a heavy swell along shore, the weather was too bad for the ordinary shore motor boats to go out, and the motor life-boat *Charles Dibdin* (Civil Service No. 2) was launched at 2.50 A.M., with a doctor on board. She brought the four men of the *Firth Fisher* ashore and they were taken to hospital. The life-boat returned to her station at 5.25 A.M. - Rewards, £19 7s.

MAY 24TH. - WALMER, KENT. At 4.45 A.M. a message was received from the Deal coastguard that a steamer, with a number of women and children on board, had been bombed by enemy aircraft and was drifting in the South Downs. A light south-west breeze was blowing and the sea was smooth. At 4.55 the motor life-boat *Charles Dibdin* (Civil Service No. 2) was launched, and was given the position of the steamer by the guardship, with orders not to take anyone off her unless they had been seriously injured. The life-boat found the steamer to be the *Tlemcen*, of Rouen. There were no cases of serious injury on board and the life-boat returned to her station. On her way the guardship signalled to her to speak a French tug, which she found to be the *Champion*, filled with women and children, refugees from Calais. She reported this to the naval authorities and was ordered to stand by the tug. This she did and distributed her emergency rations of chocolate and biscuits among the children on the *Champion*. She then saw a large steamer with a heavy list approaching the Downs. She went alongside, found her to be the *Bhutan*, of London, and stood by her until she anchored in the Downs. The life-boat then went back to the tug, signalled the coastguard, and was told to return to her station, which she reached at 10.25 A.M. - Rewards, £14 12s. 6d.

MAY 24TH. - WICK, CAITHNESS-SHIRE. At 12.30 P.M. a message was received from the coastguard that distress signals were being made on a vessel's siren. The weather was foggy. There was no wind, but a slight sea. At 12.45 P.M. the motor life-boat *City of Edinburgh* was launched, and found the S.S. *Ford Fisher*, of London, close in shore north of Staxigie. She had been in collision with a trawler and then had damaged her propeller on a rock. The life-boat returned to get the help of H.M. Drifters *Violet Flower* and *Prospects Ahead*. Ropes were passed by the life-boat, between the *Ford Fisher* and the drifters, which then took the steamer in tow, with the life-boat escorting them. The ropes parted several times, and once the life-boat had to tow the steamer off the rocks, but in the end she was brought safely in. The life-boat returned to her station at 3.30 P.M. - Rewards £4 7s. 6d.

MAY 24TH. - STORNOWAY, ISLAND OF LEWIS. At 6.15 P.M. it was reported by the coastguard that the firing of rifles or rockets had been heard in Broad Bay. Later a message was received from another source that a vessel was ashore near the village of Shader. A light S.W. breeze was blowing, and the sea was calm, but the weather was foggy and visibility was very poor. At 7.15 P.M. the motor life-boat *William and Harriot* was launched, but the fog became very dense and on reaching Broad Bay the life-boat had to anchor, and it was not until about 4.30 A.M. on the 25th that she saw the S.S. *Stanlake*, of London, at anchor. The steamer had been aground but had floated clear. The life-boat gave her her position and returned to her station, arriving at 7 A.M. - Rewards, £8 5s.

MAY 25TH. - CAISTER, AND, GREAT YARMOUTH AND GORLESTON, NORFOLK. At 12.20 P.M. a heavy explosion was heard at Caister, and later it was learnt that the trawler *Charles Boyes*, engaged in Admiralty service, had been mined near the North Scroby Buoy. A light S.E. breeze was blowing and the sea was smooth. At 12.30 P.M. the pulling and sailing life-boat *Charles Burton* put out. All she found was the wreckage of the trawler and two of her crew, both suffering severely from shock. She brought them ashore, where a doctor and other help were waiting for them, and they were taken to the Yarmouth hospital. The life-boat arrived back at her station at 2.10 P.M.

At Great Yarmouth and Gorleston also the explosion had been heard and at 12.40 P.M. the motor life-boat *Louise Stephens* was launched. She spoke the Caister life-boat, as she was returning with the two men on board, and then went farther north. There she picked up a man, who was floating face downwards, unconscious, and two members of her crew attempted to revive him. She continued her search and another man was found floating on wreckage. He had been wounded in the back of his head. Life-boatmen dressed his wound and the life-boat continued her search, but found no more survivors. She then sent a wireless message to the naval base at Yarmouth, asking for a doctor to be in readiness at Britannia Pier, and returned to Gorleston. There a doctor was waiting. The unconscious man who had been receiving artificial respiration all the time was found to be dead. The wounded man was landed and the life-boat returned to her station at 3.20 P.M. - Rewards, Caister, £14 12s. 6d. ; Great Yarmouth and Gorleston, £6 13s.

MAY 25TH. - RAMSGATE, KENT. At 6.34 P.M. a message was received from the Ramsgate coastguard that the R.A.F. command at Manston had reported an aeroplane down in the sea approximately five miles from Dunkirk, and that the naval authorities had asked that the life-boat should be sent, as no other suitable boat was available. A light E.N.E. breeze was blowing with cloud and mist, and the sea was smooth. At 6.55 P.M. the motor life-boat *Prudential* was

launched and reached the position given, about thirty-five miles from Ramsgate, at 9.40 P.M. The sea was covered with oil and wreckage. Aeroplanes were fighting overhead. Many explosions were heard very near to the life-boat, and one enemy aeroplane swooped and circled round the life-boat. She could find no trace of the aeroplane which had been reported in the sea, and after taking on board a 14-foot ship's dinghy, which was unnamed, she returned to Ramsgate. The enemy aeroplane which had circled round the life-boat was seen to be joined by others, and they then made for the English coast. The life-boat returned to her station at 12.30 A.M. of the 26th. While she was being refuelled an air-raid warning was sounded. She was finally re-moored and ready for service by 1.5 A.M. - Rewards, £11 8s.

MAY 26TH. GREAT YARMOUTH AND GORLESTON, NORFOLK. At 12.35 P.M. a message was received from the Caister alert station that two naval speed boats had gone aground on the Scroby Sand. A light S.S.E. breeze was blowing ; the sea was smooth, but there was a mist. At 12.50 P.M. the motor life-boat *Louise Stephens* was launched and she reached the Scroby Sands forty minutes later. She found the two speed boats aground on the top of the sand. She approached them, but grounded herself. A small dinghy from one of the speed boats was then rowed towards the life-boat, bringing a rope for towing with her, but she could not reach the life-boat, so the life-boat fired a line over the dinghy; pulled it alongside; took the rope on board; and made it fast. The life-boat then tried for about three-quarters of an hour to haul off the speed boats, but the tide was falling and the life-boat again touched bottom. The coxswain bent on two mooring ropes, two veering lines and two heaving lines to the tow-rope and moved away from the sands until he was able to anchor in ten feet of water. It was then 3 P.M., but with the tide falling it was impossible for the life-boat to tow any longer. About 5 P.M. an officer from the speed boat came out in the dinghy to say that the life-boat could get nearer to the speed boats on the east side of the sands, but the life-boat was now hard aground, and could not get off. It was not until 7.30 that she refloated, and she then went round to the east side. There she went alongside a paddle minesweeper which had just arrived and its captain asked the coxswain his opinion of the weather and the risk run by the men on the two speed boats. The coxswain told him that the sands would be covered with from three to four feet of water at high tide, and if the weather got worse the men on board the speed boats might be in considerable danger ; for the life-boat could not get near them. At the request of the captain of the minesweeper the coxswain then took the life-boat as near as possible to the speed boats and dropped anchor in four feet of water. Four men from each speed boat were taken on board the life-boat, which transferred them to the

minesweeper. This left four men on each speed boat. A tug from Yarmouth had now arrived and the coxswain of the life-boat advised the captain of the minesweeper that the best way to refloat the boats would be to get a gradual strain on the hawsers just after midnight. At 12.45 A.M. on the 27th the tug refloated one of the two boats and the life-boat went alongside her and found that she was quite seaworthy. The tug then towed this boat to harbour and the life-boat lay alongside the minesweeper while the minesweeper tried to tow off the other boat with its windlass. At 1.30 A.M. the rope parted. The life-boat then went in towards the sands to see if she could re-connect the tow ; let go anchor and veered down until she herself was touching bottom. The dinghy then brought out a rope to the life-boat, which started to tow but the rope parted again. The life-boat veered down again, and until 3 A.M. was trying to pull the speed boat off the sands but without success. The tide was now falling and nothing more could be done until it rose again. As the weather was fine the captain of the minesweeper told the life-boat coxswain that he could return to his station, and that a signal would be made if his help were again wanted. The life-boat arrived back at Gorleston at 5 A.M., remained afloat until 11 and then, as no signal was made, was rehoused. - Rewards, £19 14s.

MAY 30TH. - WALMER, KENT. At 4.45 A.M. a message was received from the Deal coastguard that a vessel with dead and wounded men on board had arrived in the Downs and that a doctor was wanted. A light northerly breeze was blowing and the sea was smooth. It was very foggy. At 5.10 A.M. the motor life-boat *Charles Dibdin* (Civil Service No. 2) was launched with Mr. James Hall, M.B., B.S., F.R.C.S., stretchers and surgical appliances on board. The vessel was the S.S. *Yewdale*, of Glasgow, and Mr. Hall and a life-boatman were put on board. There were about 800 troops and crew on board, seventy-seven were wounded and eight were dead. There were too many cases for the doctor to treat himself. He wanted the steamer to get them ashore as soon as possible. It was not easy in the thick fog, and the steamer's compass and wheelhouse had been shot away, but piloted by the life-boat the steamer got into Ramsgate harbour and was safely berthed. The life-boat returned to her station at 10.15 A.M. - Rewards, £14 12s. 6d.

MAY 30TH. - GOURDON, KINCARDINE-SHIRE. At 5 A.M. a vessel was sounding distress signals on her siren. A light S.W. breeze was blowing and the sea was smooth. It was foggy. At 5.25 A.M. the motor life-boat *Margaret Dawson* was launched and found the trawler *Grenada*, of Aberdeen, stranded a quarter of a mile east of Johnshaven. Her deck was awash. The life-boat stood by until she refloated on the rising tide and was able to go on her way to Aberdeen. The life-boat returned to her station at 8.5 A.M. - Rewards, £15 11s.

EVACUATION OF MEN OF THE BRITISH EXPEDITIONARY FORCE AND THE FRENCH ARMY FROM DUNKIRK.*

THE WORK OF THE LIFE-BOATS OF RAMSGATE AND MARGATE.

At 1.15 in the afternoon of Thursday, the 30th of May, 1940, the Ministry of Shipping called up the Institution on the telephone and asked it to send at once to Dover as many of its life-boats as possible. The Ministry was told that they would be sent.

That was all ; no other information was sought or given ; but it was easy to guess for what those life-boats were wanted. Three weeks before, on the 10th of May, the German armies had invaded Holland and Belgium, and the French and British armies had moved forward into Belgium to meet them. Events had followed one another with terrible and increasing speed. By the fifteenth the Germans had broken through the French line and had turned towards the English Channel. By the twenty-third they had reached it at the mouth of the Somme. So doing they had divided the British army from the French and had left the British no way of retreat but by the sea. It had three ports : Boulogne, Calais and Dunkirk. The Germans took Boulogne on the twenty-third, and Calais three days later. They were pressing hard on the British army's right flank. On the twenty-seventh they forced the surrender of the Belgian army on its left flank. They were now attacking it in front and on both flanks. Behind it was the sea and only one port was left to it - Dunkirk. Already the Germans had announced that the iron ring had closed round it, and the Prime Minister had warned the House of Commons to be prepared for hard and heavy tidings. Such was the state of the war in France and Flanders when, on the 30th of May, the Ministry of Shipping asked for life-boats to be sent to Dover. Certainly it was no difficult to guess why they were to go.

Four days earlier - though this was not known at the time - the Navy had started to bring off troops from Dunkirk. but town and port were now

almost destroyed. German bombers had descended on them in hundreds and set them ablaze. There remained nothing alongside which ships could berth except, a wooden breakwater. It was only five feet wide and had never been intended for such a purpose, but it was all now left in the port to embark an army. Besides that breakwater were the beaches, sixteen miles of flat sand and sand-dunes stretching eastwards from Dunkirk to Nieuport. They were as difficult as beaches could be for such a task. Even at high water ships could not get within half a mile of them. But if the army were to be embarked those beaches must be used. It was to carry the men from them to the waiting ships that the Ministry of Shipping had asked all the ports of England, from Hull to Southampton, to send every boat that could reach Dover within twenty-four hours.

As soon as the Institution received that call it telephoned to its eighteen stations from Gorleston in Norfolk, 110 miles north of Dover, to Shoreham Harbour, in Sussex, 80 miles to the west. Each station was asked to send its life-boat to Dover at once for special duty under the Admiralty. She was to take a full crew, full fuel-tanks, and a grass warp for towing.

While this urgent message was being sent to the life-boats along those 190 miles of coast, two of them were already on their way to Dunkirk. That morning the naval officers - in charge at Ramsgate and Margate had asked their life-boats if they would go, and both crews had said at once that they would. The *Prudential*, of Ramsgate, was the first away. She left at 2.20 in the afternoon. Coxswain Howard Primrose Knight was in command of her, and he had a crew of eight men. They had been given gas masks and steel helmets, and the life-boat was loaded with four coils of grass warp and cans of fresh water for the troops. She took in tow eight boats, most of them wherries, manned by eighteen naval men, and when she

* From the account in *Storm on the Waters. The Story of the Life-boat Service in the War of 1939-1945.* by Charles Vince.

reached Dunkirk her part was to tow the wherries between the beaches and the waiting ships.

The Margate life-boat, *The Lord Southborough* (Civil Service No. 1), was under the command of Coxswain Edward Drake Parker. He took ten men with him, two more than his usual crew. They were given steel helmets, food and cigarettes, and they left, so the naval officer at Margate said, in the best of spirits at 5.30 in the afternoon. The life-boat went in company of a Dutch barge, commanded by a naval officer, and the barge towed her.

The two life-boats had a journey of about fifty miles by a way which had been hurriedly swept through the mine-fields when the direct way from Dover to Dunkirk along the French coast came under the fire of German guns at Calais. Those who made that journey were amazed and uplifted by the sight of the crowded waters, with their double stream of traffic, ships and boats of every kind hurrying out to the dangers of the beaches, and those others on their way back to England, their decks loaded with troops.

They are at all times difficult waters with their shallows and strong tides. Now the narrow channels of deeper water through which ships could pass were unlighted ; German submarines and fast motor boats were moving in them ; German aeroplanes were sowing them with mines ; already they were studded with wrecks. The air above was even more dangerous. Every five minutes German bombers came over to attack Dunkirk or the beaches or the waters beyond, and by night if a motor-boat showed no more than a glimmer of light on her instrument-panel it was enough to bring on her a salvo of bombs.

There were other perils. Three days before men in England had anxiously watched the reports of a storm which was coming in from the Atlantic and had wondered which way it would move. Mercifully it had turned northwards up the west coast of Ireland, and no more than the fringe of it had touched the Straits of Dover, but this had been enough to raise a sea at Dunkirk which had made the

beaches dangerous. Now a light variable wind was blowing from the west and the surf had gone down.

THE RAMSGATE LIFE-BOAT.

The Ramsgate life-boat reached Dunkirk at eight in the evening. There the heavy black smoke from the burning oil-tanks hung low above the beaches and the sea. She went on another two miles to Malo les Bains and lay alongside a Dutch coaster until it was night. The coxswain then sent off three of his wherries, each with one life-boatman on board. The men rowed ashore, called into the darkness until they were answered, and filled their boats with men. The coxswain now sent off three more of his wherries, with twelve of the naval men on board, some to man them, others to be landed and to help in pushing the boats off the beach. They were to follow the three life-boatmen, now pulling to the shore for the second time, but they must have missed them in the darkness and gone ashore elsewhere, for they never returned. The coxswain then manned a seventh wherry with three more naval men, and the four wherries plied between beach and life-boat, gathering men, putting them aboard the life-boat, returning for more.

Once, as they came ashore, a voice called to them, " I cannot see who you are. Are you a naval party ? " He was answered, " No, sir, we are men of the crew of the Ramsgate life-boat." The voice called back, " Thank you, and thank God for such men as you have this night proved yourselves to be. There is a party of fifty Highlanders coming next."

It was slow and hard work, even to life-boatmen well used to managing small boats on a beach. They would take the wherries in stern first, and hold them in the surf until the soldiers came. There was no rush nor scramble. The soldiers moved into the sea to their officers' orders, wading out waist-deep. One man only could climb over the stern at a time. Eight were a full load.

The life-boat herself could take on board, in a calm sea, 160 men close-packed. As the wherries filled her, she in turn put off to a motor-ship that

lay further out. So all night the work went on, and before day broke the life-boat and her wherries had brought off some 800 men. By this time the motor ship herself was filled, and she made for England. but, her engines had only two cylinders working and her master was doubtful if she would arrive. Two of the life-boat's crew had been helping on board, and they went with her. As soon as it was light the coxswain. took the life-boat in-shore to look for his three missing wherries. He found only one, lying empty on the beach, one of many boats washed up and abandoned.

With the coming of day the shelling and bombing increased. Now, too, the wind had freshened. It had veered to north-west and was blowing right onshore. A swell was making and boats were capsizing in the surf. But over the sand-dunes the troops came in unbroken flow and the life-boatmen baled out their wherries and got to work again. The sea, like the beach, was littered with wreckage and was thick with oil from bombed and broken motor-boats. With the rising wind and surf, with the wreckage, with the oil that clogged their oars, the men found it impossible any longer to row the wherries. Instead the life-boat, lying eighty yards off shore, dropped them down to it on ropes, each wherry with two men on board, and hauled them out again. They came loaded, shipping water, the soldiers baling with their steel helmets to keep them afloat.

The life-boat found time also to give tows to other boats that had broken down or that could not get through the surf. Once the coxswain saw soldiers on the beach trying to launch a whaler, and two boys helping them. They launched her, but they could do no more. They had only three broken oars and the surf began to fill her. The life-boat ran down to them, threw a rope and towed them out to a Dutch schuyt. She was part of the Dunkirk fleet, with an English officer in command and the white ensign flying. She took the soldiers on board, and her commander gave the two French boys food and drink. They looked not more than fourteen years old. Sailors baled

out their whaler and the boys went back. The last the life-boatmen saw of them they were landing on the beach alone.

So the morning passed. In the afternoon a destroyer asked the life-boat to go to La Panne, six miles to the eastward. She had now only three of her wherries left. The others, broken and leaking, had one by one been left on the beach. And of the twenty-seven men who had sailed from Ramsgate twenty-four hours before only ten - seven life-boatmen and three naval men - were still with her.

At La Panne she found destroyers and a monitor anchored as close as possible to the shore. Bombers continually attacked them and the ships answered with their guns. Bombs were falling on the beaches and in the sea, and from the beaches small boats were struggling out. through the surf. Some came through, half-full of water. Others were thrown back. The life-boat went to their help and towed many of them to the monitor and destroyers. This work continued through that Friday afternoon, through the evening and into the night. During the night the last of the wherries was broken by a piece of shell.

It was now the third day since the life-boat had left Ramsgate, and she had helped to bring off some 2,800 men. Her crew were exhausted, her wherries gone ; and at 1.30 on the Saturday morning she sailed for Ramsgate. When she came home she had been away for over forty hours. For thirty of those hours she had worked on the beaches ; for nearly all that time she had been under fire ; for two nights her crew had been without sleep.

THE MARGATE LIFE-BOAT

The Margate life-boat reached the beaches some hours later than the Ramsgate boat, for the barge that had her in tow went on along the coast from Dunkirk fifteen miles eastward to Nieuport. As they went the crews could smell Dunkirk burning. It was midnight, when they reached Nieuport, and they knew at once the difficulties awaiting them, for the barge ran aground on a sand-bank. The life-

boat was bumping on the sand, but was still afloat. She tried to tow off the barge. This failed, and all that she could do was to run out an anchor for her and leave her to haul herself off by it when the tide should flow. Then, with an anchor of her own out astern, her engine running dead slow, and the barge's commander wishing her good luck, she felt her way through the darkness and the shallows towards the shore. Her crew heard a voice calling, and as they got near they could dimly see a dark mass above the white edge of the surf. It was the waiting men.

They were eighty Frenchmen, and by the time the life-boatmen had dragged them all aboard the coxswain was glad that he had brought those two extra men with him. The life-boat drew over four feet of water, and the soldiers had to wade out until they were up to their arm-pits in the sea. As they stood beside the boat her rail was four feet above their heads. To haul them up those four feet - weary men, heavy with water - was work to exhaust the strongest.

The life-boat took the eighty out to the stranded barge and went in to the beaches again. More men were waiting. This time they were from the Border Regiment. She loaded up with them, and their weight sank her until she was hard on the sands. It was now low water and she waited until the tide flowed and she floated again. Then she took the men to the barge, and for the third time returned to the beaches. A British officer swam out to her and asked that he might guide her some way along the shore to his own men ; but here the beaches were still thick with troops waiting, and the coxswain would not go elsewhere.

Out through the surf and darkness they crowded, not knowing how deep they would have to go before they reached the boat. Some had taken off their boots and trousers, but there was hardly a man who had not his rifle with him. One small soldier waded out holding high his rifle - and a banjo. As he stood beside the boat, with little more than his head above water, the coxswain told him to drop them and come aboard. He dropped

the rifle. He held the banjo. Two minutes later he had squatted on the deck and was strumming and humming to himself.

Day was now breaking and the life-boat was told to take her men not to the barge but to the destroyer *Icarus*, which lay some distance farther out. This she did, and went backwards and forwards between the destroyer and the still crowded beaches until her coxswain had lost count of her journeys. Once, as she lay alongside, the officer on the bridge shouted to her to cast off. She obeyed, and at the same moment a flight of German aeroplanes came out of the clouds. For a few seconds the life-boatmen were conscious only of bursting bombs and machine-guns firing. Then the noise was over and they found themselves still unhurt. When next they went alongside the destroyer it was not bombs that descended on them, but a large pot of stew. They could not pause for a meal, but from time to time as they worked they dipped their fingers in the pot and ate a mouthful.

Of their work the commander of the *Icarus* wrote later, " The, magnificent behaviour of the crew of the Margate life-boat who, with no thought of rest, brought off load after load of soldiers from Dunkirk, under continuous shelling, bombing and aerial machine-gun fire, will be an inspiration to us as long as we live."

Here at Nieuport as farther west at

Malo les Bains, the freshening wind had raised a swell, and by seven o'clock in the morning the surf was so heavy that the life-boat could no longer go near the shore. Instead, on the orders of the destroyer, she went up and down outside the surf searching for men who had put off on rafts or wreckage. She rescued many in this way. All the time shells and bombs were bursting on the sands, and aeroplanes were diving to machine-gun the boats and the patient troops.

The life-boatmen saw a whaler and a motor boat turn over and sink. Boats lay wrecked all along the line of surf. Others were half buried in the sand and soldiers were labouring to dig and drag them out. At the water's edge cattle wandered. But so far as

the life-boatmen could see not a boat except their own was afloat. She was alone, and men were wading out to her. Some of them were knocked over by the surf, struggled, and failed to rise. Others stepped suddenly from the shallow water covering the many sandbanks into the deeper channels between them, and disappeared. The life-boat saw men drowning close to her, and could not reach them. To remain near the beach was to tempt them to their death. She drew farther off and made westwards to Dunkirk. As she passed Malo les Bains her crew saw, high on the beach, the charred and twisted remains of their own familiar pleasure steamer, *Crested Eagle*, that used to ply between Margate and Tower Bridge. On her way she rescued two officers and fifteen sailors all that were left of a naval party of 150 who had been working on the beaches for four days. They had found a whaler lying in the sand, full of water, and had emptied her. She had no oars and no rowlocks, but they had collected oars scattered about the beach and had lashed them to the gun-ghales with pieces of rope. When the life-boat met them it was nearly nine in the morning, and since day-break they had been trying desperately to row out to one of the distant ships. In that wind and surf the life-boat could do no more, and she made for Margate, taking with her those last seventeen, that she had rescued. She arrived at three in the afternoon on Friday, the 31st of May. She had then been away for nearly twenty-four hours, and brought off the beaches some six hundred men.

AWARD OF DISTINGUISHED SERVICE MEDALS.

Such was the share of the Ramsgate and Margate life-boats in the glory of the Dunkirk fleet which snatched over 300,000 men out of the hand of the enemy as it was closing triumphantly on them. Both the coxswains, Howard Knight and Edward Parker, were awarded the Distinguished Service Medal for their "gallantry and determination," and the house-flag of the Institution which had flown at the mast-head of the Ramsgate life-boat

through those forty hours now hangs in the Ramsgate parish church of St. George.

THE INSTITUTION'S REWARDS.

To the Ramsgate and Margate life-boat stations the Committee of Management sent letters conveying their "warm appreciation of the magnificent work done by the crews on this occasion, which for ever will remain an outstanding example of the courage of the life-boatmen of these islands." The Institution also made the following awards:

TO RAMSGATE :

To the coxswain and each member of the crew the thanks of the Institution inscribed on vellum: HOWARD P. C. KNIGHT, coxswain, ALFRED H. MOODY, acting second-coxswain, ERNEST C. W. ATTWOOD, motor-mechanic, THOMAS H. READ, assistant motor-mechanic, ALFRED D. LIDDLE, CHARLES E. KNIGHT, EDWARD C. COOPER, JOHN T. HAWKES, THOMAS H. GOLDFINCH, life-boatmen.

To the coxswain and each member of his crew a reward of £8 3s., being double the scale reward of £4 1s. 6d. ; standard rewards to crew £32 12s. ; additional rewards to crew £40 15s. ; total rewards £73 7s.

An inscribed metal plaque was presented to the coxswain and each member of the crew by the Prudential Assurance Company, donors of the life-boat.

TO MARGATE :

To the coxswain and each member of the crew the thanks of the Institution inscribed on vellum : EDWARD D. PARKER, coxswain, THOMAS D. HARMAN, second-coxswain, HENRY PARKER, bowman, EDWARD J. JORDAN, motor-mechanic, WILLIAM B. MACKIE, assistant motor-mechanic, DENNIS PRICE, signalman, JOHN LETLEY, ALFRED MORRIS, ARTHUR LADD, EDWARD E. PARKER and WILLIAM HOPPER, life-boatmen.

To the coxswain and each member of his crew a reward of £4 8s., being double the scale reward of £2 4s. ; standard rewards to crew and helpers. £26 4s. ; additional rewards to crew £26 8s. ; total rewards £52 12s.

THE WORK OF SEVENTEEN OTHER LIFE-BOATS AT DUNKIRK AND OF MEMBERS OF THE INSTITUTION'S STAFF AT DOVER.

The life-boats called out by telephone from London in the afternoon of Thursday the 30th of May got quickly away.

They were : the *Louise Stephens*; of Great Yarmouth and Gorleston ; the *Michael Stephens*, of Lowestoft ; the *Mary Scott*, of Southwold ; the *Abdy Beauclerk* and the *Lucy Lavers*, of Aldeburgh ; the *E.M.E.D.*, of Walton and Frinton ; the *Edward Z. Dresden*, of Clacton-on-Sea ; the *Greater London (Civil Service No. 3)*, of Southend - on - Sea ; the *Charles Dibdin (Civil Service No. 2)*, of Walmer ; *The Viscountess Wakefield*, of Hythe ; the *Charles Cooper Henderson*, of Dungeness ; the *Cyril and Lillian Bishop*, of Hastings ; the *Jane Holland*, of Eastbourne ; the *Cecil and Lillian Philpott*, of Newhaven; and the *Rosa Woodd and Phyllis Lunn*, of Shoreham Harbour. The *Thomas Kirk Wright*, of Poole and Bournemouth, was sent to Dover by the naval officer - in - charge at Poole, and the Rowhedge Ironworks, Essex, sent to Sheerness, manned by life-boatmen from Walton-on-the-Naze, a new, unnamed life-boat which they had just completed. After Dunkirk she was stationed at Cadgwith. A gift of £5,000 from the Girl Guides of the Empire was used to pay for her, and at the request of the Girl Guides Association she was named *Guide of Dunkirk*.

Of these seventeen life-boats fifteen went to Dunkirk from Dover, and two, the Clacton-on-Sea boat and the boat from the Rowhedge Ironworks, went from Ramsgate. The coxswain and crew of the life-boat at Dover were ready to go, but the admiral commanding kept them and their life-boat for work at Dover.

The first of these boats to leave their stations were the two from Aldeburgh on the Suffolk coast. Walmer, from Kent, sailed shortly afterwards, then Southend, from the Thames, and Hastings and Newhaven from Sussex. Three life-boats arrived at Dover that evening, and by 7.30 next morning, when Ramsgate and Margate were busy on the beaches forty miles away,

another seven, which had travelled through the night, were waiting outside the harbour. Others came in during the day. All but one arrived within twenty-nine hours of the summons.

The three life-boats that reached Dover on the Thursday evening were from Hythe, Walmer and Dungeness, and the Hythe coxswain was the first to be told what was wanted of him. He understood it to be that he was to run his life-boat on the beach at Dunkirk, load her with troops and bring them out to ships. She was a boat weighing over fourteen tons, and he said that it could not be done. He could never get her off without the help of winches, and he would not attempt at Dunkirk what he knew that he could not do at Hythe. The Walmer and Dungeness coxswains agreed with him. Their boats were of the same type as his, but rather heavier. Then the Hythe coxswain - he had served in the navy in the 1914-18 war - asked other questions. He asked, in particular, what pensions would be given to their families should they be killed. When he was told he asked to have it in writing. That was refused him, and he refused to go. His crew, and the Walmer and Dungeness coxswains and crews, also refused. The Navy took the life-boats, sent to Sheerness for naval men to man them, and gave the life-boatmen railway vouchers for their journey home.

Three weeks later the Institution held an inquiry at Hythe. It found that the Hythe coxswain had induced not only his own crew but the crews of Walmer and Dungeness to refuse to take their life-boats to Dunkirk, and he and the Hythe motor-mechanic were dismissed from the service. The coxswain had held his position for over twenty years, and had won the Institution's thanks on vellum and its silver medal for gallantry. When told the decision he said, " I have a fishing boat and will not see a man drown if I can get her off." Two months later he made good that promise by rescuing two British airmen from a crashed

bomber. The motor-mechanic said, "If the order had come from the Institution to proceed to Dunkirk and do the best you can, there would have been no holding back."

When the next seven life-boats arrived off Dover in the morning a naval launch went out to them, told their crews for what they were wanted, gave them their course to Dunkirk and sent them into the harbour to refuel. As soon as they went in their boats were taken from them by naval men. Not knowing of the refusal of the first three crews, they were surprised and very indignant. Some, if not all, had guessed; why they had come to Dover. Some had made special preparations. One crew had bought itself steel helmets. Another had taken on board extra emergency-rations and first-aid stores. They protested, but it was useless. They were allowed no choice. The Navy had decided. It had brought over its own men. Then it said it would take the motor-mechanics. The life-boatmen's reply was curt: "All or none."

Those harassed and overburdened naval officers at Dover were organizing, not in advance but in the heat and pressure of events, a complicated and perilous operation. They wanted boats. They wanted men. They wanted no more argument. Yet these men, ready to go, whom they now rejected, knew their boats and engines as no one else knew them. They would have handled them in the difficult shallows and currents of the Dunkirk coast as no one else could handle them. Instead, they saw them manned by sailors who had never been aboard them before, and their engines put in charge of stokers, who had first to be taught how to start and stop them. Fortunately men arrived at Dover that evening who were able to give the stokers a hurried lesson before they sailed.

On the morning of that day, the 31st of May, Commander John Upton, R.D., R.N.R., the inspector of life-boats for the east coast, was at Brightlingsea, in Essex, a hundred miles away. He heard of the trouble at Dover, went there at once by road, and arrived at 7.30 in the evening, just as the last

three of the rejected and disappointed crews were being given their railway vouchers. It was too late to attempt to put right what had gone wrong, but he found at Dover two of the Institution's reserve mechanics ready to go anywhere and do anything. The three at once volunteered to go to Dunkirk in charge of two of the life-boats, but they were told that there was more urgent work for them at Dover. Besides the fifteen life-boats the Navy now had in the submarine dock a large fleet of motor-boats of all kinds. It had officers in plenty from the Royal Naval Volunteer Reserve coming to take command of them, but it had no mechanics to carry out repairs, and as the boats returned from Dunkirk there would be unending work to make them ready for fresh journeys.

So it was arranged. Commander Upton and his mechanics became a repairing party for all motor-boats sailing out of Dover for Dunkirk. They began their duties that evening by teaching the naval stokers how to handle the engines of the life-boats. It was of necessity a very brief course, three-quarters of an hour of instruction by the mechanics, followed by a quarter of an hour's run round the harbour under Commander Upton, with the stoker himself at the controls. Then he was passed as a trained engineer. This work went on until it was stopped by the darkness. It began again early next morning, and one by one the life-boats left for Dunkirk.

The full story of what they did there, how they did it, how many men they brought off, and what lives were lost aboard them, will never be known, but from time to time, during the next five days, they returned bringing with them fragments of the tales of their adventures and scars more speaking than any tale. Newhaven, Poole and Bournemouth, Walton and Frinton, Lowestoft and Clacton all worked in Dunkirk harbour itself, carrying men through the crowded darkness to the ships outside. Newhaven was there for two nights, was herself stranded on the beach for over two hours, and brought off over 600 men. Poole and Bournemouth, loaded with French

soldiers, came under fire from German troops on the shore at less than forty yards, but no one was hurt. Walton and Frinton went over in a little company of boats in tow of a tug. Off Gravelines German aeroplanes attacked them three times. The blast broke the tow-rope and threw men into the sea. One boat was sunk, others turned back, but Walton and Frinton went on. The officer in command of her was killed by a shell, and she returned to Dover with a rope round her propeller. A diver went down and cut it away. Then she sailed again for Dunkirk. Lowestoft, was twice rammed by motor torpedo-boats, but she continued her work and returned to Dover under her own power, Clacton took out her last load about daybreak on the final day just before the last of the boats left the harbour and it was closed with block-ships. On her way home an aeroplane attacked her with machine-guns. Of the two Aldeburgh boats no more is known than that one of them worked in Dunkirk harbour, of Dungeness that she arrived off Margate with four sailors on board, one of them wounded, and two of her stanchions torn away, of Hastings that one of her end-boxes was damaged, of Walmer that she came home with holes in both sides.

One of the inspectors of the Life-boat Service, now in the Navy, Sub-Lieutenant Stephen Dickinson, found himself in command of the Southwold life-boat. He had already made two trips to Dunkirk, and on Saturday, the 1st of June, he went over for the third time on board a paddle-steamer, the *Emperor of India*. She had the life-boat and two other boats in tow. At eleven that night she anchored off Dunkirk, and Mr. Dickinson was sent ashore in the life-boat towing two of the ship's boats. High explosive shells and shrapnel were bursting all along the beach, and it was empty of troops. They were sheltering in the town. The first lieutenant of the *Emperor of India* landed and went in search of them, while the three boats waited in the surf under fire. They waited for two hours. It was one in the morning when the men arrived and in two journeys the life-boat, and the two

ship's boats in tow of her, brought off 160 men. Shortly before dawn the commander of the *Emperor of India* decided to return to Dover, but Mr. Dickinson remained with the Southwold life-boat, went ashore for the third time, and took on board his third load of fifty men. It was now dangerously near dawn. He tried to push the life-boat off the beach, but she was fast. He tried again ; still she would not move. Then a soldier in her bows called out, " Hoi, mister, you're pushing against a lorry." It must have been run out into the sea to make a pier until it was almost submerged, and the life-boat had passed it unseen in the darkness. She worked clear of it, unloaded her fifty men on to a ship and returned for the fourth time, but her engine stopped and could not be restarted. It was now day and she was helpless on the beach, but the Great Yarmouth and Gorleston life-boat, making for England with troops on board, came within hail and took off her crew. That afternoon the Great Yarmouth and Gorleston boat arrived at Dover, and there Mr. Dickinson had some sleep, the first for several days. Next morning - it was now Monday the 3rd of June - he volunteered for another trip, and got from Commander Upton the Shoreham Harbour life-boat. He led a marauding party round the dockyard, found a large sheet of steel, which he fastened behind the steering-wheel, built a screen of fenders on either side, and with his helmsman so protected, and a white ensign almost as large as the boat herself at his masthead, was about to sail on his fourth journey when he was stopped. The shelling was now reported to be so steady on the beaches that boats were forbidden to go across.

Another member of the Life-boat Service, also in the Navy, Lieutenant (E.) R. H. Wallace, an assistant surveyor of machinery, returned from Dunkirk and went over for a second time in the new life-boat which had come straight from the building yard. He joined her by jumping aboard just as she sailed. She was towed across and arrived at dusk, but before she could cast off the tow-rope it parted and was carried round her propeller.

All night she drifted off Dunkirk, her crew watching the fires in the town and listening to the explosions of oil-tanks and ammunition-dumps. Next morning the surveyor stripped and went overboard with a knife, but the rope, drawn tight round the propeller's shaft, was hard as iron. He could not cut it and climbed aboard again covered with oil. The crew then made sail, using the life-boat's own mizzen and blankets sewn together with string, which they hoisted on two boat-hooks. These sails gave her only two knots, but her crew now had some control over her. Later, by working the engine, they were able to loosen the rope a little and started on their journey back to England, moving slowly stern first. In the end they were found fast asleep on a light-vessel in the mouth of the Thames, and the life-boat was taken to Sheerness.

The naval officers had soon discovered what manner of boats the life-boats were and one of them wrote afterwards, "I took the Great Yarmouth and Gorleston life-boat across to Dunkirk on two nights. Her performance was a revelation and a delight." Such was the competition to get command of one of them that a wise commander, returning to Dover, took, no risks. When he handed his life-boat over to the repairing party he would leave one of his own crew on board as watchman. The watchman would at once fall asleep, but his sleeping presence was enough to keep possession. On the Sunday morning a naval officer unshaven and red-eyed, went to Commander Upton. For the past week, he said, he had been bringing men off the beaches. He had used every kind, of boat, and every boat had sunk under him. Could he be given a boat that would not sink? He was given the Eastbourne life-boat, and set off once more for Dunkirk. Next day he was back again and told his tale. A French motor torpedo-boat had rammed her. A German aeroplane had sprayed her with machine-gun bullets. Outside Dunkirk her engine had stopped and she had again come under fire. He was forced to abandon her, but when last he saw her she was still afloat. Two days later she

was found drifting in the English Channel and was brought into Dover. Her fore-end box was stove in. She had over 500 bullet-holes in her. She was full of water. But she had kept the word given for her that she would not sink. She was repaired, but it was not until the beginning of April 1941, ten months later, that she was ready to go back to her station.

At one time it seemed certain that several of the nineteen life-boats would never leave Dunkirk. The honorary secretary of the Margate station, who went over in a destroyer on the Sunday morning, saw three of them ashore. But in the end, by devious and mysterious ways, all except one returned. She was the Hythe boat, the coxswain of which had refused to run her on the beaches, saying that he could never get her off. Nothing was heard of her for three weeks. Then the Admiralty sent word that she had been damaged and abandoned. The Ramsgate coxswain reported later that on the Friday evening, the 31st of May, he had seen her approaching La Panne: "She was put aground. The soldiers waded out to her, and with the men on board she was knocking up on the shore, and there she stopped."

The work of the rescuing fleet came to an end on Tuesday the 4th of June. All ships were ordered to leave Dunkirk by 2.30 that morning. But boats were still adrift between England and France, and French soldiers were still in Dunkirk. In those last hours a life-boat saved a destroyer. At 1.30 on that Tuesday morning the destroyer H.M.S. *Kellett* tried to embark 200 French soldiers from the mole, but some obstruction under water prevented her from coming alongside. The harbour was then being cleared of what remained in it, and the block ships were to be sunk at its entrance. If she were not to be trapped the destroyer must leave at once. Her bows were touching the beach and her commander tried to put her astern, but again something under water was in the way. One of her screws caught on it, and try as he would he could not move her. There seemed no one left to help him when he saw a life-boat pass full of soldiers. He hailed her

and she hauled the destroyer off the beach. By that timely pluck at the last moment this life-boat saved the destroyer and her crew from capture. She was the *Greater London* (*Civil Service No. 3*), of Southend-on-Sea.

Other life-boatmen besides those who took their life-boats to Dover answered the summons in their own boats. On the evening of Thursday, the 30th of May, a message came to Wells, in Norfolk, asking that all the fishing boats should go to Lowestoft ; and all went. Seventeen men were aboard them and all but one were life-boatmen. The life-boat herself was away at a shipyard being overhauled. They went to Lowestoft, then to Harwich and then to Ramsgate. At Ramsgate there was a call for volunteers to sail on a secret mission across the Channel. Among those who volunteered was the coxswain of the Wells life-boat. He was a Dane by birth, and his birthplace had become a base for German seaplanes. He was ready for any adventure. Four of the boats were chosen for the mission, but they were small to go overseas, open boats not more than 25 feet long. Each had a small motor and a dipping lugsail. They were sent first to Dover, and the coxswain, who had set out from Wells a simple fisherman, arrived there still wearing his life-boat coxswain's cap, but now armed with rifle and revolver and declaring that he was going to fight those Germans. The boat was in charge of an ex-captain of the Indian Army. Two naval gunners had been added to her crew. She carried a twin Lewis gun, a bucket of hand grenades and a gallon of rum.

A naval ship towed her and the three other fishing boats from Dover along the coast to Dungeness, and from there, by night, across the Channel. Near the French coast she gave them their orders. They were to wait off shore for a signal. They were to wait for one hour. If the signal were made they must sail in and pick up whoever was there. Should they run aground when close to the shore and not be able to get off, they were to land, taking their guns with them, and hide in the sand-dunes. Then the destroyer left them and they waited in great expect-

tation, but the hour passed with no signal made, and they returned across the Channel (one of the boats capsizing on the way), their mission, through no fault of their own, unaccomplished, wondering who the mysterious stranger could have been. It was rumoured that he was Sir Lancelot Oliphant, British Ambassador to Belgium, who was made prisoner when trying to get from Bruges to Le Havre.

While these things were happening across the sea Commander Upton at Dover had summoned to him others of the Institution's mechanics until he had seven. They were : Mr. J. A. Black, district engineer for the east coast ; Mr. J. Hepper, district engineer for the south coast; Mr. P. James, travelling mechanic for the east coast ; Mr. C. P. Cavell, motor-mechanic of the Walmer life-boat ; Mr. C. R. T. Stock, motor-mechanic of the Dover life-boat ; Mr. H. Lister, reserve motor-mechanic of the Dover life-boat ; and Mr. C. C. Foster, reserve motor-mechanic. Commander Upton could call also on shipwrights and divers from the naval dockyard as he needed them. Yet more helpers came unexpectedly, for on the Saturday morning the Brixham fishing fleet arrived after a journey of 230 miles up Channel. It arrived only to find that its boats drew too much water and would be useless on the beaches, but among the crews were several men of the Torbay life-boat and they were added to the repairing party.

As the shelling and bombing at Dunkirk increased the beaches had become more and more hazardous by day, and about seven in the morning the small boats that had been working on them all night began to arrive at Dover for food, fuel, repair and rest. They were towed by the trawlers and drifters bringing their loads of troops. At once they were taken over by the repairing party, and their crews went to sleep. They slept in the sheds. They slept on the open quays. They even dropped asleep in the boats, and there they continued to sleep, undisturbed by the work which went on round and over them. It took on an average one hour to test and repair the engines of each boat. The most frequent cause of their failure was

ropes and the clothing and web equipment of soldiers wrapped round their propeller. Until it could be arranged for divers to go down or for the boats to be lifted out of the water, the repairing party cut the ropes and clothing away with a sheath-knife fastener, to a broom-handle.

So the work went on from the first arrivals at seven in the morning until ten at night. The repairing party did not leave the dock, and the Navy brought them bread and butter and tinned beef, which they ate in relays at the dockside, so that all day the work never stopped. By dusk all the boats which had come in that day were ready to sail again, but had it been necessary the work would have gone on all night. One of the mechanics, when he arrived, had asked if he should look for lodgings or if he would be working night and day. The party had started their work on the Friday evening. By the Tuesday it was finished; the last ship had left Dunkirk. Three days later the admiral commanding at Dover wrote to Commander Upton of his deep gratitude to him and his men for their invaluable advice and help; and on the Tuesday morning the second in command of the small boats had said goodbye to them in an exquisitely English phrase. "I hope," he said, "to have you with me at my next evacuation."

The Committee of Management expressed their high appreciation of the able manner in which Captain E. S. Carver, R.D., R.N.R., chief inspector of life-boats, acted in this emergency.

OTHER SERVICES BY THE DOVER, RAMSGATE, MARGATE AND DUNGENESS LIFE-BOATS,

DOVER

Three times during the evacuation, the reserve life-boat *Agnes Cross* - which was on temporary duty at Dover while the Dover life-boat was being overhauled - went to the help of troops coming across from Dunkirk, and for these three services a special letter of appreciation was sent to the crew of the Dover life-boat and to Dr. J. R.

W. Richardson, the honorary secretary of the station.

At seven in the morning of the 31st of May, a message was received from the naval authorities that two drifters, which were loaded with troops, had grounded on the North Goodwins. A light westerly breeze was blowing, with a slight sea. At 7.40 the life-boat was launched. She found the drifters under way with a tug in attendance. On her way back she was hailed by a French destroyer and brought ashore from her three seriously wounded men. She returned to her station at 2.30 that afternoon. - Rewards, £4 7s. 6d.

At six in the evening of the 2nd of June, a message was received from the Leathercoat Point coastguard that the Swedish steamer *Emma* had been in collision with a French steamer two miles east-north-east of Leathercoat, and was listing heavily. An easterly breeze was blowing, with a slight sea. At 6.30 the life-boat was launched, and found the *Emma* sinking. She rescued six members of the crew of the steamer *Andebec*, who had been put on board to fix a wire, as the *Emma* sank. The crew of the *Emma*, 17 in number, had already been rescued by the steamer *Hebi* and they were transferred to the life-boat. She then saw a disabled motor boat drifting towards the Goodwin Sands. She went alongside and found fifteen British soldiers on board. They were exhausted. She brought them to Dover. The life-boat returned to her station at midnight. - Rewards, £7 17s. 6d.

At 1.15 in the morning of the 5th of June, a message was received from the Ramsgate coastguard that the hospital ship *St. Andrew* had reported an open boat loaded with French soldiers in distress two miles east - north - east of St. Margaret's Bay. A gentle easterly breeze was blowing, with a slight sea. At 2.30 the life-boat was launched, and found the boat, four miles north-east of Leathercoat Point, with fifteen French soldiers on board. They had been rowing from Dunkirk since the previous day and all were exhausted. The life-boat took them on board and returned to her station at six that morning. - Partly permanent paid crew; Rewards, £5.

RAMSGATE AND MARGATE

Both lifeboats, after returning from Dunkirk, carried out services.

At six in the morning of the 2nd of June, a message was received from the naval base at Ramsgate that an aeroplane had come down on the Goodwin Sands south-east of Manston. A light southerly breeze was blowing and the sea was smooth. The Ramsgate motor life-boat *Prudential* was launched, but when she was outside the harbour she was recalled, as news had come that an R.A.F. speed boat was going to the help of the aeroplane. The life-boat then helped to bring seriously wounded men ashore from vessels lying in the roads. She returned to her station at nine o'clock - Rewards, £4 10s. 6d.

At 11.15 on the night of the 4th of June, a message was received from the Ramsgate coastguard that a vessel was aground at South Calliper. A light north-east breeze was blowing, with a moderate sea. At 11.45 the Ramsgate life-boat *Prudential* was launched and found a Clan liner at anchor, waiting for a pilot. The steamer had seen flares nearby, and the life-boat searched until daybreak, when she found two small boats. One was a motor boat, the other a ship's boat, which she was towing. They were barely making headway. Both were loaded with French soldiers, and had left Dunkirk at six o'clock the previous morning. There were sixty-eight of them, and they had been without food or water for about twenty-two hours. None of them knew anything of the sea, but they had managed to get the engines of the motor boat running. The life-boat took them on board, cast the ship's boat adrift, and, with the motor boat in tow, returned to Ramsgate. She was back at her station at 6.20 next morning. - Rewards, £9 16s. 6d.

At 6.14 in the morning of the 4th of June, a message was received from the Margate coastguard that a vessel had been mined five miles east-north-east of Foreness. A light north-east breeze was blowing, and the sea was smooth, but there was dense fog. At 6.25 the Margate motor life-boat *The Lord*

Southborough (Civil Service No. 1) was launched, and found that boats from destroyers and other vessels had just picked up the last of the survivors of a French warship. She towed several of these boats to their ships. Four of them, belonging to the steamer *King George V*, she towed at the request of their crews to Margate. The fog was now very dense, and as she approached Margate, a torpedo boat, loaded with troops, loomed into sight. She was heading straight for some rocks. The life-boat was able to warn her just in time. After she had taken the *King George V*'s boats to Margate pier, she took their crews out to their steamer. Her captain then asked the life-boat to bring out a doctor, morphia, stretchers and splints. This done, the life-boat went to H.M.S. *Leda*, which was filled with troops, took off sixty-five French sailors, who had been rescued from the mined warship, and landed them. The life-boat then returned to her station at 11.35. At 12.30, at the request of the naval authorities, she again went to sea, with a naval officer on board, and visited vessels anchored off the harbour to leave instructions for them. She then returned to her station at two that afternoon. - Rewards, £6 4s. ; £3 2s. 6d.

DUNGENESS

This life-boat performed the final service to the men of Dunkirk.

At 6.10 in the evening of the 10th of June, a message was received from the Royal Naval Shore Signal Station that three British soldiers had just rowed in a small boat to the lightship, and wished to be landed. A light, south-west breeze was blowing and the sea was smooth. It was foggy. At 6.19 the motor life-boat *Charles Cooper Henderson* was launched, went to the lightship, and took the men on board. They were soldiers who had escaped from France. They were only partly clothed and were very tired. The police were waiting with a taxi for them when the life-boat returned to her station at 8.20. - Rewards, £16 5s. 6d.

MAY 31ST. - DOVER, KENT. The life-boat landed wounded men from a French

destroyer. For details see "Evacuation of Men of the British Expeditionary Force and the French Army from Dunkirk," page 79.

The following life-boats were launched, but no services were rendered for the reasons given

MAY 2ND. - DUNBAR, EAST LOTHIAN. A small boat had been reported a mile away but it was found to be a large tree root. - Rewards, £9 1s.

MAY 6TH. - BERWICK - ON - TWEED, NORTHUMBERLAND. An object drifting off shore was thought to be a boat, but was found to be wreckage. - Rewards, £5 14s.

MAY 8TH. - BUCKIE, BANFFSHIRE. Red and white rockets had been reported, but no vessel in distress was found. - Rewards, £7 16s.

MAY 10TH. - THE HUMBER, YORKSHIRE. A steamer had struck a mine, but the eight survivors of her crew of fourteen were landed by two boats which had put out from Withernsea. - Paid permanent crew.

MAY 10TH. - BOULMER, NORTHUMBERLAND. Distress signals on a vessel's siren had been heard, but nothing could be found. - Rewards, £12 3s.

MAY 12TH. SOUTHEND - ON - SEA, ESSEX. An aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £7 10s.

MAY 17TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. An aircraft had been reported down in the sea, but nothing could be found. - Rewards, £6 13s.

MAY 18TH. - BRIDLINGTON, YORKSHIRE. Flares and explosions had been reported, but nothing was found. - Rewards, £14 5s.

MAY 19TH. - SHOREHAM HARBOUR, SUSSEX. A fishing boat from Worthing had not returned when expected. Her engine had broken down, but she made port unaided. - Rewards, £5 2s. 6d.

MAY 20TH. - EASTBOURNE, SUSSEX. Distress signals had been reported, but nothing could be found. - Rewards, £15 19s.

MAY 20TH. - SELSEY, SUSSEX. A bomber aeroplane had been seen to fall into the sea, but only wreckage was found. - Rewards, £7 8s. 6d.

MAY 23RD. - FLEETWOOD, LANCA-SHIRE. An aeroplane which had left Belfast at 10.40 A.M. was reported to be overdue, and an unidentified object had been seen about a mile west of Rossall Shooting Range, but nothing was found. - Rewards, £14 14s 9d.

MAY 24TH. - STROMNESS, ORKNEYS. A vessel was reported to be making distress signals on her siren, but the life-boat's help was not needed. - Rewards, £16 7s.

MAY 25TH. - NEW BRIGHTON, CHE-SHIRE. A barge had been reported sunk after collision, but nothing was found, and it was later learned that the barge had been beached. - Rewards, £11 10s. 6d.

MAY 25TH. - DUN LAOGHAIRE, CO. DUBLIN. A two-seater canoe had been reported overdue but nothing could be found. - Rewards, £9 13s.

MAY 26TH. - CROMER, NORFOLK. It had been reported that an aeroplane had fallen into the sea about two miles north of Cromer lighthouse, but the life-boat was recalled when it was later learned that the aeroplane had come down 100 miles from Cromer. - Rewards, £17 8s.

MAY 26TH. - HYTHE, KENT. A small rubber boat with three men on board had been reported adrift off Dymchurch, but all that could be found was a large case. - Rewards, £10 10s. 6d.

MAY 26TH. - NEW BRIGHTON, CHE-SHIRE. A yacht had been reported capsized, but she had been safely beached. - Rewards, £4 17s. 6d.

MAY 26TH. - RAMSGATE, KENT. It had been reported that an aeroplane had come down into the sea, but the life-boat's help was not needed. - Rewards, £9 1s.

MAY 27TH. - THURSO, CAITHNESS-SHIRE. It had been reported that an aeroplane had crashed in the sea, but nothing was found. - Rewards, £5 3s. 6d.

MAY 28TH. - DOVER, KENT. It had been reported that two aeroplanes were down in the sea, but nothing was found. - Rewards, £2 10s.

MAY 28TH. - WALMER, KENT. A French motor torpedo boat had struck a submerged wreck, but a naval drifter had gone to her help. - Rewards, £19 7s.

MAY 28TH. - SHOREHAM HARBOUR, SUSSEX. A raft with people on board had been reported three miles south of the pier, but it was found to be a hatch with five gulls perched on it. - Rewards, £5 2s. 6d.

MAY 28TH. - BARRY DOCK, GLAMORGANSHIRE ; ILFRACOMBE, DEVON ; LYNMOUTH, DEVON ; AND MINEHEAD, SOMERSET. A large steamer had caught fire and had sunk after an explosion, but the crew were rescued by patrol vessels. - Rewards : Barry Dock, £3 14s. 6d. ; Ilfracombe, £8 1s. 6d. ; Lynmouth, £13 2s. 6d. ; Minehead, £5 13s. 6d.

MAY 28TH. - RAMSGATE, KENT. On the instructions of the naval authorities the life-boat went to an allotted berth, ready if necessary to help in the landing of refugees from vessels which were expected, but her help was not needed. - Rewards, £5 3s.

MAY 29TH. - RAMSGATE, KENT. A Hurricane fighter aeroplane was reported to have come down in the sea off Ramsgate, but the life-boat was recalled when news came that it had been found off Dover. - Rewards, £5 3s.

MAY 29TH. - MARGATE, KENT. An aeroplane had been reported down in the sea two miles N.E. of Broadstairs, but the life-boat could find nothing, and later it was learned that the crew had been rescued. - Rewards, £5 11s. 6d.

MAY 29TH. - SHOREHAM HARBOUR, SUSSEX. An aeroplane had been reported down in the sea S. by E. of Shoreham Harbour, but nothing could be found. - Rewards, £5 2s. 6d.

MAY 31ST. - MARGATE, KENT. An aeroplane had been reported down in the sea, three miles south-east of Ramsgate, but the life-boat found nothing. - Rewards, £12 18s.

June

Launches 67. Lives rescued 178.

JUNE 2ND. - RAMSGATE, KENT. The life-boat helped in bringing wounded men ashore from a vessel.

For details see "Evacuation of Men of the British Expeditionary Force and the French Army from Dunkirk," page 80.

JUNE 2ND. - DOVER, KENT. The life-boat rescued twenty-three men from the Swedish steamer *Emma* and fifteen British soldiers from a disabled motor boat.

For details see "Evacuation of Men of the British Expeditionary Force and the French Army from Dunkirk," page 79.

JUNE 4TH. - BEMBRIDGE, ISLE OF WIGHT, AND SELSEY, SUSSEX. At 1.15 A.M. a message was received at Bembridge from the Foreland coastguard, that an aeroplane had come down in the sea south-west of the coastguard hut at Hayling Island. A south-east wind was blowing, with a moderate sea. At 1.30 A.M. the motor life-boat *Jesse Lumb* was launched, and close inshore found four men in a rubber boat. One was injured. Their aeroplane had sunk. She took them on board, and after permission had been given by the examination vessel, landed them at Haslar Hospital, Gosport. She returned to her station at 5.45 A.M. At Selsey news was received from the coastguard at 1.20 A.M. that the aeroplane was down. At 1.40 A.M. the motor life-boat *Canadian Pacific* was launched, but she was recalled when it was learned that the Bembridge life-boat had rescued the men. - Rewards, Bembridge, £10 11s.; Selsey, £11 15s.

JUNE 4TH. - MARGATE, KENT. The life-boat rendered assistance after a French warship had been mined, and landed sixty five French sailors who had been rescued by another ship. Later she went out again, with a naval officer on board, and visited vessels anchored off the harbour.

For details see "Evacuation of Men of the British Expeditionary Force and the French Army from Dunkirk," page 80.

JUNE 4TH. - RAMSGATE, KENT. The life-boat rescued sixty-eight French soldiers from two boats.

For details see "Evacuation of Men of the British Expeditionary Force and the French Army from Dunkirk," page 80.

JUNE 5TH. - DOVER, KENT. The life-boat rescued fifteen French soldiers from an open boat.

For details see "Evacuation of Men of the British Expeditionary Force and the French Army from Dunkirk," page 79.

JUNE 6TH. - RAMSGATE, KENT. At 11.53 A.M. a message was received from the Ramsgate coastguard that a vessel was on fire in the Gull Stream abreast of the coastguard station. A light north-east breeze was blowing, with a slight sea. At noon the motor life-boat *Prudential* was launched and found that the S.S. *Harcola*, which had been leading a north-bound convoy, had struck a magnetic mine and had sunk in the Gull channel. Twenty-two survivors, who had been picked up by various small vessels, were transferred to the life-boat, which landed them at Ramsgate. She then returned to the *Harcola* and rescued the master and eight other officers, naval ratings and a Trinity House pilot. The life-boat returned to her station at 4.55 P.M. - Rewards, £4 10s. 6d.

JUNE 6TH. - TYNEMOUTH, NORTHUMBERLAND. At 5.32 P.M. the South Shields coastguard reported that three boys were marooned on rocks. The tide was half flood, and the weather fine, with a slight sea. A motor boat in charge of the acting coxswain was immediately sent out and the motor life-boat *John Pyemont* followed at 6.5 P.M. with the honorary secretary, Mr. E. Selby Davidson, on board. The boys were rescued by the motor boat and transferred to the life-boat, which then took the motor boat in tow. Forty minutes after putting out the life-boat landed the boys at Tyne Dock. - Rewards, £3 9s.

JUNE 9TH. - MARGATE, KENT. At 12.27 P.M. a message was received from the Margate coastguard that a vessel had been mined at the N.E. Spit Buoy. It was calm and the sea smooth. At 12.30 P.M. the motor life-boat *The Lord Southborough* (*Civil Service No. 1*) was launched and on her way met the motor vessel *Brabant*, which hailed her. She went alongside and found that the vessel which had been mined was the steamer *Empire Commerce*, and that seventeen survivors, three badly injured, were on board

the *Brabant*. She took them on board, returned at once to Margate and landed them at 1.15 P.M. Half-an-hour later she was again on her way to the *Empire Commerce*, part of whose crew was still on board. She found, however, that further help by the life-boat was not needed as the tug *Plumer* and two drifters were standing by. At the request of the master of the *Plumer* she took in tow an empty barge and brought it into Margate Roads, returning to her station at 4.30. P.M. - Rewards, £5 15s. 6d. (See Margate "Services by Shore-boats," pp. 146).

JUNE 10TH. - DUNGENESS, KENT. The life-boat landed three British soldiers from a lightship.

For details see "Evacuation of Men of the British Expeditionary Force and the French Army from Dunkirk," page 80.

JUNE 11TH. - NEWHAVEN, SUSSEX. At 12.50 P.M. the coastguard reported a vessel sinking and men on a raft drifting out to sea, east of Seaford. The weather was calm. At 1.5 P.M. the motor life-boat *Cecil and Lilian Philpott* was launched and found the vessel to be the motor vessel *St. Ronaig*, of Glasgow. She had a crew of eight and was bound with potatoes from Jersey for Newhaven. She was thought, to have struck a mine. A naval vessel commanded by Lieut. Commander H. L. Wheeler, R.N., the Institution's southern district inspector of life-boats, had picked up a body and the life-boat brought this and another body ashore. The Southern Railway tug *Richmere* rescued four men who were injured. Nothing was seen of the other two members of the crew. The life-boat returned to her station at 4 P.M. - Rewards, £5 19s.

JUNE 11TH. - DOVER, KENT. At 4.25 P.M. a message was received from the duty staff officer at Dover that a boat was drifting four miles off the Port War Signal Station, and might have people on board. A fresh W.S.W. wind was blowing, with a moderate sea. At 4.45 P.M. the motor life-boat *Agnes Cross*, on temporary service at Dover, was launched, and saw the boat picked up by one of H.M. trawlers. She went alongside and found that the boat was the cabin cruiser *Matilda*, which had been drifting with no one on board. She took over the *Matilda* from the trawler and towed her into Dover. - Rewards, £4 15s.

JUNE 12TH. - RAMSGATE, KENT. At 8.44 A.M. the North Goodwin Light-vessel reported that a vessel had struck a mine one and a half miles to the N.W. A light southerly breeze was blowing and the sea was calm. At 8.55 A.M. the motor life-boat *Prudential* was launched and found that the vessel was the Belgian steamer *Yvonne*. She had already sunk. Two of her crew had been picked up by H.M.S. *Arley* and landed by naval motor boat. No trace of further survivors could be found, but the life-boat found and brought ashore two mangled bodies. She returned to her station at 10.55 A.M. - Rewards, £2 13s.

JUNE 13TH. - WEYMOUTH, DORSET. At 7.50 A.M. a message was received from the coastguard that the oil tanker *British Inventor*, of London, 7,000 tons, had been torpedoed or mined near the Shambles Light-vessel and was sinking. The weather was very fine and the sea calm. At 8.10 A.M. the motor life-boat *William and Clara Ryland* was launched, the branch honorary treasurer, Mr. K. H. Mooring Aldridge, acting as assistant motor-mechanic. On reaching the *British Inventor* she found that an armed yacht had already taken off twenty-five of the crew, eight of them injured. The remainder, fifteen in number, including the master, officers and engineers, the life-boat took off. She then stood by the steamer until she was taken in tow by two Admiralty tugs, but before reaching harbour the steamer foundered at 1.30 P.M. An increase in the usual money awards on the standard scale was made to each member of the crew. - Standard rewards, £3 2s. 6d. ; additional rewards to crew, £3 ; total rewards, £6 2s. 6d.

JUNE 13TH. - NEWHAVEN, SUSSEX. At 7.45 P.M. a violent explosion was heard off the harbour. It was the minesweeper *Ocean Sunlight* which had struck a mine. The weather was fine, with a calm sea and a slight S.W. wind. At 7.57 P.M. the motor life-boat *Cecil and Lilian Philpott* was launched, but her help was not needed, as H.M.S. *Forward* had picked up five survivors of the crew of fourteen. At the request of the senior naval officer the life-boat salvaged gear from the minesweeper and brought it in. - Rewards, £8 11s. 6d.

JUNE 16TH. - CROMER, NORFOLK. At 7.48 A.M. a message was received from the coastguard that the S.S. *Brika*, of Swansea, was ashore on the Haisborough Sands. A N.N.E. breeze was blowing, with a light sea. It was foggy. At 8.5 A.M. the motor life-boat *J. B. Proudfoot*, on temporary duty at the No. 1 station, was launched and found the *Brika*, 7,000 tons, loaded with iron ore, stranded a mile east of the North Middle Haisborough Buoy. The life-boat coxswain went on board her. The Admiralty tug *Muria* arrived, and the life-boat passed a rope from her to the *Brika*. The tug started to tow at 2.45 P.M. and the *Brika* refloated and was able to go on her way. The life-boat coxswain remained on board her during the whole of the operations, advising the captain when the tow should begin and the direction to be followed in order to refloat the steamer. The life-boat returned to her station at 5.30 P.M. - Property salvage case.

JUNE 17TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. At 9.45 A.M. on the 16th June, a vessel in the Barley Pickle was flying the "Not under control" signal. She was kept under observation. At noon a tug went out but found that the vessel, the motor vessel *Summity*, of London, bound for Yarmouth with coals, did not need help although she was aground. A light N.N.E. wind was then blowing, with a moderate sea. At 10

P.M. the wind was increasing, but the motor life-boat *Louise Stephens* could not go out as the port was closed. When the boom had been lowered, she put out at 3.45 A.M. on the 17th June and, with the help of the life-boat and of a sister ship, *Grit*, the *Summit* was refloated at 7 A.M. The life-boat escorted her into Yarmouth Roads and was ready for service again at 8.52 A.M. - Rewards, £17 1s.

JUNE 18TH. - DOVER, KENT. At 2 P.M. information was received through the coastguard that a naval cabin cruiser appeared to be in need of help about three miles from Sandgate. A moderate E.N.E. gale was blowing, with a rough sea. The motor life-boat *Agnes Cross*, on temporary duty at the station, put out at 2.30 P.M., and at 3.45 P.M. found H.M. auxiliary *Dulcibella*, with a crew of four. Her engine had broken down. The life-boat towed her in, arriving at 7.30 P.M. Partly paid permanent crew. Rewards, £4 15s.

JUNE 20TH. - DUNGENESS, KENT. At 2.55 A.M. information was received from the Dover naval authorities that a torpedoed steamer was lying helpless two miles east of Dungeness. A fresh E.N.E. wind was blowing, with a choppy sea. At 3.15 A.M. the motor life-boat *Charles Cooper Henderson* was launched and found the steamer *Roseburn*, of West Hartlepool, bound with wood from Canada to London, sinking slowly. Some of her crew, who were in a ship's boat, were taken into the life-boat. Another of the steamer's boats was missing, but this was found later to have been picked up by an Admiralty drifter and taken to Dover. A tug attempted to tow the *Roseburn* to Dover, but she had to be beached at Dengemarsh and the life-boat remained alongside. She landed an injured man, and at 1.30 P.M. put nine more of the steamer's crew ashore. As a tug had arrived and was standing by the stranded steamer, which still had some of her crew on board, the life-boat returned to her station, arriving at 2 P.M. - Rewards, £30 12s.

JUNE 21ST. - MINEHEAD, SOMERSET. At 8.26 A.M. the coastguard reported that a ship's boat was drifting down channel six miles north of Hurlstone Point. A fresh easterly breeze was blowing, with a moderate sea. The motor life-boat *Kate Greatorex* put out at 8.49 P.M., and picked up the boat, which was empty, covered with oil, and apparently belonged to the S.S. *James McGee*, of Wilmington, U.S.A. The life-boat towed it in, arriving at 12.30 P.M. - Property salvage case.

JUNE 21ST. - WICK, CAITHNESS-SHIRE. Shortly after 6 P.M. the coastguard reported that an R.A.F. seaplane was on the sea one and a half miles east of Occumter, and was drifting, with her engines stopped, towards Clythness. A fresh S.S.W. breeze was blowing, with a moderate sea. The motor life-boat *City of Edinburgh* was launched at 6.20 P.M. and found that the

Lybster fishing boat *Ferny* had already got the aeroplane in tow. Accompanied by the life-boat, the fishing boat towed it into Wick Harbour, which was reached at 9 P.M. - Rewards, £6 17s. 6d.

JUNE 23RD. - ST. PETER PORT, GUERNSEY. At 1 P.M. the harbour master telephoned to the coxswain asking for the life-boat to go to Alderney to take off six people, two of whom were injured and would have to travel on stretchers. This was a part of the general evacuation of people from Alderney when, after the fall of France, it was impossible to defend the Channel Islands against attack by Germany. The weather was fine, with a moderate N.E. wind, but there was a rough sea in the tideways. At 1.45 P.M. the reserve motor life-boat, *Alfred* and *Clara Heath*, on temporary duty at the station, was launched, and reached Alderney at 6 P.M. She left again with the six people at 11.15 P.M., but the sea was so rough that she had to return to Alderney, arriving half an hour after midnight. At 3.45 in the morning she set out again and reached St. Peter Port at 7 A.M. The Rewards, amounting to £11 3s., were not paid at the time, for the Germans occupied the Channel Islands a few days later, and the Institution's cheque was returned by the Post Office. A new cheque was sent in 1945.

JUNE 25TH. - TORBAY, DEVON. At 7.13 P.M. a message was received from the Berry Head coastguard that a small boat, with two people on board, appeared to be in distress 2 miles S.W. by S. of the Torquay coastguard look-out hut. A W.N.W. breeze was blowing, with a moderate sea. At 7.30 P.M. the motor life-boat *George Shee* was launched. She found the boat, which was the yacht *Elsie*, of Torquay, but with great difficulty, as it had capsized and was floating with its keel level with the water, and rescued a woman who was only half conscious. Later it was learned that the other occupant of the boat, a man, had attempted to swim ashore to get help, but had been drowned. The life-boat returned to her station at 9.59 P.M. - Rewards, £4 19s.

JUNE 26TH. - HOLY ISLAND, NORTH-UMBERLAND. At 3.25 P.M. information was received from the coastguard that a steamer was ashore on Swadman Reef. The weather was fine, with a light S.E. wind, and the sea was smooth. The motor life-boat *Elizabeth Newton*, on temporary duty at the station, was launched at 3.44 P.M. She found that the vessel on the reef was the Grimsby steam trawler *Helios*, with a crew of nine, bound from the fishing grounds for Grimsby. The tide was rising and the life-boat stood by until the *Helios* refloated and was able to go on her way. The life-boat returned to her station at 5.53 P.M. - Rewards, £4 13s. 6d.

JUNE 27TH. - DUNGENESS, KENT. At 12.27 P.M. a message was received from the Sandgate coastguard that a Hurricane fighter aeroplane had come down in the sea

about six miles S.S.W. of Dungeness. A light westerly breeze was blowing and the sea was smooth. At 12.50 P.M. the motor life-boat *Charles Cooper Henderson* was launched with a scratch crew, most of the regular crew being away fishing. Women helped to launch her. When the life-boat reached the position given there was no sign of the aeroplane and she continued her search to the south. Two aeroplanes then appeared and led the life-boat to a position 15 miles S.S.W. of Dungeness. Here she found an airman, unconscious, but with his head and shoulders above water. One of the life-boat crew jumped overboard and put a rope round him and he was got on board the life-boat. The crew gave him artificial respiration and this was continued for twenty minutes when one of H.M. speed-boats came alongside, and the rescued man was transferred to it and taken to Dover. The life-boat then returned to her station, arriving at 5 P.M. - Rewards, £8 1s. 6d.

JUNE 28TH. - ARKLOW, CO. WICKLOW. At 2.30 P.M. information was received that the fishing boat *Venturer*, of Arklow, was in distress in Courtown Bay. A southerly wind was blowing, with a rough sea. At 3 P.M. the motor life-boat *Inbhear Mor* was launched and found that the *Venturer's* engine had broken down. She had no sails and had drifted about seven miles when the life-boat reached her. There were two men on board, who were taken into the life-boat, and with the *Venturer* in tow the life-boat returned to Arklow, arriving at 6 P.M. - Rewards, £5 3s. 6d.

JUNE 30TH. - THURSO, CAITHNESS-SHIRE. At 5.35 P.M. a message was received from the Wick coastguard that an auxiliary fishing boat was in distress six miles E.N.E. of Dunnet Head. The wind was light and variable and the sea smooth. At 5.45 P.M. the motor life-boat *H.C.J.* was launched and found the fishing boat *Flora Dora*, of Grimsby, with her engines broken down. A patrol boat had got her in tow and took her into Scrabster Harbour. The life-boat escorted them and returned to her station at 9.10 P.M. - Rewards, £12 5s. 6d.

The following life-boats were launched, but no services were rendered for the reasons given,

JUNE 1ST, WICK, CAITHNESS-SHIRE. An explosion had been heard on board H.M.S. *Astronomer*, thirty miles away, but the life-boat found nothing, and it was learnt later that the survivors had been picked up by trawlers. - Rewards, £13 6s.

JUNE 2ND. - THE HUMBER, YORK-SHIRE. An aeroplane had come down in the sea, one mile E.N.E. of Easington, but the life-boat's help was not needed. - Permanent paid crew.

JUNE 3RD. - BLACKPOOL, LANCA-SHIRE. An aeroplane had been reported down in the sea six miles S.W. of the life-boat

house, but nothing was found. - Rewards, £13 14s.

JUNE 3RD. - BEMBRIDGE, ISLE OF WIGHT. It had been reported that two of the crew of three of an aeroplane had left their machine by parachute, three miles south of the watch-house, but a piece of parachute was all that could be found. News was received later that the aeroplane had been found and that the pilot was safe. - Rewards, £9 6s.

JUNE 3RD. - CROMER, NORFOLK. A vessel had been reported ashore on the Haisborough Sands, but she refloated and went on her way. - Rewards, £26 2s.

JUNE 3RD. - DOVER, KENT. A small boat was reported to have broken down, it was believed, with troops from Dunkirk on board, but nothing could be found. - Rewards, £3 15s.

JUNE 5TH. - MARGATE, KENT. Six white rockets had been seen by the Barrow Deep Light-vessel, but no vessel in distress could be found. - Rewards, £18 12s.

JUNE 7TH. - WALMER, KENT. At 10.28 P.M. a message was received at the life-boat-house from the Royal Engineers Signals at Princes Golf Club, that a vessel near there was showing flares, and at 10.45 P.M. another message came from the coastguard that a vessel was ashore near Shellness. There was thick fog, with a light W. breeze and a smooth sea. At 11 P.M. the motor life-boat *Charles Dibdin* (*Civil Service No. 2*) was launched and searched along the coast to Princes Club. Soon after she put out an air-raid started. She was caught in the beam of a searchlight and was immediately machine-gunned by enemy aircraft. Fortunately none of the life-boat's crew was hit. The life-boat continued her search but could find nothing and returned to her station at 1.45 A.M. - Rewards, £13 7s.

JUNE 7TH. - ARRANMORE, CO. DONEGAL. A merchant ship had been reported mined and torpedoed and sinking rapidly, but other vessels had gone to her help and the life-boat found that she was not needed. While the life-boat was on her way, the pilot of an aeroplane saw her, did not know that she was steering to a given position, thought she must be out in her reckoning, and dropped a message in a bottle asking if she was all right or if she wanted her position and her course to the next life-boat station. He asked her to reply by flags. Then, not being certain if the message had been received, he dropped a second bottle asking " Did you get our first bottle ? " and giving the life-boat her latitude and longitude. The crew did not need them but they were very grateful. - Rewards, £9.

JUNE 7TH. - THE HUMBER, YORK-SHIRE. Seven soldiers had gone fishing in a small boat. There was a dense fog. Nothing was found, and it was learned later

that the men had been picked up by a trawler. An aeroplane was also reported to have come down in the sea near Kilnsea, but nothing was found. - Permanent paid crew. Rewards, 6s.

JUNE 8TH. - MARGATE, KENT. A rubber boat, with one person on board, had been seen four miles to the north of Foreness, but nothing was found except an empty case and some small pieces of wreckage. - Rewards, £4 19s.

JUNE 9TH. - WALMER, KENT. Distress signals had been seen four miles N.E. of the coastguard station, but nothing was found, nor had three vessels which the life-boat spoke seen any signals. - Rewards, £13 1s.

JUNE 9TH. - DOVER, KENT. Information had been received that what appeared to be a rubber boat was adrift, but nothing was found, except some wreckage. - Rewards, £8 15s.

JUNE 9TH. - HASTINGS, SUSSEX. A small pleasure boat had been reported overdue, but was found abandoned on the rocks, east of Hastings. - Rewards, £23 7s. 9d.

JUNE 10TH. - HOLYHEAD, ANGLESEY. An aeroplane had been reported down off Rhoscolyn, but nothing could be found. - Rewards, £5 14s.

JUNE 12TH. - POOLE AND BOURNE-MOUTH, DORSET. The Dutch motor vessel *Prinses Juliana* had been blown up, but the survivors had been picked up by a pilot boat. - Rewards, £4 4s.

JUNE 13TH. - BARRA ISLAND, HEBRIDES. A drifting ship's boat had been reported eighty-four miles west of Greenhead, Isle of Barra, but nothing was found. - Rewards, £18 14s.

JUNE 13TH. - SWANAGE, DORSET. A small vessel was on fire, but she had burnt to the water's edge. As she might continue to burn in the darkness, or become a danger to navigation, she was sunk by the life-boat. - Rewards, £18 10s.

JUNE 15TH. - SHOREHAM HARBOUR, AND NEWHAVEN. SUSSEX. An aeroplane had been reported down in the sea to the east of Shoreham, but it was later found near Littlehampton, and the services of the life-boats were not needed. - Rewards : Shoreham Harbour, £4 10s. ; Newhaven, £5 19s.

JUNE 18TH. - DUNGENESS, KENT. An Admiralty yacht's engine had broken down, but her crew were able to repair it. - Rewards, £10 17s. 6d.

JUNE 18TH and 19TH. - ST. HELIER, JERSEY. During the afternoon of the 18th of June a ship had been reported to be on fire about eight miles to the south-south-west of St. Helier Harbour, but the life-boat could

find nothing. It was thought to be a vessel taking part in the evacuation of the British Expeditionary Force from St. Malo, and possibly other vessels rescued the survivors. The honorary secretary, coxswain and other members of the crew were away from the station, engaged in the work of the evacuation from St. Malo, and the bowman acted as coxswain.

On the morning of the 19th of June a local vessel which had gone to help in the evacuation from St. Malo was long overdue, and the life-boat went, to look for her, but the missing vessel was brought in by a Belgian steamer.

A cheque amounting to £15 11s. 6d. for rewards for these two launches was sent, but it was returned by the Post Office, as the Germans had then occupied the Channel Islands. In 1945 a new cheque was sent, but the station was then able to pay out only £10 15s. 6d. of the rewards.

JUNE 19TH. - THURSO, CAITHNESS-SHIRE. Two men had been cut off by the tide, but they reached safety unaided. - Rewards, £9 11s.

JUNE 19TH. - MARGATE, KENT. Red flares had been seen four miles N.N.E. of Foreness Point, but nothing could be found. - Rewards, £12 8s.

JUNE 20TH. - NORTH SUNDERLAND, NORTHUMBERLAND. An aeroplane had been reported down in the sea, S.E. of Beadnell, but nothing was found. - Rewards, £15 3s. 6d.

JUNE 20TH. - HARTLEPOOL, DURHAM. The coastguard had reported some wreckage, thought to be an aeroplane or a submarine, several miles east of Horden, but nothing was found. - Rewards, £4 19s. 6d.

JUNE 20TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. An aeroplane had been reported down in the sea twelve miles east of Yarmouth, but nothing was found. - Rewards, £7 13s. 6d.

JUNE 20TH. - HASTINGS, SUSSEX. An aeroplane had come down in the sea but small boats gave all the help needed. - Rewards, £20 5s. 9d. (See Hastings "Services by Shore-boats," page 146.)

JUNE 21ST. - COVERACK, CORNWALL. A steam drifter appeared to be on fire, but another drifter took her in tow. It was later learned that her engines had broken down. - Rewards, £7 16s. 6d.

JUNE 22ND. - HARTLEPOOL, DURHAM. The French naval patrol boat *La Bastiase* had blown up and sunk in a few minutes, but the sixteen survivors of her crew were rescued by the examination vessel at the Tees. - Rewards, £4 19s. 6d.

JUNE 22ND. - BLYTH, NORTHUMBERLAND. After an air-raid alarm had been given it, was reported that distress signals had

JUNE 29TH. - DUNGENESS, KENT. An aeroplane had been reported down in the sea seven miles from Dungeness, but nothing was found. - Rewards, £10 16s. 6d.

JUNE 29TH. - TORBAY, DEVON. A motor boat had been reported in difficulties off Meadfort Beach, but she was able to reach harbour under her own power. - Rewards, £4 13s. 6d.

JUNE 29TH. - KILMORE, CO. WEXFORD. It was reported that a rocket had been seen over Saltee Island in the direction of the Coningbeg Lightship, but it was later learned that it was a flare which had been dropped from a seaplane. - Rewards, £19 13s. 6d.

JULY

Launches 70. Lives rescued 49.

JULY 2ND. - SHOREHAM HARBOUR, SUSSEX. At 11.15 P.M. a message was received from the coastguard that a vessel was on fire about five miles south-west of Shoreham. A fresh westerly wind was blowing, with a rough sea. At 11.25 P.M. the motor life-boat *Rosa Woodd and Phyllis Lunn* was launched and found that two patrol yachts had picked up three survivors from the motor yacht *Pappillon*, of Shoreham, which was on fire. An attempt was made to transfer the survivors from the patrol vessels to the life-boat, but it was found impossible in the rough sea. One of the patrol vessels then went, to Littlehampton with two of the survivors on board, and the second, *Montigo Bay*, asked the life-boat to escort her into Shoreham Harbour. Enemy aircraft appeared overhead shortly after the life-boat left the blazing wreck, and dropped bombs near it. The life-boat wirelessed for permission to enter the harbour, and put a member of her crew aboard the *Montigo Bay* to pilot her in. The third survivor from the yacht was then taken to hospital. The life-boat returned to her station at 1 A.M.- Rewards, £9.

JULY 3RD. - GOURDON, KINCARDINESHIRE. At 7.15 P.M. a three-engined enemy bomber was attacked by British fighter aeroplanes, north-east of Gourdon. In a few minutes the bomber crashed into the sea. A light south-west breeze was blowing and the sea was smooth. At 7.40 P.M. the motor life-boat *Margaret Dawson* was launched and found the bomber half a mile off Fowlshaugh Cliffs, six miles north-east of Gourdon. It was nearly submerged and none of the crew could be seen. The life-boat picked up its dinghy, and other oddments of wreckage, and went to Stonehaven to report, returning to her station at 1.40 A.M. the next morning. - Rewards, £20 11s. 6d.

JULY 5TH. - MARGATE, KENT. At 3.30 P.M. a message was received from the coastguard that a rubber boat had been seen one and a half miles off St. Mildred's Bay, Westgate. A light north-westerly breeze was

drifting helplessly about thirteen miles south of Galley Head Lighthouse. A moderate W.S.W. wind was blowing and the sea was calm. The motor life-boat *Sarah Ward and William David Crosweller* was launched at 7.5 A.M. and found the boat with no one on board but with her gear intact. She was marked S.S. *Georgios Kyriakides*, of Andros. The life-boat towed her in and returned to her station at 8.55 A.M. - Rewards, £4 17s. 6d.

JULY 10TH. - GREAT YARMOUTH AND GORLESTON. NORFOLK. At about 4.15 P.M. the naval authorities asked the
Samuel and

German aeroplane was shot down and fell within a few yards of the life-boat. She rescued one of its crew, but the others sank with the aeroplane. The life-boat returned to her station at 1.30 P.M. - Rewards, £3 15s.

JULY 11TH. - SELSEY, SUSSEX. At 6.25 P.M. the coastguard saw a British aeroplane brought down by the enemy off Selsey Bill. A strong S.W. breeze was blowing, but there was only a slight sea. The motor life-boat *Canadian Pacific* was launched at 6.30 P.M. and at about 7 P.M. she found a British airman in the sea some three and a half miles S.W. of Selsey Bill. He had been in the sea for three-quarters of an hour and was exhausted, but unhurt. On returning with the rescued man at 7.55 P.M. the life-boat learned that a German aeroplane had crashed five miles south of Owers Light-vessel. She went out again at 8.10 P.M. and reached the position about 9.10 P.M., but saw nothing except, a large patch of oil. She returned to her station at 10.30 P.M.

A letter of thanks was received by the coxswain from the rescued airman, who is a squadron leader. He said: "When you arrived I had given up hope. I doubt if I could have lasted more than a few minutes. Your skill in finding me in that rough sea seems a miracle to me. You and your fellows in the Life-boat Service are doing a magnificent job." A few days later the airman won the D.F.C. - Rewards, £11 3s. and £8 15s.

JULY 13TH. - HASTINGS, SUSSEX. At 4.8 P.M. the coastguard reported a water-logged boat about a mile S.W. of the coast-guard station. The sea was slight with a moderate S.W. wind blowing. At 4.28 P.M. the motor life-boat *Cyril and Lilian Bishop* was launched and found and brought in the boat. It was without oars or sails, but had clothing and a typewriter aboard. Meanwhile another boat had been reported drifting, bottom up, off the bathing pool. The life-boat picked this boat up off Hastings Pier and brought it in. She went out a third time to see if there was anything else, and picked up yet another water-logged boat, which she brought in. The second boat was marked *Mallard*, of London, the first and third *Kolga*, of Tallinn, and all were handed over to the receiver of wrecks. - Rewards, £23 15s. 9d.

JULY 14TH. SHOREHAM HARBOUR, SUSSEX. At about 2.22 A.M. the Brighton coast-watching sea scout reported an aeroplane down in the sea two miles south of Saltdean. The sea was smooth, with light north-easterly airs. The motor life-boat *Rosa Woodd* and *Phyllis Lunn* was launched at 3.8 A.M. and at about 4 A.M. found the wreckage of an R.A.F. machine. She picked up three dead bodies and brought them in, returning to her station at 7 A.M. - Rewards, £14 9s. 6d.

JULY 15TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. At about 6 P.M. a message was received from the naval authorities at Great Yarmouth that a

destroyer, H.M.S. *Valorous*, was approaching the roadstead. On board were survivors from the S.S. *Heworth*, of Newcastle, which had been sunk by enemy action, and the destroyer requested that the life-boat should bring the survivors ashore. A moderate N.N.E. breeze was blowing, and the sea was smooth. At 6.30 P.M. the motor life-boat *Louise Stephens* put out, with a doctor and ambulance men on board, and went alongside the destroyer in the roadstead. The doctor and ambulance men were put on board her, and then 14 survivors were transferred to the life-boat. Seven of them were injured, and five of these were stretcher cases. They were all made as comfortable as possible on board with blankets, and the life-boat landed them at Lower Ferry steps. The injured were taken to hospital by ambulance and the others to the Sailors' Home by coach. The life-boat returned to her station at 8 P.M. - Rewards, £6 5s. 6d.

JULY 16TH. - ROSSLARE HARBOUR, CO. WEXFORD. During the evening a flat-bottomed fishing boat, the *Spitfire*, of Rosslare Harbour, was bound for Tuskar with a crew of four. A S.W. wind was blowing. It increased and backed to the north, bringing up a rough sea. The *Spitfire* was seen to be in distress, and at 8 P.M. the motor life-boat *K.E.C.F.* was launched. She found the boat about four miles to the south and towed her in, returning to her station at 9.25 P.M. - Paid permanent crew; Rewards, 12s.

JULY 19TH. - ARRANMORE, CO. DONEGAL. At about noon a man reported a ship's boat drifting off the island. The weather was moderate with a S.W. wind. At 8 P.M. the motor life-boat *K.T.J.S.* was launched, and found the boat with no one in it. She towed it in, arriving at her station at 8 P.M. - Rewards, £8 3s. 6d.

JULY 21ST. - SWANAGE, DORSET. At 6.14 P.M. the coastguard reported a vessel on fire some ten miles or more to the S.E. A westerly breeze was blowing, with a moderate swell. The motor life-boat *Thomas Markby* was launched at 6.27 P.M., and found the S.S. *Kollskegg*, of Oslo, an oil tanker of about 5,000 tons. She was ablaze in the fore part, and that part of the hull was red hot. Her bridge and superstructure had been smashed to pieces. There was no one on board. All her crew had been taken off by a destroyer. The steamer appeared to have been attacked by aeroplanes. The life-boat stood by until a tug arrived. Then she put four men aboard the *Kollskegg* to help in getting the hawser from the tug connected. The tug took the steamer in tow and the life-boat returned to her station at 12.15 A.M. - Rewards, £14 2s.

JULY 21ST. - CLOGHER HEAD, CO. LOUTH. At 10.15 P.M. the civic guard reported a boat in distress about four miles to the north. A north-westerly off-shore wind was blowing, with a choppy sea. The motor life-boat *Mary Ann Blunt* was launched at 10.25 P.M. and searched for the missing boat, which was the motor fishing boat *North*

Star, of Annagassan, with a crew of seven. Later the *North Star* was seen making for Port Oriel under oars, and her position was signalled to the life-boat, which went to her and escorted her into Port Oriel at about 11.15 P.M. The life-boat returned to her station at 1.30 A.M. - Rewards, £11 6s.

JULY 21ST. - LYTHAM - ST. ANNES, LANCASHIRE. At 9.45 P.M. the harbour master reported that a minesweeper was aground east of Gut Gas Buoy. A strong S.W. breeze was blowing, with a rough sea. Another message said that the trawler was all right, but the honorary secretary of the life-boat station was of opinion that the minesweeper was in a dangerous position; the naval authorities agreed; and the life-boat put out. At 11 P.M. the motor life-boat *Dunleary* was launched and found that the minesweeper had just refloated. She stood by her until she was well clear of the bank, and returned to her station at 3.30 A.M. - Rewards, £9 11s.

JULY 22ND. - HOLYHEAD, ANGLESEY. At 1.45 P.M. the coastguard reported that an Admiralty trawler had been blown up off the end of the breakwater. The weather was fine with a calm sea. The motor life-boat *A.E.D.* was launched at 1.55 P.M., with James Bell, one of the crew, acting as coxswain, but found only a dead body. Three injured men had been saved by a patrol boat. The remainder must have been killed. - Rewards, £4 7s. 6d.

JULY 23RD. - NEW BRIGHTON, CHESHIRE. At 6 P.M. information was received from the Mersey Dock Board that a fishing vessel was ashore on Burbo Bank, west of the training wall. There was not sufficient water to get near the vessel, but she was kept under observation. At 7.35 P.M. it was reported that she was lying comfortably, high and dry. The weather was fine, but later it became threatening, with squalls of heavy rain and wind, and at 10.30 P.M. the No. 2 motor life-boat *Edmund and Mary Robinson* was launched and found the vessel to be the auxiliary fishing smack *Alice*, of New Brighton, with a crew of three. The *Alice* refloated at 12.45 A.M., and the life-boat escorted her into the channel to a safe anchorage near the Brazil Buoy. There the examination vessel ordered her to remain until daylight. The life-boat returned to her station at 1.30 A.M. - Rewards, £10 10s.

JULY 25TH. - DOVER, KENT. At 3.10 P.M. the Sandgate coastguard reported that a vessel which had been attacked by German aeroplanes was sinking off Sandgate, but said that naval motor boats were going to her help. At 3.30 P.M. it was reported that the motor vessel *Summity*, of London, had been beached near Shakespeare Cliff and needed medical aid. A light W.S.W. wind was blowing, with a slight sea. With a naval surgeon on board, the motor life-boat *Agnes Cross*, on temporary duty at the station, put out at 4 P.M. She found that a wounded man had already been landed in

the ship's boat, but she rescued the remaining seven members of the crew. When returning to Dover she went alongside another steamer, the *Gronland*, which had a man wounded. The naval surgeon went aboard, and then the wounded man was transferred to the life-boat, which landed him and the seven rescued men at Dover at 5.45 P.M. - Partly paid permanent crew; rewards, £3 16s.

JULY 26TH. - SHOREHAM HARBOUR, SUSSEX. At about 7.30 A.M. a message was received from the resident naval officer that the steamer *Lulonga* had been torpedoed. A moderate S.W. breeze was blowing, with a moderate sea. With an armed guard aboard, the motor life-boat *Rosa Woodd* and *Phyllis Lunn* was launched at 8.5 A.M., and from vessels which had safely come to anchor learnt the position where a convoy had been attacked. She made for this position, and when about seven miles W.S.W. of Shoreham, found a boat with thirteen survivors from *S.S. Broadhurst*, of London. She took them on board, went on and found another boat belonging to the *S.S. London Trader*. This steamer also had been torpedoed and twelve survivors from her crew were in the boat.

As some of the rescued men were injured, the life-boat searched no further but made for harbour, arriving at 10.50 A.M. Half an hour later she put out again, but found no more survivors, and it was learnt later that survivors from the *Lulonga* had been picked up by other boats and taken to Littlehampton. - Rewards, £10 5s.

JULY 28TH. - THURSO, CAITHNESS-SHIRE. At 3.45 A.M. information was received from the Wick coastguard that a steamer was on fire N.N.W. of Strathly Head. A N.W. breeze was blowing, with a choppy sea. The motor life-boat *H.C.J.* was launched at 4 A.M. and met an Aberdeen trawler, which told her that the steamer was the *S.S. Orlock Head*, of Belfast, that she herself had rescued part of her crew, and that a Grimsby trawler was rescuing the remainder. The *Orlock Head*, which was bound from the Tyne to Liverpool with cement, had been attacked by a German aeroplane with bombs and machine-gun fire. Two of her crew of twenty had been killed and several injured. The life-boat accompanied the Aberdeen trawler into Scrabster Harbour, and then put out again to meet the Grimsby trawler, in case she should want to transfer the rescued men to her, but the trawler brought them into harbour herself, and the life-boat returned to her station at 7.30 A.M. - Rewards, £7 7s. 6d.

JULY 29TH. - NEW BRIGHTON, CHESHIRE. At 9.35 A.M. the Hoylake coastguard reported that a vessel had struck a mine. A fresh N.W. breeze was blowing, with a moderate sea. The No. 2 motor life-boat *Edmund and Mary Robinson* put out at 9.49 A.M. and spoke a pilot boat when near the Crosby Light-vessel. The pilot boat had on board thirty-seven survivors of the *S.S. Ousebridge*, of West Hartlepool, including three injured men. Two other members of the crew were missing. The pilot boat had

in tow the ship's boat with two pilot apprentices on board, and at her request the life-boat took over the tow. She landed the apprentices in Liverpool, where the pilot boat had landed the 37 survivors. The life-boat then took the ship's boat to Birkenhead and returned to her station at 12.50 P.M.- Rewards £5 3s. 9d.

The following life-boats were launched, but no services were rendered for the reasons given

JULY 2ND. - EXMOUTH, AND TORBAY, DEVON. A vessel had been reported on fire six miles S.E. by S. of Berry Head, but the Torbay life-boat could find nothing. Next day the life-boats at Exmouth and Torbay were launched to a vessel reported to be on fire, and believed to be the same vessel, but they were recalled as it was learned that the crew had abandoned the vessel. - Rewards : Exmouth, £7 0s. 6d. ; Torbay, £9 15s. and £3 17s. 6d.

JULY 5TH. - SWANAGE, DORSET. A vessel had been reported on fire five miles off St. Albans Head, but nothing could be found. News was received later that the vessel had been towed into port. She had formed part of a convoy which had been attacked and compelled to scatter. - Rewards, £12 10s. 6d.

JULY 6TH. - HOLYHEAD, ANGLESEY. An aeroplane had crashed into the sea in Aberffraw Bay, but nothing could be found. - Rewards, £6 5s.

JULY 7TH - ALDEBURGH, SUFFOLK. An aeroplane was reported to have come down in the sea off Orfordness, but nothing was found. - Rewards, £26 17s.

JULY 8TH. - DOVER, KENT. A naval trawler had been sunk by enemy action, but the only survivor was picked up by a motor torpedo boat. - Partly permanent paid crew ; Rewards, £6 6s

JULY 8TH. - DUNGENESS, KENT. An airman had been seen. descending by parachute about ten miles E.N.E. of Dungeness, but he was picked up by a destroyer and landed at Dover. - Rewards, £11 0s. 6d.

JULY 9TH. - MARGATE, KENT. An empty, waterlogged, rubber dinghy was picked up, and it was learned that an airman had been saved by an Admiralty trawler and a dead body picked up by an Admiralty yacht. - Rewards, £5 11s. 6d.

JULY 10TH. - SELSEY, SUSSEX. An aeroplane had been reported down in the sea five miles north of Selsey Bill, but nothing was found. - Rewards, £6 3s. 6d.

JULY 10TH. - DUNGENESS, KENT. Information had been received that three aeroplanes had fallen into the sea. Many of the men were away fishing, but a crew

was obtained, and with the help of women the life-boat was launched. At the time an attack was being made by German aeroplanes on a convoy. The life-boat found nothing except wreckage and German clothing, which was handed over to the authorities. - Rewards, £8 1s. 6d.

JULY 11TH. - BLYTH, NORTHUMBERLAND. In the belief that a vessel had been blown up, the life-boat put out, but found that a mine had been exploded by mine-sweepers. - Rewards, £5 6s.

JULY 12TH. - WEYMOUTH, DORSET. Aircraft had been reported down in the sea, but nothing could be found and no one could have lived in the rough sea. - Rewards, £13 2s. 6d.

JULY 13TH. - WICKLOW. A steamer grounded on the North Arklow Bank, but got off unaided and went on her way.- Rewards, £10 13s.

JULY 13TH. - YARMOUTH, ISLE OF WIGHT. Aircraft had been reported down but nothing could be found. The life-boat was short of her regular crew, but the honorary secretary, Captain A. G. Cole, the district inspector, Commander E. D. Drury, O.B.E., R.D., R.N.R., Surgeon-Commander Davis, R.N.V.R., and the Institution's travelling mechanic, J. J. Pratt, all went out in the life-boat. - Rewards, £3 2s. 6d.

JULY 13TH. - CROMER, NORFOLK. An aeroplane had been reported down in the sea twenty-five miles E.N.E. of Cromer, but the crew of three were picked up by a patrol vessel-Rewards, £13 6s. 6d.

JULY 14TH. - BALTIMORE, CO. CORK. A seaplane had been reported down in the sea six miles N.W. of Cape Clear, but no trace of any machine could be found.- Rewards, £11 4s.

JULY 16TH. - ABERDEEN. A vessel had been reported on fire, but no vessel in need of help could be found. - Rewards, £12 4s. 9d.

JULY 16TH. - BALLYCOTTON, CO. CORK. A small fishing boat had had her sails blown away in a squall, but the only man aboard declined the life-boat's help and was helped by a motor boat. - Rewards, £4 10s. 6d.

JULY 17TH. - NEWHAVEN, SUSSEX. A cable layer had struck a mine, but patrol boats picked up the survivors. - Rewards, £5 5s.

JULY 18TH. - POOLE AND BOURNE-MOUTH, DORSET. A service aeroplane had come down in the sea, but the pilot was picked up by another boat. - Rewards, £3 5s.

JULY 18TH. - WALTON AND FRINTON, ESSEX. The Sunk Light-vessel had been attacked by enemy aircraft, but Trinity

House steamers went to her help. - Rewards, £20 12s.

JULY 19TH. - SHOREHAM HARBOUR, SUSSEX. A German aeroplane had been reported down in the sea, but nothing was found. - Rewards, £4 10s.

JULY 19TH. - SELSEY; SUSSEX. During an air battle a German aeroplane had come down off Aldwick and other machines had come down further eastward, but nothing except a patch of oil was found. - Rewards, £15 10s. 6d.

JULY 19TH. - SHOREHAM HARBOUR, SUSSEX. A R.A.F. aeroplane had come down off Littlehampton, but the life-boat was recalled as the pilot had got ashore without help. - Rewards, £7 15s. 6d.

JULY 20TH. - MARGATE, KENT. An airman was reported to have come down by parachute in the sea off Kingsgate, but nothing could be found. - Rewards, £14 3s. 6d.

JULY 20TH. - DOVER, KENT. An aeroplane believed to be German had crashed two miles off, but nothing was found. - Partly paid permanent crew. Rewards, £4 15s.

JULY 20TH. - BALTIMORE, CO. CORK. Information had been received that a cargo boat had been torpedoed, but though the life-boat searched for a long time in the neighbourhood of the Fastnet Rock she found nothing. - Rewards, £16 16s.

JULY 20TH. - DONAGHADEE, CO. DOWN. A vessel had struck a mine in Belfast Lough, but her crew had got ashore in the ship's boats. - Rewards, £4 10s.

JULY 20TH. - SELSEY, SUSSEX. A British aeroplane had been reported down in the sea fifteen miles south of Bognor, but nothing was found. - Rewards, £15 10s. 6d.

JULY 22ND. - EXMOUTH, DEVON. Red flares had been reported, but the naval authorities sent a message that the life-boat was not needed and she was recalled. - Rewards, £13 0s. 6d.

JULY 23RD. - NEW BRIGHTON, CHESHIRE. A heavy explosion had been heard from a steamer and she was found lying on her side, but no sign of her crew was found. They must all have been lost. - Rewards, £7 12s. 6d.

JULY 23RD. - SHOREHAM HARBOUR, SUSSEX. An aeroplane had been reported down in the sea, but a patrol vessel picked up the pilot, a German. - Rewards, £12 18s.

JULY 24TH. - RAMSGATE, KENT. It had been reported that a convoy had been attacked and that an aeroplane had come down, but though the life-boat found that a convoy had been bombed, she could not find any aeroplane. - Rewards, £5 3s.

JULY 24TH. - PENLEE, CORNWALL. An unknown bomber was believed to have crashed in the sea as lights were seen on the water after she had passed, but nothing could be found. - Rewards, £8 13s. 6d.

JULY 25TH. - DUNGENESS, KENT. A steamer in a convoy was sinking as the result of enemy action, but there was no one on board. The life-boat remained by until she sank, and then found that the crew had been rescued by another vessel. - Rewards, £9 8s. 6d.

JULY 26TH. - CROMER, NORFOLK. An aeroplane had crashed on the Outer Bank, but the life-boat found that she had been smashed and there was nothing to be done. - Rewards, £13 4s.

(See Haisborough, "Services by Shore-boats", page 148.)

JULY 28TH. - TYNEMOUTH, NORTH-UMBERLAND. A naval patrol vessel had sent out an S.O.S. as her steering column had broken, but she was able to repair it. - Rewards, £8 2s.

JULY 29TH. - SHOREHAM HARBOUR, SUSSEX. A motor trawler had been blown up by an enemy mine, but the life-boat found nothing. - Rewards, £5 2s. 6d.

JULY 29TH. - RAMSEY, AND PEEL, ISLE OF MAN. An aeroplane had been reported to Ramsey as having fallen into the sea six miles S.W. of Burrow Head, and the Ramsey life-boat was launched, as the Kirkcudbright life-boat was off service. At Peel the aeroplane was reported to be down six miles S.W. of Bradda Head. Each life-boat went to the position given it, but could find no sign of any aeroplane. - Rewards : Ramsey, £29 3s. 6d. ; Peel, £22 14s.

JULY 29TH. - HELVICK HEAD, CO. WATERFORD. A light which might have been a distress signal had been seen, but no vessel in distress could be found. - Rewards, £13 7s.

JULY 30TH. - FENIT, CO. KERRY. A Belfast steamer had been torpedoed, and her crew had got away in the ship's boats, and one of them was missing, but while the life-boat was searching for her she got ashore at Clifton. Bay, Co. Galway. - Rewards, £9 1s.

AUGUST

Launches 113. Lives rescued 119.

AUGUST 1ST. - BARRA ISLAND, HEBRIDES. At 2.30 A.M. a telegram was received from the coastguard at Kyle that a ship's boat under sail with men on board had been seen at 9.30 P.M. the night before, five miles from Barra Head. A moderate S.W. breeze was blowing, with a heavy swell. The motor life-boat *Lloyd's* was launched at 3.15 A.M., and found nineteen men in a ship's

boat. They were part of the crew of fifty-seven of the S.S. *Jamaica Progress*, of Kingston, Jamaica, a vessel of over 5,000 tons, laden with fruit, which had been torpedoed by a German submarine. The men were taken into the life-boat which, with the ship's boat in tow, arrived back at her station at 9 A.M. During the day the crew stood by in case they were needed, as another ship's boat was known to be at sea, but this boat was found by a trawler. - Rewards, £13 11s. 6d.

AUGUST 1ST. - ABERYSTWYTH, CARDIGANSHIRE. At 6.30 A.M. the coastguard reported Very's lights several miles to the S.W. by W. An easterly breeze was blowing, with a smooth sea. Police helped in getting the life-boat crew assembled, and with the help of soldiers the motor life-boat *Frederick Angus* was launched at 7.20 A.M. Before the life-boat got away it was learned that an aeroplane - a Hampden bomber - was down. Aeroplanes and motor boats from Aberystwyth and New Quay took part in the search. The life-boat picked up one body and returned ashore at 12.15 P.M. Two of the aeroplane's crew were rescued by another boat. Two had lost their lives. - Rewards, £9 3s.

(See Aberystwyth and New Quay, "Services by Shore-boats", pages 148 and 147.)

AUGUST 1ST. - WEYMOUTH, DORSET. At 2 P.M. a message was received from the chief naval officer, Portland, that it was necessary to evacuate the crew of the *Shambles Lightship*, and that the naval vessels which were available were unable to get alongside her. A strong S.E. wind was blowing. At 3 P.M. the motor life-boat *Queen Victoria*, on temporary duty at Weymouth, was launched. She took off the crew of seven men of the lightship, their baggage, stores and gear, and landed them at Weymouth, returning to her station at 5.30 P.M. - Expenses paid by Trinity House.

AUGUST 3RD. - WICK, CAITHNESS-SHIRE. At 10.2 A.M. the coastguard reported a trawler under the cliffs at Skirza Head sounding an S.O.S. There was thick fog and a gentle S.S.W. breeze was blowing with a slight sea. The motor life-boat *John Russell*, on temporary duty at the station, was launched at 10.20 A.M. Then came another message that the trawler, the *Rowsley*, of Grimsby, had refloated. When the life-boat reached Freswick Pier she found one of the trawler's crew in the ship's boat. He had been lost in the fog when the trawler refloated. The life-boat took him on board, and after a search found the *Rowsley* herself leaking, and escorted her to Wick Harbour. The trawler had a crew of eleven and was bound for the Faroes. - Rewards, £3 15s.

AUGUST 8TH. - SHOREHAM HARBOUR, SUSSEX. At 3.20 P.M. information was received from the Beach Manager at Brighton, through the coastguard, that a number of men were marooned on the sea end of the Palace Pier at Brighton. They were unable

to get to the shore as the centre part of the pier had been demolished by the military authorities as part of the defence of the coast against invasion. The motor life-boat *Rosa Woodd* and *Phyllis Lunn* was launched at 4.5 P.M. Captain C. T. Keigwin, R.N.R., the honorary secretary, and an armed guard were on board. A west-south-west breeze was blowing, and the sea was rough. The life-boat found 29 men on the pier, and with considerable difficulty and at some risk, in the heavy swell, she took them all off and landed them at Shoreham Harbour at 5.50 in the evening. Earlier in the morning of the same day, at 3.40 A.M., the crew had been assembled, as flares had been seen and gunfire had been heard at sea, and during the morning there had been two air-raid warnings. - A donation was received from the Brighton Corporation. Rewards, £2 4s. and £5 2s. 6d.

AUGUST 8TH. - BEMBRIDGE, ISLE OF WIGHT. At about 5.15 P.M. an aeroplane was reported by the coastguard down in the sea ten miles S.S.W. from Bembridge Point. A strong south-westerly wind was blowing, with a very rough sea. The motor life-boat *Jesse Lumb* was launched at 5.45 P.M. and went to the position given. Here an aeroplane circled over the life-boat, went off, returned and repeated the operation to show the life-boat the direction she should take. There was no sign of any aeroplane, but she found the R.A.F. No. 116 motor boat, disabled and flying a distress signal. She had gone out to stand by while an air battle was going on and had been machine-gunned. One of the nine men aboard had been killed and another severely wounded. A rope had fouled her propeller. The life-boat took her in tow and brought her to Haslar Hospital, sending a wireless message while on her way for an ambulance to be ready. The life-boat returned to her station next morning, arriving at 7.15 A.M. - Rewards, £8 8s. 9d.

AUGUST 9TH. - PWLLHELI, CAERNARVONSHIRE. At about 4 P.M. information was received that a steamer making for St. Tudwal's Road was in need of help. A S.W. breeze was blowing and the sea was smooth. The motor life-boat *C & S*, on temporary duty at the station, was launched at 4.50 P.M. and found the S.S. *Kingfisher*, an American vessel now under the Ministry of Shipping. She was bound light from Falmouth to the Clyde and had sprung a leak. Her master had beached her in Abersoch Bay in a sinking condition. At his request the life-boat stood by while the flood tide was making, and then, as help was no longer needed, she returned to her station at 4.30 A.M. the following morning. - Rewards, £13 11s. 6d.

AUG. 10TH. - MARGATE, KENT. Just after midnight the officer in charge of troops on the jetty informed the coxswain that he could hear calls for help from the water. The night was very dark. An air raid was in progress and bombs were falling. The coxswain at once mustered his crew and the motor life-boat *J. B. Proudfoot*, on temporary

duty at the station, was launched at 12.25 A.M. Half a mile off shore the life-boat found a British pilot who was nearing collapse, but was kept afloat by his life-belt. She picked him up, and he was given rum and every attention. The life-boat landed him at 12.45 A.M. and put out for a further search. She found nothing and was rehoused at 1.30 A.M. - Rewards, £11 5s.

AUGUST 11TH. - HOLYHEAD, ANGLESEY. At 1.55 A.M. the coastguard reported a boat in difficulties off Black Rocks, Salt Island. She was flashing a torch. A W.N.W. gale was blowing, with a nasty, choppy sea, and the boat was in a dangerous position. At 2.20 A.M. the motor life-boat *A.E.D.* was launched. She found six men in the boat. They had managed to hang on to a boat at anchor and so had saved themselves from being driven on to the outlying rocks. The life-boat took them on board, took their boat in tow and brought them safely back to their ship, the Admiralty drifter *Ocean Vine*. She returned to her station at 3.20 A.M. - Rewards, £5.

AUGUST 11TH. - ALDEBURGH, SUFFOLK. At 11.56 A.M. the coastguard reported that enemy aircraft were attacking shipping some seven miles S.E. of Aldeburgh. A strong N.W. breeze was blowing, with a rough sea. A few minutes later a vessel was seen to be on fire. The No. 2 motor life-boat *Lucy Lavers* was launched at 12.30 P.M., and found the S.S. *Oil Trader*, a tanker. Her captain requested the life-boat to get fire hoses from a trawler, and after this had been done the life-boat stood by the *Oil Trader* until a tug arrived at 3.30 P.M. She then returned to her station, arriving at 6 P.M. - Rewards, £11 4s.

AUGUST 11TH. - MARGATE, KENT. At 1.30 P.M. a destroyer lying off Margate and two minesweepers were being attacked by German aeroplanes. A fresh westerly breeze was blowing, with a choppy sea. The motor life-boat *J. B. Proudfoot*, on temporary duty at the station, was launched at 2 P.M. and went to the help of the minesweepers which were putting up a great fight about three miles E. by N. of the Long Nose Buoy, but appeared to be in trouble. She found that one of them, the *Edwardian*, had had three men killed and four wounded, but that the wounded had by then been put on board the other minesweeper *Peter Carey*. They were transferred to the life-boat, which took them to Ramsgate, the nearest port. In the meantime the *Peter Carey* took the *Edwardian* in tow and beached her under the North Foreland. The life-boat returned to her station at 5 P.M. - Rewards, £5 12s. 6d.

AUGUST 11TH. - NEWQUAY, CORNWALL. At 7.30 P.M. the coastguard reported a ship's boat drifting about six miles N.W. by W. of Towan Head. A N.W. by W. wind was blowing, with a choppy sea. The motor life-boat *Richard Silver Oliver* was launched at 8.40 P.M. and found a derelict ship's boat belonging to the *Janna*, of Dram-

men, Norway. All gear, except rowlocks, was missing, and there was no one on board. The life-boat took the boat in tow and brought her into Newquay Harbour at 11 P.M. - Property salvage case.

AUGUST 12TH. - MARGATE, KENT. At 11 A.M. the life-boat crew were at the Town Hall, where a picture of the evacuation of the B.E.F. from Dunkirk was being presented to them, when an air-raid alarm was sounded. The crew made for the station at once and arrived just as the Admiralty trawlers *Pyrope* and *Tamarisk* were bombed and sunk about five miles to the N.E. A westerly breeze was blowing and the sea was smooth. At 11.15 A.M. the motor life-boat *J. B. Proudfoot*, on temporary duty at the station, was launched. She found survivors of the crews of both trawlers clinging to wreckage, and rescued twenty-seven men. Many of them were badly wounded, and one died soon after the life-boat reached shore at 1 P.M. The fishing boat *Golden Spray* had picked up one man, and the life-boat went out to her and brought the man ashore, finally returning to her station at 1.50 P.M. - Rewards, £5 12s. 6d. (See Margate, "Services by Shore-boats," page 151.)

AUGUST 12TH. - MARGATE, KENT. At 5.50 P.M. during an air-raid the police telephoned the life-boat coxswain that a man had come down in the sea by parachute two miles off Eppe Bay. A S.W. breeze was blowing and the sea was smooth. The motor life-boat *J. B. Proudfoot*, on temporary duty at the station, was launched, and found that a tender from the pilot-cutter *Prudence* had picked up a badly injured British pilot. His injuries were dressed by those on the cutter and he was then landed by the life-boat, which arrived at 7.10 P.M. A doctor and ambulance were waiting for him. A few minutes later the Air Command reported another man down by parachute one mile N.E. of Margate, but though the life-boat searched until dark she found nothing. She returned at 9.15 P.M. - Rewards, £14 3s. 6d.

AUGUST 13TH. - WEYMOUTH, DORSET. At 7 A.M. warning was received from the coastguard of an impending air fight. The wind was N.W. and moderate, with a smooth to moderate sea. At 12.15 P.M. an aeroplane was reported down off Whitenose, Weymouth Bay. A few minutes later the motor life-boat *Queen Victoria*, on temporary duty at the station, was launched. Half an hour later she was recalled and arrived back at 1.42 P.M. Two minutes previously the coastguard had reported an airman swimming two miles off Osmington, so the life-boat put out again at once. She found nothing, and was recalled, as the airman had been picked up by another vessel. She returned to her station for the second time at 3 P.M. At 4.15 P.M. two aeroplanes were reported down in West Bay, Portland. Ten minutes later the life-boat was off again. She found large quantities of wreckage from German aeroplanes, and picked up some of it for identification. Again the life-boat was recalled and got home

for the third time at 7.30 P.M. - Rewards £4 7s. 6d. and £6 13s.

(See Portland, " Services by Shore-boats, page 148.)

AUGUST 13TH. - MOELFRE, ANGLESEY. At 8.5 P.M. information was received that a small boat was out of control and drifting out to sea. A strong S.W. wind was blowing with a moderate sea, and darkness was approaching. The motor life-boat *G.W.* was launched at 8.15 P.M. and found three visitors in a small rowing boat from Benllech. She towed them in and returned to her station at 9 P.M. - Rewards, £10 11s.

AUGUST 14TH. - DONAGHADEE, CO. DOWN. At noon information was received from a resident of Millisle and the coastguard, that a small yacht, with two boys aboard, had broken from her moorings and was two miles off Ballywhiskin, drifting swiftly out to sea. A strong south-westerly breeze was blowing, with squalls, and the sea was choppy. The motor life-boat *Civil Service No. 5* was launched at 12.15 P.M., Mr. D. McKibbin going out as a member of the crew. Two men in a rowing boat had also put out to the rescue. The life-boat found the yacht *Penguin* and the small boat. Both were in danger. She took all four people aboard, and the yacht and the rowing boat in tow, and landed them at a bay in Millisle. She returned to her station at 1.45 P.M. - Rewards, £3 17s. 6d.

AUGUST 14TH. - MARGATE, KENT. At 12.15 P.M., during an air-raid, a British aeroplane was seen from the life-boathouse to crash about three miles to the northward. A westerly breeze was blowing, with a choppy sea. The crew were ready at the station and the motor life-boat *J. B. Proudfoot*, on temporary duty at Margate, was launched at 12.20 P.M. The second coxswain was in charge, as the coxswain was out in his own boat. When she reached the position where the aeroplane had come down, the coxswain hailed her from his boat. He had picked up the pilot, injured and suffering from shock. The pilot was transferred to the life-boat, that he might be got ashore as quickly as possible. He was landed at 12.50 P.M., and ambulance was waiting for him. - Rewards, £4 7s. 6d.

AUGUST 14TH. - DUNGENESS, KENT. At 5.30 A.M. news was received from the observer post and the coastguard that a British bomber had come down in the sea between Hythe and Dymchurch. A light westerly wind was blowing, with a smooth sea. The motor life-boat *Charles Cooper Henderson* was launched at 6.5 A.M., and found that a motor fishing boat had picked up two survivors and was returning to Hythe. The life-boat towed the boat to Hythe, where the men were placed in an ambulance, and returned to her station at 8.50. Another survivor was saved by Miss Peggy Prince in a small canoe and she was awarded the medal of the Order of the British Empire. The other two members of the aeroplane's crew were lost. - Rewards, £10 15s. 6d.

AUGUST 15TH. - MARGATE, KENT. At 3.30 P.M., during an air raid, an aeroplane was seen from the boathouse to crash into the sea some three miles N. by W. of the station. The sea was smooth, with a N.W. wind. The motor life-boat *J. B. Proudfoot*, on temporary duty at the station, was launched at 3.35 P.M. She found the tail of a machine above water and an airman three hundred yards away. She took him on board and found him to be German. This information was semaphored to the shore and when the life-boat arrived ashore at 4.15 P.M. the airman was handed over to the authorities. - Rewards, £5 12s. 6d.

AUGUST 16TH. - SELSEY, SUSSEX. At 1 P.M. information was received from the coastguard that several aeroplanes had crashed four miles west of Selsey Bill. A light S.W. breeze was blowing, and the sea was smooth. The motor life-boat *Canadian Pacific* was launched at 1.10 P.M. and arrived on the scene two minutes after a naval launch had rescued two German airmen. She searched, but found nothing else. While she was returning, a seaplane, on the water about three miles to the eastward, signalled for help, and she went to her to find that there was a naval speed boat, with her, disabled with a rope round her propeller. She also found two dead German airmen and put them on board the seaplane, which then took flight. The life-boat took the speed boat in tow and returned to her station at 3.30 P.M. - Rewards, £6 3s. 6d.

AUGUST 16TH. - DUNGENESS, KENT. Shortly after 7 P.M. information was received from the coastguard and the military authorities that an aeroplane had crashed. The coxswain, who had seen a British fighter crash during an air battle, had already taken steps to launch the motor life-boat *Charles Cooper Henderson*, and she got away at 7.7 P.M. A light W.S.W. breeze was blowing, and the sea was smooth. The life-boat found an airman with his parachute. He was dead and appeared to have been killed by hitting the water. The life-boat brought his body ashore and returned to her station at 8.15 P.M. - Rewards, £21 19s.

AUGUST 16TH. - HOLYHEAD, ANGLESEY. At 7.40 A.M. the coastguard reported that an explosion had occurred on the S.S. *Meath*, of Dublin, which was entering the harbour for examination. The weather was fine, with a light N.W. breeze and a smooth sea. The motor life-boat *Ethel Day Cardwell*, on temporary duty at the station, was launched at 7.45 A.M., but the crew of the *Meath* had already taken to their own boats and been picked up by another vessel before the life-boat arrived. A drifter then called the life-boat alongside and transferred to her an injured man belonging to the *Meath* and seven of the crew of the Admiralty examination vessel *Manx Lad*, which had been damaged by the explosion. The life-boat returned ashore, landed the men at 8.25 A.M. and then put back to the scene of the explosion to search for more survivors. By

this time the *Manx Lad* had disappeared, and the remainder of her crew had been picked up by another ship. The life-boat returned to her station at 9.25 A.M. - Rewards, £3 2s. 6d.

AUGUST 17TH. - RAMSGATE, KENT. At 4.45 P.M. the naval authorities asked that the life-boat should be launched, as a body had been seen floating in the Cudd Channel. A moderate N.W. breeze was blowing, but the sea was smooth. At 4.50 P.M. the motor life-boat *Prudential* was launched and found the body of an airman floating amidst the wreckage of an aeroplane. A parachute fouled the life-boat's propeller but her crew were able to clear it away. The body and wreckage were brought to Ramsgate, and the life-boat returned to her station at 6.45 P.M. - Rewards, £5 3s.

AUGUST 18TH. - PORT ASKAIG, ARGYLLSHIRE. During the morning a ship's raft was seen being swept down the Sound of Islay. A moderate northerly breeze was blowing with a moderate sea. The motor life-boat *Duke of Connaught*, on temporary duty at the station, was launched at 8 A.M. She found certain articles but no people on the raft, which was towed in so as not to drift and become a danger to shipping. The life-boat was back at her station again at 10.20 A.M. - Rewards, £3 2s.

AUGUST 18TH. - SELSEY, SUSSEX. At 2.30 P.M. the coastguard telephoned that two aircraft were down five miles S.W. of the lookout. An air battle was in progress, and a few minutes later the coastguard reported three more machines down. A moderate S.W. breeze was blowing, with a choppy sea. The motor life-boat *Canadian Pacific* was launched at 2.40 P.M., and found two German airmen in the water. Both were wounded. The life-boat took them on board and continued her search, but all the aeroplanes had sunk and she found nothing. She returned to her station at 5 P.M., and handed over the two prisoners to the military authorities. - Rewards, £6 3s. 6d.

AUGUST 18TH. - TOBERMORY, ARGYLLSHIRE. The trawler *Newlands* arrived with sixteen survivors of the S.S. *Sylvafield*, of Newcastle, an oil tanker, which had been torpedoed and sunk off Barra Head on the night of the 15th August. The vessel had a crew of forty who had put off in two boats, and these sixteen men had been picked up after being in their boat for fifty-five hours. As there were no means of looking after the rescued men at Tobermory, and as no other boat was available, the motor life-boat *Sir Arthur Rose* was launched at 5.40 P.M. in a N.W. wind, with a moderate sea, and took them to Oban, where she arrived at 8.50 P.M. She reached her station again at 12.30 A.M. next morning. - Rewards, £8 3s. 6d.

AUGUST 19TH. - ALDEBURGH, SUFFOLK. During the evening a British pilot was seen to bale out from his aeroplane some three miles south of Orfordness. A N.W.

breeze was blowing, with a heavy swell. The No. 2 motor life-boat *Lucy Lavers* was launched at 7.10 P.M. She picked up the pilot, unconscious. Life-boatmen and a coastguard, who was aboard as an armed guard, used artificial respiration, but were unable to revive him. The life-boat returned at 9 P.M. Dr. Nora Acheson, the only doctor in the town, also put off in a motor boat to the pilot's help. - Rewards, £21 11s. 6d.

AUGUST 22ND. - DAVID'S, PEMBROKESHIRE. At 11.35 A.M. the coastguard reported a vessel in distress two miles westward of the Smalls Lighthouse. Permission to launch, was got from the naval authorities, and the motor life-boat *Civil Service No. 6* put out at 12.40 P.M. Dr. Joseph Soar, Mus. Doc., the honorary secretary of the station, went with the boat. The sea was rough, with a fresh N.W. breeze blowing. The life-boat kept in communication with the Smalls Lighthouse by wireless, and the lighthouse gave her a course, as the vessel in distress, which had sent out an S.O.S., had by now completely disappeared. After going some three miles the life-boat saw a jacket on a pole, and found that it was a signal from survivors on a raft. They were from the S.S. *Thorold*, of Montreal, a Canadian Lake boat, now owned in Newcastle. She was bound with coal from Cardiff to London, and had been attacked by three German bombers, which, after they had wrecked her, circled round machine-gunning her crew. The life-boat made straight for the raft, but before she reached it she found the master of the *Thorold* clinging to a plank. He was badly hurt and in a state of collapse. Two of the life-boatmen, D. Lewis and G. Davies, went into the sea and helped the master into the life-boat. Then the life-boat found the second engineer on a piece of wreckage, and finally reached the raft from which the thirteen remaining survivors of the *Thorold's* crew of 24 were rescued. The life-boat made straight for home and on her way asked by wireless, through the Smalls Lighthouse, that doctors and ambulances should be ready when she arrived. Two of the rescued men, however, had died before the life-boat reached shore. - Rewards, £8 10s.

AUGUST 23RD. - NEWBIGGIN, NORTH-UMBERLAND. In the morning a strong N.N.E. wind was blowing, with a very heavy sea outside the bay. Six fishing cobs were at sea, and it was feared that they would be in danger. At 9.55 A.M., permission having been given by the naval authorities, the motor life-boat *Augustus and Laura* was launched, with much difficulty owing to the state of the tide and the heavy sea on the beach. Some of the launchers were women. Meanwhile two of the cobs had returned safely and had been beached. The life-boat put out to meet the others, and escorted two of them in. She then went out again and found the third coble, *George and Margaret*, with a broken rudder. She had three men on board. The life-boat towed her in, put out for the third time, and escorted the fourth coble

home, returning to her station at 12.15 P.M.
- Rewards. £10 4s.

AUGUST 23RD. - PORT ERIN, ISLE OF MAN At 11.35 A.M. information was received through the police that a British aeroplane was in the sea off Dalby. A moderate westerly breeze was blowing, with a moderate sea. At 12.10 P.M. the motor life-boat *Matthew Simpson* was launched. Helped by aircraft, she found an airman from the aeroplane which had actually come down about a mile outside Fleshwick Bay. The airman was unconscious, and as a R.A.F. boat had now arrived the life-boat made at once for Port Erin, her crew using every effort to revive the airman, but he was dead. At 2 P.M. the life-boat, put out again to make another search for survivors. She had a medical officer and Mr. T. C. Coole, the honorary secretary of the station on board. She picked up another airman, but he too was dead. She continued her search, but found nothing more, and returned to her station at 3.40 P.M. - Rewards, £5 8s. 6d.

AUGUST 23RD. - BALLYCOTTON, CO. CORK. At 8.45 P.M. a message was received that a flare had been seen a mile S.W. of Ballycotton Light. A moderate N. wind was blowing with a slight sea. At 9 P.M. the motor life-boat *Mary Stanford* was launched and found the motor fishing boat *Point Girl* of Ballycotton, with her engine broken down. Four persons were on board, and they asked the life-boat to take them in tow, as night was falling and the wind was blowing off the land. The life-boat did so and arrived at her station at 9.45 P.M. - Rewards, £6 18s.

AUGUST 23RD. - WICK, CAITHNESS-SHIRE. At 10.10 P.M. a message was received from the coastguard that gun-fire and an explosion, followed by tracer bullets, had been observed 9 miles S.E. of Wick. A further message was received that a vessel was on fire about ten miles away in the same direction. A moderate N.N.W. wind was blowing, and the sea was choppy, with a cross swell. At 10.50 P.M. the motor life-boat *City of Edinburgh* was launched. Two vessels could be seen to be on fire. The life-boat found the nearer vessel to be the S.S. *Beacon Grange*, of London. She was on fire aft, and the life-boat accompanied her, while she steamed towards the land, until the fire was under control. The captain of the *Beacon Grange* then told the coxswain that two boats had been lowered from another vessel about twelve miles to the S.E. The life-boat put back on a southerly course so as to intercept these boats, but although she searched until well after daylight, and passed through a lot of wreckage, she found no trace of the boats. It was thought probable that they had been picked up by other vessels. The life-boat returned to her station at 9 A.M. on the 24th August. - Rewards, £13 11s. 6d.

AUGUST 25TH. - HASTINGS, SUSSEX. At 1.32 A.M. the coastguard reported an aeroplane down in the sea. The weather was calm. The motor life-boat *Cyril and*

Lilian Philpott was launched at 2 A.M. When she was off Ecclesbourne Glen, at 3.20 A.M., her engine was stopped so that her crew might listen and they heard a cry. It came from a German airman, the only survivor of a machine which had been burnt out. He was picked up and landed at Hastings at 3.45 A.M., where he was handed over to the military authorities. - Rewards, £30 2s. 6d.

AUGUST. 25TH. - SWANAGE, DORSET. Shortly after 5 P.M. a fierce air battle took place, several enemy machines being shot down. A S.W. breeze was blowing, with a smooth sea. At 5.36 P.M. the coastguard reported four aeroplanes down five miles S.W. by W. of St. Albans Head, and the motor life-boat *Thomas Markby* was launched at 5.41 P.M., but all that she found was wreckage, and the remains of a pilot. After picking up pieces of the wreckage and clothing, for identification, the life-boat returned at 9.45 P.M. - Rewards, £10 19s.

AUGUST 25TH. - GALWAY BAY, CO. GALWAY. At 10 A.M. a message was received from the military coastguard lookout at Oghil Lighthouse that a boat was drifting four miles to the south-west, but it was not certain if anyone was on board. A westerly breeze was blowing, and the sea was smooth. At 10.15 A.M. the motor life-boat *K.E.C.F.* was launched, and found that the boat belonged to the S.S. *Ville de Gand*, of Antwerp, which had been torpedoed and sunk a week previously. No one was on board the boat. The life-boat towed it to Kilronan, and returned to her station at 1.30 P.M. - Property salvage case.

AUGUST 27TH. - FRASERBURGH, ABERDEENSHIRE. At 11.30 P.M. a message was received from the resident naval officer that a vessel eight miles from Kinnaird Head required help. A fresh W.N.W. wind was blowing, and the sea was choppy. At 11.40 P.M. the motor lifeboat *John and Charles Kennedy* was launched, and found that the British steamer *Remura* had been struck by an aerial torpedo during an air battle. The life-boat picked up a ship's boat with 23 survivors and transferred them to a destroyer which was in the vicinity, also engaged in picking up survivors. The life-boat continued to search but, finding nothing more, returned to her station at 2 A.M. At 4.30 A.M. the coastguard reported flares, resembling a ship on fire, about 8 miles from Kinnaird Head, and the life-boat crew were assembled. A further message was received that a destroyer and other smaller craft were standing by the burning vessel, which had been taken in tow. The help of the life-boat was not required, and later news was received that the vessel had sunk off Rattray Head. - Rewards, £10 18s.

AUGUST 27TH. - CROMER, NORFOLK. At about 4.30 P.M. the R.A.F., Chatham, reported an aircraft down in the sea seventeen miles north of Sheringham. A moderate N.N.E. wind was blowing, with a moderate

sea. The No. 1 motor life-boat *H. F. Bailey* was launched at 4.40 P.M. She found some articles and gear belonging to the aeroplane, also a large patch of oil. When a R.A.F. speed boat arrived with the news that the crew were safe on a patrol boat, the life-boat returned, arriving at 9 P.M. - Rewards, £13 6s. 6d.

AUGUST 27TH. - ROSSLARE HARBOUR, CO. WEXFORD. At 8.45 A.M. a message was received from the coast watchers at Greenore Point that a vessel had grounded on the Splaugh Rock. A light westerly breeze was blowing and the sea was smooth. At 9 A.M. the motor life-boat *Mabel Marion Thompson* was launched, and found the motor schooner *Invermore*, of Dublin, ashore on the west edge of the Rock. With great skill the coxswain manoeuvred the life-boat through a maze of jagged rocks to where the *Invermore* lay in a dangerous tide race. The master asked the life-boat to stand by until the tide rose, when the *Invermore* was able to refloat, and went on her way. The life-boat then returned to her station, arriving at 11.40 A.M. - Permanent paid crew. Rewards, £1 13s.

AUGUST 28TH. - MARGATE, KENT. At mid-day, during an air battle over the sea, a German bomber was seen to crash about three miles E.N.E. of the life-boathouse. The sea was smooth, with a light easterly wind. The motor life-boat *J. B. Proudfoot*, on temporary duty at the station, was launched at 12.5 P.M. The coxswain was out fishing, and the second-coxswain was in charge. Mr. A. C. Robinson, the honorary secretary of the station, went, with the boat. She found that two fishing boats, the *Persevere* and the *Golden Spray* - on board one of which was the life-boat coxswain - had picked up four German airmen, some of them injured. The life-boat took them on board, and her crew attended to the injured men. She arrived back at her station at 1.40 P.M. - Rewards, £5.

(See Margate, "Services by Shore-boats", page 151.)

AUGUST 31ST. - LLANDUDNO, CAERNARVONSHIRE. During the afternoon news was received that a rowing boat was showing signals of distress a mile east of Colwyn Bay Pier, and that no motor boat was available there. A strong S.W. wind was blowing with a moderate sea. The motor life-boat *Thomas and Annie Wade Richards* was launched at 4.30 P.M., and on reaching Colwyn Bay found the rowing boat *Shamrock* with two men on board unable to make the shore. She was taken in tow and brought, safely to Colwyn Bay Beach. The life-boat returned to her station at 7.30 P.M. - Rewards, £11 8s.

The following life-boats were launched, but no services were rendered for the reasons given :

AUGUST 2ND. - GOURDON, KINCARDINESHIRE. A German bomber had

been shot down by S.S. *Highlander*, one of two which she brought down, but no trace of the crew could be found. - Rewards, £20 11s. 6d.

AUGUST 2ND. - WALTON AND FRINTON, ESSEX. A naval patrol vessel had been bombed by enemy aircraft, but her crew were rescued by another vessel. - Rewards, £17 13s. 6d.

AUGUST 2ND. - FLAMBOROUGH, YORKSHIRE. A British bomber had crashed to the east of Flamborough Head, but nothing could be found. - Rewards, £12 13s. 6d.

AUGUST 4TH. - SKEGNESS, LINCOLNSHIRE. An aeroplane had come down in the sea, but the airmen were found and picked up by another vessel. - Rewards, £8 4s. 6d.

AUGUST 5TH. - SUNDERLAND, DURHAM. An aeroplane had been reported down in the sea, but nothing was found. - Rewards, £10 5s.

AUGUST 7TH. - SHERINGHAM, NORFOLK. A British bomber had come down in the sea and her crew of three had got into her rubber boat, but they were picked up by a trawler. - Rewards, £26 12s. 6d.

(See Sheringham, "Services by Shore-boats", page 148.)

AUGUST 8TH. - YARMOUTH, ISLE OF WIGHT. A convoy of ships had been attacked from the air and some of them had been sunk. The life-boat, put out with the honorary secretary of the station, a naval surgeon and a policeman on board, but a British aeroplane, flying low, signalled that the life-boat was not needed. - Rewards, £4 12s. 6d.

AUGUST 8TH. - SWANAGE, DORSET. Aircraft had been reported down in the sea, but nothing was found. While the life-boat was out a convoy some miles off was being attacked and an air battle was going on. Later in the day the life-boat crew assembled while another air battle was in progress. - Rewards, £3 2s. and 15s.

AUGUST 9TH. - DUNBAR, EAST LOTHIAN. Owing to its engine failing, a R.A.F. Spitfire aeroplane crashed into the sea, but a naval vessel picked up the body of the pilot. - Rewards, £4 10s. 6d.

AUGUST 9TH. - TENBY, PEMBROKE-SHIRE. An aeroplane had come down at the east end of Pendine Sands, but the pilot got, ashore unaided and the aeroplane was recovered later. - Rewards, £10 7s.

AUGUST 10TH. - MARGATE, KENT. Distress signals had been seen, but no vessel in distress was found. - Rewards, £8 11s.

AUGUST 11TH. - WEYMOUTH, DORSET. An air battle had taken place during the

morning, and the life-boat went out to search for aeroplanes down in Weymouth Bay, but she found nothing and was recalled by wireless. - Rewards, £4 7s. 6d.

AUGUST 11TH. - TORBAY, AND EXMOUTH, DEVON. An aeroplane had been reported down between Exmouth and Teignmouth, but after putting out both life-boats were recalled. - Rewards : Torbay, £3 17s. 6d. ; Exmouth, £7 0s. 6d.

AUGUST 11TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK, AND LOWESTOFT, SUFFOLK. The R.A.F. reported a Blenheim aircraft down in the sea three miles off the coast between Yarmouth and Lowestoft, but the life-boats found nothing and were recalled, as the aeroplane had not come down in the sea. - Rewards : Great Yarmouth and Gorleston, £4 3s. ; Lowestoft, £4 3s. 6d.

AUGUST 11TH. - WALTON AND FRINTON, ESSEX. An aeroplane, believed to be a German, had been reported down, but nothing could be found. - Rewards, £7 2s.

AUGUST 11TH. - SELSEY, SUSSEX. A Hurricane aeroplane was reported to have crashed in the sea five miles west of Selsey Bill, but nothing could be found. - Rewards, £6 3s. 6d.

AUGUST 11TH. - CLACTON - ON - SEA (AT BRIGHTLINGSEA*), ESSEX. Information had been received that an airman was in the sea, and the life-boat, working from Brightlingsea as a war measure, put out, but she found nothing. - Rewards, £6 3s.

AUGUST 11TH. - SWANAGE, DORSET. During an air battle an aeroplane had come down in flames, and the pilot was seen to drop into the sea by parachute, but he could not be found. - Rewards, £4 19s. 6d.

AUGUST 12TH. - NEWHAVEN, AND HASTINGS, SUSSEX. An aeroplane had been reported down in the sea, but nothing could be found. - Rewards : Newhaven, £8 15s ; Hastings, £14 3s. 6d.

AUGUST 12TH. - RAMSGATE, KENT. The naval authorities had asked, that the life-boat should go to the North Foreland where enemy parachutists had come down in the sea, but they could not be found. - Reward, £4 10s. 6d.

* At the end of May, 1940 the Clacton life-boat could no longer work from Clacton, as the middle of the pier had been blown up, to make it useless to invading forces, and the life-boathouse was at the end of the pier. The life-boat was first sent, to Rowhedge, for overhaul, and was then stationed at Brightlingsea, in the river Colne, where she could lie afloat. This was the nearest place to Clacton, from which she could work. The life-boat returned to Clacton on the 13th November, 1940.

AUGUST 12TH. - SELSEY, SUSSEX. During an air battle an enemy aeroplane had crashed three miles off, but nothing could be found. - Rewards, £6 3s. 6d.

AUGUST 12TH. - CLOVELLY, DEVON. An aeroplane had been reported down in the sea some four miles north of Bude, but nothing was found. - Rewards, £21 14s. 6d.

AUGUST 13TH. - RAMSGATE, KENT. A vessel had been attacked by enemy aeroplanes, but the life-boat was not needed. - Rewards, £3 18s.

AUGUST 13TH. - SELSEY, SUSSEX. During an air battle a British aeroplane had crashed into the sea, but the airman was saved by a destroyer. Several enemy aeroplanes had also crashed, and the search was continued, but the life-boat could find nothing. - Rewards, £6 3s. 6d.

AUGUST 13TH. - SWANAGE, DORSET. During an air fight over the sea between Swanage and Portland several machines had been reported to be down, but nothing could be found. - Rewards, £7 10s.

AUGUST 13TH. - ALDEBURGH, SUFFOLK. A Hurricane aeroplane had come down some fifteen miles east of Orfordness, but the life-boat was recalled a few minutes after launching. - Rewards, £11 4s.

AUGUST 15TH. - NEWBIGGIN, NORTH-UMBERLAND. An enemy aeroplane had been brought down, and a second had been seen to fall, but an Amble fishing boat rescued five Germans, and nothing else was found but three patches of oil. - Rewards, £8 14s.

AUGUST 15TH. - AMBLE, NORTH-UMBERLAND. A German bomber had come down and the crew of five had taken to their rubber boat, but they were picked up by a fishing boat. - Rewards, £4 7s. 6d.

AUGUST 15TH. - WALTON AND FRINTON, ESSEX. A British aeroplane had crashed, and the pilot had been seen descending by parachute, but although wreckage was found nothing more was seen of the man or parachute. - Rewards, £20 12s.

AUGUST 15TH. - SEAHAM, DURHAM. A German bomber had been shot down off Seaham, but it disappeared in the sea and nothing could be found. - Rewards, £4 19s. 6d.

AUGUST 16TH. - PORTRUSH, CO. ANTRIM. Eight survivors of the Swedish vessel *Neilsdortan* had been reported on a raft over 30 miles away, but nothing was found. An aeroplane and two shore boats also took part in the search. - Rewards, £5 8s. 6d.

(See Portrush, "Services by Shore-boats", page 149.)

AUGUST 16TH. - THE HUMBER, YORKSHIRE. A vessel of over 5,000 tons had

been mined at the mouth of the Humber, but all the survivors were picked up by armed trawlers. - Paid permanent crew.

AUGUST 16TH. - BEMBRIDGE, ISLE OF WIGHT. During an air battle aeroplanes were reported down in the sea, but nothing was found. - Rewards, £2 15s. 6d.

AUGUST 18TH. - MARGATE, KENT. An aeroplane had come down in the sea close to the Shingles Patch, but the life-boat was recalled when a mile out from her station. - Rewards, £11 5s.

AUGUST 18TH. - BEMBRIDGE, ISLE OF WIGHT. Aeroplanes had been reported down in the sea after an air battle, but nothing could be found. - Rewards, £4 13s.

(See Ventnor, "Services by Shore-boats", page 149.)

AUGUST 18TH. - RAMSGATE, KENT. It had been reported that an R.A.F. pilot was in the sea, but nothing was found. On returning to harbour, the life-boat was told that cries for help had been heard off Stone Gap and she put out again, but again found nothing. - Rewards, £7 16s.

AUGUST 19TH. - RAMSGATE, KENT. A German aeroplane had come down in the sea, and the men in it had managed to climb on board the near-by wreck of the steamer *Harcola*, but they were picked up by a naval vessel. - Rewards, £7 16s.

AUGUST 19TH. - CROMER, NORFOLK. A British bomber had been reported down in the sea, but the life-boat found nothing, and it was learned later that the pilot had brought her safely home. - Rewards, £13 6s. 6d.

AUGUST 19TH. - ANGLE, PEMBROKE-SHIRE. A rowing boat had got into difficulties, but she was taken in tow by a naval patrol boat. - Rewards, £4 19s.

AUGUST 20TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. An aeroplane had been reported down in the sea five miles N.E. of Winterton. The life-boat was launched at 1.54 P.M. and reached the position given at 3.10. There she saw and spoke to a naval trawler and a drifter. The master of the trawler said that he had seen the aeroplane come straight out of the clouds and dive into the sea where it "exploded like a depth charge". It was he who had sent the message which had called out the life-boat. He was on the spot himself in ten minutes, but found no sign of the airmen, and all he picked up was two oxygen bottles. The master of the drifter said that he had been searching ever since the aeroplane fell, but he had only found small wreckage. Several trawlers and a sloop arrived, and they too searched but found nothing. The life-boat then went towards Winterton, still keeping a good look out. About six in the evening a German aeroplane came in from the sea, dropped several bombs in Gorleston,

and put out to sea again. The life-boat was then just passing Caister, and the aeroplane attacked her with machine-gun fire. The bullets struck the sea just astern, but none hit the boat, and she continued on her way, reaching her station again at 7 in the evening. A letter of thanks was received from the Royal Air Force. - Rewards, £4 15s. 6d.

AUGUST 20TH. - PEEL, ISLE OF MAN. Men working in a harvest field had reported that they had seen an aeroplane crashing into the sea, but nothing was found and no information of a missing aeroplane could be obtained. - Rewards, £7 13s.

AUGUST 20TH. - SWANAGE, DORSET. A barrage balloon had gone adrift, but efforts to capture it were unsuccessful, and it was destroyed by fire from a patrol boat. - Rewards, £14 2s.

AUGUST 21ST. - PADSTOW, CORNWALL. An enemy aeroplane had been shot down, but the life-boat, aeroplanes and naval vessels which took part in the search could find nothing, although the British pilot who had shot down the aeroplane reported that five men had got into a rubber boat and had sent out green vapour. - Rewards, £6 14s. 6d.

AUGUST 21ST. - SKEGNESS, LINCOLNSHIRE. A German bomber had been shot down and had caught fire, but nothing was found. - Rewards, £5 9s. 6d.

AUGUST 23RD. - SWANAGE, DORSET. A German aeroplane had been reported down in the sea and two men were said to have baled out from it, but nothing could be found of them. - Rewards, £6 12s.

AUGUST 23RD. - SELSEY, SUSSEX. The Commander-in-Chief, Portsmouth, reported a British aeroplane down on the sea, but nothing was found either by the life-boat or naval vessels. - Rewards, £12 7s.

AUGUST 23RD. - THURSO, CAITHNESS-SHIRE. Wick radio had reported a ship on fire six miles west of Thurso, but the crew got ashore in their own boats. - Rewards, £4 11s.

AUGUST 24TH. - MARGATE, KENT. A German airman had come down by parachute, but he was picked up by a motor boat. - Rewards, £5 12s. 6d.

(See Herne Bay, "Services by Shore-boats", page 140.)

AUGUST 24TH. - SHOREHAM HARBOUR, SUSSEX. An aeroplane on fire had been reported down in the sea, but nothing was found. - Rewards, £2 12s. 6d.

AUGUST 24TH. - MOELFRE, ANGLESEY, AND LLANDUDNO, CAERNARVON-SHIRE. Reports had been received that an aeroplane was down in the sea several miles west of Great Orme's Head, but nothing was found. - Rewards : Moelfre, £8 ; Llandudno, £19 3s. 6d.

AUGUST 25TH. - WEYMOUTH, DORSET. Many German aircraft had been brought down in a terrific fight in the Weymouth and Portland areas, but although the sea was strewn with wreckage nothing worth rescuing was found. - Rewards, £6 13s.

AUGUST 26TH. CROMER, NORFOLK. An aeroplane had come down in the sea about 18 miles from Cromer, but the crew were picked up by other vessels. - Rewards, £6 1s. 6d.

AUGUST 26TH. SELSEY, SUSSEX. A British airman had come down by parachute, but he was rescued by a fisherman. - Rewards, £6 3s. 6d.

AUGUST 26TH. - ARRANMORE, CO. DONEGAL. A Greek steamer which had apparently been torpedoed was drifting about three miles out at sea, but she had been abandoned by her crew and was too large for the life-boat to attempt to bring her in. - Rewards, £5 16s. 6d.

AUGUST 26TH. - MARGATE, KENT. Intense machine-gun fire had been heard, an aeroplane on fire was seen falling into the sea, and an airman, and then three more airmen, were seen coming down by parachute, but they were picked up by other boats. - Rewards, £5 12s. 6d.

AUGUST 27TH. - SHERINGHAM, NORFOLK. An aeroplane had come down in the sea seventeen miles north of Sheringham, and the crew of four had taken to their rubber boat, but they were picked up by a trawler. - Rewards, £19 9s. 6d.

AUGUST 27TH. - SELSEY, SUSSEX. A British bomber aeroplane had come down in the sea two miles south of Chichester Harbour, but nothing could be found except oil on the water. - Rewards, £15 10s. 6d.

AUGUST 28TH. - BALTIMORE, CO. CORK. The S.S. *Gothland*, of Leith, had been sunk by enemy action, and part, of the crew had landed on Dursey Island. The captain and eighteen men were making for land farther north. A search was made for them, but nothing could be found, and it was learned later that they had been picked up by another vessel and landed in Scotland. - Rewards, £16 13s. 6d.

AUGUST 28TH. - DUNGENESS, KENT. It had been reported that an airman was descending by parachute eight miles N.E. of Dungeness, but he landed near the beach and was able to swim ashore, although his hands had been badly burned. - Rewards, £9 15s.

AUGUST 28TH. - GOURDON, KINCARDINESHIRE. A vessel had been reported bombed, but nothing was found. - Rewards, £25 13s.

AUGUST 29TH. - CROMER, NORFOLK. An aeroplane had been reported in distress

30 miles east of Cromer, but the life-boat was recalled by wireless as news had been received that the aeroplane was safe. - Rewards, £5 16s. 6d.

AUGUST 30TH. - HASTINGS, SUSSEX. An aeroplane had been reported down in the sea eight miles south of Hastings, but nothing was found. - Rewards, £28 7s. 6d.

AUGUST 31ST. - CULLERCOATS, NORTHUMBERLAND. The Dutch motor vessel *Marne*, of Rotterdam, had struck a mine and sank a quarter of a mile S.E. of Tynemouth Piers, but no survivors were found, and later it was learned that two out of the crew of five had been picked up by a tug. - Rewards, £8 14s.

AUGUST 31ST. - FLAMBOROUGH, YORKSHIRE. An aeroplane had come down in the sea, but nothing was found. Later it was learned that the crew of four had already been picked up by another vessel. - Rewards, £9 7s. 6d.

AUGUST 31ST. - MARGATE, KENT. A German aeroplane had been seen to crash into the sea, but a fishing boat rescued one of its crew, and of another airman who, he said, was also in the sea nothing was found but his parachute. - Rewards, £5 12s. 6d.

AUGUST 31ST. - MARGATE, KENT. An aeroplane was reported down in the sea, but nothing could be found. - Rewards, £5 12s. 6d.
(See Herne Bay, "Services by Shore-boats", page 150.)

AUGUST 31ST. - WALTON AND FRINTON, ESSEX. An aeroplane had crashed over the Naze, and the pilot was seen to leave the machine by parachute, but he could not be found, and it was learnt later that he had come down on land. - Rewards, £6 19s.

SEPTEMBER

Launches 64. Lives rescued 62.

SEPTEMBER 1ST. - SHERINGHAM, NORFOLK. At 5.45 A.M. the naval authorities at Cromer asked for the life-boat to go out, as an aeroplane was in the sea between Sheringham and Blakeney. A light westerly wind was blowing, the sea was smooth. The motor life-boat *Foresters Centenary* was launched at 6 A.M., and found, off Salthouse, a patch of oil and part of an aeroplane. The crew of four had got ashore in their rubber boat. The life-boat picked up some wreckage and gear and returned to her station again at 7.30 A.M. - Rewards, £16 6s. 6d.

SEPTEMBER 2ND. - PETERHEAD, ABERDEENSHIRE. At 11.10 P.M. the coastguard reported two vessels on fire, one five miles S.E. of Rattray Head and the other about ten miles E.S.E. from Peterhead. They belonged to a convoy which had been attacked by enemy aeroplanes. A light N.W. wind was blowing, with a calm sea. The motor life-boat *Julia*

Park Barry of Glasgow was launched at 11.20 P.M., and found the *S.S. Lagosian*, of Liverpool, burning fiercely. There was no response to the life-boat's hail. The crew had taken to their boats, and thirty-two of them had been picked up by a naval vessel. She went in search of a raft from the *Lagosian* and met the *S.S. Ashly*, of West Hartlepool. She had been attacked and damaged, but had been able to carry out temporary repairs and was on her way to Leith. The life-boat continued her search and picked up three boats and a raft, but all were empty. She returned to her station at 10 A.M. - Rewards, £13 3s. 6d.

SEPTEMBER 3RD. - MARGATE, KENT. At 10.15 A.M. the coastguard reported that a man had dropped by parachute into the sea seven miles N.E. of Reculver. The sea was smooth, with a light N.W. wind. The motor life-boat *J. B. Proudfoot*, on temporary duty at the station, was launched at 10.20 A.M., and at 11.45 A.M. found an airman. He was badly burned and was on the point of collapse, after being over an hour in the sea. He was taken into the life-boat, and Mr. A. C. Robinson, the honorary secretary of the station, who was on board, bandaged him and gave him stimulants. Another boat was asked to wireless for medical help to be in readiness ashore, and after a journey at full speed the life-boat landed the airman at 1 P.M. and he was taken to Margate Hospital. The rescued man was Pilot Officer R. H. Hillary, of the family of Lieut.-Col. Sir William Hillary, Bt., the founder of the Institution. His parents sent a letter of thanks. - Rewards, £5 12s. 6d.

(See Herne Bay, "Services by Shore-boats", page 150.)

SEPTEMBER 4TH. - CAMPBELTOWN, ARGYLLSHIRE. At 6.55 A.M. the Portpatrick coastguard telephoned that the *S.S. Laird's Castle*, of Glasgow, had been in collision. Her position was given as about one mile west of Sanda Island. A moderate S. breeze was blowing. The sea was calm. There was thick fog. The motor life-boat *City of Glasgow* was launched at 7.30 A.M., and going to the west of Sanda Island found the trawler *Iago* and the Dutch motor ship *Mr. Linthorst Homan* ashore on a reef. With the help of a kedge anchor which the life-boat ran out the trawler was refloated. The Dutch vessel declined aid, and later she refloated. At 10.5 A.M. information came from Portpatrick by wireless that the position of the *Laird's Castle* was not a mile west of Sanda Island, but seven miles S.S.E. The lifeboat went there, but found only wreckage. The crew of the steamer had already been rescued. The life-boat returned to her station at 4 P.M. - Rewards, £3 2s. 6d. ; and property salvage case.

SEPTEMBER 4TH. - TOBERMORY, ARGYLLSHIRE. During the evening a request was received for the use of the life-boat to convey a sick person to hospital at Oban. No other boat would be available until the following day, and it was imperative

to get the patient to hospital without delay. A S.W. wind was blowing. The sea was calm. The motor life-boat *Sir Arthur Rose* was launched at 8.15 P.M. and reached Oban at 11.30 P.M. An ambulance was waiting. The lifeboat arrived back at Tobermory at 3.5 A.M. Some days later the patient was reported to be making a good recovery. - No expense to the Institution.

SEPTEMBER 5TH. - HASTINGS, SUSSEX. At 3.38 P.M. a Spitfire aeroplane was seen chasing a German aeroplane out to sea. The German came down several miles S. by W. of the life-boat station. A S.W. breeze was blowing, with a slight sea. The motor life-boat *Cyril and Lilian Bishop* was away in a few minutes. She had on board the honorary secretary, Commander W. Highfield, O.B.E., R.N., and the district inspector, Commander E. D. Drury, O.B.E., R.D., R.N.R. She picked up a German airman, and arrived back at Hastings at 5 P.M. - Rewards, £13 14s. 6d.

SEPTEMBER 5TH. - MARGATE, KENT. At about 3.30 P.M. a telephone message was received from the coastguard that an aeroplane had crashed into the sea about two hundred yards west of the Hook Beacon. A light S.S.E. wind was blowing, with a smooth sea. The motor life-boat *J. B. Proudfoot*, on temporary duty at the station, left at 3.35 P.M. The honorary secretary, Mr. A. C. Robinson, was on board. She found the wreckage of a German aeroplane, and brought it ashore for identification. - Rewards, £5 12s. 6d.

(See Herne Bay, "Services by Shore-boats", page 150.)

SEPTEMBER 6TH. - PETERHEAD, ABERDEENSHIRE. At 9.50 P.M. the coastguard reported a vessel sinking to the east of Peterhead, but other vessels put out, and the life-boat was not launched. At 2.45 next morning the coastguard reported that a vessel had sunk. A fresh N.W. wind was blowing, with a choppy sea. The motor life-boat *Julia Park Barry of Glasgow* was launched at 3 A.M. She cruised about for over two hours, and at 5.20 A.M. found a boat with twenty-four men on board. They belonged to the *S.S. Gannet*, of London, which had been bombed from the air, and they had abandoned her. The life-boat took them on board and landed them at 6.30 A.M. Later the life-boat took the captain and some of his crew back to their ship and then stood by while tugs towed her to Peterhead Bay. She returned to her station at 11 A.M. - Rewards, £14 8s. 6d.

SEPTEMBER 7TH. - MARGATE, KENT. At 5.25 P.M. a telephone message was received from the coastguard that an aeroplane had crashed into the sea near the East Last Buoy. A S.W. breeze was blowing, with a choppy sea. The motor life-boat *J. B. Proudfoot*, on temporary duty at this station, was launched at 5.30 P.M. The honorary secretary, Mr. A. C. Robinson, was on board. After a short search she found a German airman. He had

a wound in his head which was dressed by Mr. A. C. Robinson. The life-boat reached her station again at 7.25 P.M. - Rewards, £8 11s.

(See Herne Bay, "Services by Shore-boats", page 150.)

SEPTEMBER 12TH. - WICK, CAITHNESS-SHIRE, AND LONGHOPE, ORKNEYS. Early in the morning news was received at both stations through the coastguard, from the naval authorities, that the naval salvage vessel *Salvage King* was ashore near Duncansby Head. A moderate S.W. breeze was blowing, with a moderate sea. The Wick motor life-boat, *City of Edinburgh*, was launched at 3.55 A.M., and twenty-five minutes later the Longhope motor life-boat *Thomas McCunn*. They found the *Salvage King* with other vessels in attendance. The vessel was in a dangerous position and it was decided to take off her crew. Wick boat took nine of them to a tug and the Longhope boat thirty-five. Wick then helped in running out ropes in an unsuccessful attempt to refloat the vessel. Their services being no longer needed, both boats returned to their stations, Wick arriving at 10 A.M. and Longhope at 1 P.M. - Rewards : Wick, £13 11s. 6d. ; Longhope £7 9s.

SEPTEMBER 16TH. - FLEETWOOD LANCASHIRE. At 9 P.M. the naval authorities asked that the life-boat should go out to stand by the Dutch trawler *Knikker* - working from Fleetwood - which had on board survivors of the S.S. *City of Bengal*. She herself was ashore on the east side of the harbour channel. A fresh S.W. breeze was blowing, with a rough sea. The motor life-boat *Ann Letitia Russell* was launched at 9.30 P.M. and found the trawler crunching on the bottom. As the skipper declined to allow the lascars on board to leave for fear of panic, the life-boat stood by. On a rising tide the trawler refloated, and was directed into the channel and port by the life-boat, which reached her station again at 11 P.M. - Rewards, £12 7s. 6d.

SEPTEMBER 17TH. - BARRA ISLAND, HEBRIDES. During the night information was received from the postmaster of Northbay that a small rowing boat, with two men aboard, had been caught in a storm in Barra Sound. A strong N.W. gale was blowing, with a very heavy sea. The motor life-boat *Lloyd's* was launched at 9 P.M., went to Northbay, where she took on board a pilot, and found that the two men had landed on an island. She took them off and brought them back. She reached her station again at 2.30 A.M. - Rewards, £10 19s.

SEPTEMBER 18TH. - ALDEBURGH, SUFFOLK. The No. 2 motor life-boat *Lucy Lavers* was launched at 4.20 P.M. to search for a barrage balloon which was adrift some three miles E. by N. of Aldeburgh. A strong N.W. breeze was blowing with a rough sea. The lifeboat found the balloon, but as she was unable to tow it, the life-boatmen let out the gas and then hauled it on board. The life-

boat arrived back at her station at 7.20 P.M. - Rewards, £13 9s. 6d.

SEPTEMBER 23RD. - WICK, CAITHNESS-SHIRE. At 10.30 P.M. a message was received from the coastguard that the motor fishing boat *Glad Tidings*, of Lybster, had not returned. A strong N.W. wind was blowing, with a moderate sea. At 11.50 P.M. the motor life-boat *City of Edinburgh* was launched and found the *Glad Tidings* about eight miles off the coast, broken down without sails, lights or food. She rescued her crew of four, took their boat in tow and arrived at her station again at 4.50 A.M. the next morning. - Rewards, £9 1s.

SILVER MEDAL SERVICE AT FRASERBURGH

SEPTEMBER 24TH. - FRASERBURGH, ABERDEENSHIRE. Just after two in the morning the coastguard told the life-boat station that a vessel was ashore on the Cairnbulg Briggs, a reef of rocks about two miles away. She was the trawler *Northward*, of Grimsby, with a crew of ten. At 2.30 the motor life-boat *John and Charles Kennedy* was launched. Coxswain David Hay, who had won the bronze medal of the Royal National Life-boat Institution in February for the rescue of the crew of a Danish motor vessel, had been called up to the Navy the day before, and Captain Andrew Stephen, the honorary secretary of the life-boat station and harbour master of Fraserburgh, took command of the life-boat.

A fresh north-westerly gale was blowing, with a very heavy sea. It was raining hard, and the night was very dark. Twenty minutes after launching, the life-boat reached the reef. The trawler was lying on the reef far inside the broken water, and her stern was to the seas, which were breaking right over it and sweeping all her length. But those on board the life-boat could not see on which side of the reef she lay. They signalled by morse to the coastguard, who were on the shore abreast of the wreck, and the coastguard signalled back that the trawler was on the north-west side.

Captain Stephen anchored to the north-west of the wreck, and dropped down towards her, stern first. In the darkness and the rain, with no lights to guide him, in the shallow water and breaking seas, it was a difficult opera-

tion. It was made doubly so by an outlying rock and by the tide, which was at half flood and running very strongly across the seas.

As the life-boat dropped down the tide caught her, swept her past the wreck, and carried her broadside on to the seas. They broke right over her, filling her after-cockpit. She was hauled back to her anchor, the anchor was weighed, and she anchored again, further to the westward. Again she dropped down, again the tide caught her, swept her past the wreck and brought her broadside on to the seas. This time her stern struck the bottom. She hauled out, anchored once more, still further to the westward, and dropped down for the third time. Again she was swept away from the wreck.

WAITING FOR DAY

With that tide running, and in the shallow water, it was impossible to get near the wreck, and Captain Stephen decided to wait until daylight when the tide would have risen. He signalled this to the wreck and to the coastguard on shore, and weighing anchor lay off to wait for the day.

At 6.30 in the morning the life-boat again stood in towards the wreck, anchored for the fourth time in the broken water and dropped down. The tide was now slack, and no longer carried the life-boat away from the wreck ; but wind and sea were rising ; it was raining more heavily than before ; and since the last attempt to reach her the trawler had been washed further in over the reef. The life-boat veered out about 100 fathoms of cable, but when she was still fifty feet from the trawler her stern was again striking the bottom. She could go no further.

Captain Stephen decided to use the breeches buoy. By megaphone he told the trawler's crew to be ready and to pay strict attention to his orders, for the sea was coming in very heavy runs. The line-throwing gun was fired, but the first line broke. The second fell across the wreck. It was then about 6.45 in the morning.

The breeches buoy was rigged, and one by one the trawler's crew were hauled through fifty feet of broken

water to the life-boat. The third man to be rescued fell out of the buoy ; but fortunately the next sea flung one of the veering lines across him ; he seized it ; held on tight ; and was hauled into the life-boat. The fifth man was unconscious when he was got aboard, but the motor-mechanic used artificial respiration at once, and in a few minutes had brought him round. In half an hour the ten men had all been rescued, and the life-boat was hauled back to her anchor. Then the anchor was weighed it was found to have been so badly bent under the strain put on it that it was useless.

Half an hour after weighing anchor the life-boat reached her station again. It was then 8.20 in the morning, six hours after she had put out. When she was housed it was found that her stern had been damaged by the severe bumping.

THE REWARDS

It was a very difficult service; carried out with courage, determination and splendid seamanship, and the Institution made the following awards :

To CAPTAIN ANDREW STEPHEN, acting-coxswain, the Institution's silver medal for gallantry and a copy of the vote inscribed on vellum ;

To GEORGE F. DUTHIE, motor-mechanic, who worked his engines while at times nearly up to his waist in water, acted as signaller, and revived the unconscious man, the bronze medal for gallantry, and a copy, of the vote inscribed on vellum ;

To JOHN DOWNIE MAY, a member of the crew, who was in charge of the " upper deck ", tended the anchor cable and worked the breeches buoy, the bronze medal for gallantry and : copy of the vote inscribed on vellum ;

To each of the other five members of the crew, ROBERT STRACHAN, assistant motor-mechanic, JOHN BUCHAN, ANDREW RITCHIE, JAMES MAY and WILLIAM NOBLE, the thanks of the Institution inscribed on vellum ; to the acting-coxswain and each of the seven members of the crew, a reward of £3 in addition to the ordinary scale reward of £1 17s. 6d. Standard rewards to crew and launchers,

£14 9s. **6d** ; additional rewards, £24 ; total rewards, £38 9s. **6d**!

On the 2nd of October the life-boat was launched at noon to stand by while an attempt to refloat the *Northward* was made. This was unsuccessful, and the life-boat returned at 2.45. On the following day the life-boat again put out at two in the morning. This time the trawler was refloated. Guided by the life-boat she came into harbour. The life-boat returned to her station at four in the afternoon. Both launches were in fair weather. - Property salvage cases.

SEPTEMBER 26TH. - PETERHEAD, ABERDEENSHIRE. At 8.10 P.M. the coastguard reported a vessel on fire some eight miles north east from their station. A S.W. gale, veering to N.W., was blowing. There was a moderate swell. The motor life-boat *Julia Park Barry of Glasgow* was launched at 8.25 P.M. She found that the vessel was the 8,000 ton steamer *Port Denison*, of London. She had been bombed by enemy aeroplanes and sunk. Admiralty vessels had picked up a number of survivors. The life-boat joined in the search and found two more on a raft. It was then 10 P.M. She continued to search and at two o'clock next morning a destroyer hailed her, and transferred to her eight of the rescued men. The life-boat took them ashore, arriving at 3 A.M. An hour later she resumed the search as a number of men were still missing, but she found none and finally returned to her station at 10.15 A.M. - Rewards, £13 3s. 6d.

SEPTEMBER 27TH. - HASTINGS, SUSSEX. At 5.25 P.M. the coastguard reported that a German aeroplane was in the sea a quarter of a mile S.W. of the bathing pool at St. Leonards, and that another had crashed in flames six miles to the southward. A S.W. breeze was blowing, with a slight sea. The motor life-boat *Cyril and Lilian Bishop* was launched at 5.37 P.M., the honorary secretary, Commander W. **Highfield**, O.B.E., R.N., going out with her. She rescued one German airman, badly injured. He said that two others were lost. The life-boat returned to her station at 6 P.M. - Rewards, £11 13s.

SEPTEMBER 28TH. - BEMBRIDGE ISLE OF WIGHT. The life-boat, crew had assembled for an exercise, but this was cancelled when the air raid siren sounded. Before the men left the station they saw a British aeroplane come down in the sea two miles south of the boathouse, and launched the motor life-boat *Jesse Lumb* at 2.47 P.M. A northerly wind was blowing, with a slight sea. The life-boat found the aeroplane and rescued the pilot from the wreckage. He was shaken, but uninjured. The life-boat brought him ashore and returned to her station at 4 P.M. - Rewards, £3 **11s. 6d**.

SEPTEMBER 28TH. - FILEY, YORKSHIRE. The fishing fleet, had put to sea as usual. The northerly wind was increasing; the sea was getting rough ; three of the boats turned back ; and at 9.20 in the morning the motor life-boat *The Cuttle* put out to the help of the others. She escorted the boats *Windsor Lad*, *Kathleen* and *John and Nancy* to safety, and returned to her station at 11 A.M. - Rewards, £8 12s.

SEPTEMBER 28TH. - NEWBIGGIN, NORTHUMBERLAND. A very strong N.E. wind was blowing, with a very heavy and rough sea, and as six local fishing cobs were out, the life-boat *Augustus and Laura* was launched at 10.40 A.M. She met five of the cobs, escorted them to safety, and went, out again to search for the sixth. Aeroplanes joined in the search and it continued until 3 P.M. The life-boat returned to refuel. She put out again, but found nothing, and returned at 5.25 P.M. Before she could be put on her carriage news came that something resembling a small boat had been seen off Cresswell. For the third time the life-boat went out, but again found nothing. The coble and her crew of three were lost. It was 7.35 P.M. before she finally returned. It had been a long and arduous service for the life-boatmen and for the women **launchers**. - Rewards, £26 **16s**!

SEPTEMBER 28TH. - FRASERBURGH, ABERDEENSHIRE. At 8.20 P.M. information was received from the Kinnaird Head coastguard that flares and flashes had been seen several miles away in a north westerly direction from Fraserburgh. A strong northerly wind was blowing, with a heavy sea. The motor life-boat *John and Charles Kennedy* was launched at 10 P.M., and after going about eighteen miles found a steamer which had been bombed. She was the S.S. *Queen City*, of Bideford, of nearly 3,000 tons, bound, laden with steel, from Montreal to Middlesbrough. The life-boat picked up fifteen survivors from a ship's boat. An Admiralty vessel had picked up twenty. Two had been killed on board the *Queen City*. That accounted for the whole crew, and the life-boat returned, arriving at her station again at 2.40 A.M. - Rewards, £9 13s.

SEPTEMBER 30TH. - SELSEY, SUSSEX. At 4.19 P.M. the coastguard telephoned that an aeroplane - probably German - was down in the sea to the S.W. of Selsey Bill. A N.E. breeze was blowing, with a choppy sea. The motor life-boat *Canadian Pacific* was launched at 4.30 P.M., and found that a seaplane had already landed on the water near the wrecked plane. The life-boat found a dead airman. As the seaplane now took off again and had probably picked up any survivors, the lifeboat returned to her station, where she arrived at 6 P.M. and handed over the body to the police. - Rewards, £6 **3s. 6d**.

The following life-boats were launched but no services were rendered for the reasons given :

SEPTEMBER 1ST. - PENLEE, CORNWALL. A minesweeper had been blown up off

Penzance Harbour, but small boats picked up the survivors. - Rewards, £5 11s. 6d.

SEPTEMBER 2ND. - MARGATE, KENT. During an air raid a German aeroplane had been seen to crash into the sea four or five miles N. by W. of the station, but nothing except a patch of oil could be found. - Rewards, £5 12s. 6d.

SEPTEMBER 3RD. - LONGHOPE, ORKNEYS. A ship's boat had been seen adrift, but she was empty, waterlogged and riddled with machine-gun bullets. - Reward, £4 6s. 6d.

SEPTEMBER 4TH. - SHOREHAM HARBOUR, SUSSEX. An aeroplane had been reported down in the sea and on fire off Worthing Pier, but nothing could be found. - Rewards, £4 1s.

SEPTEMBER 4TH. - HASTINGS, SUSSEX. An aeroplane was reported to have come down in the sea, but the life-boat found nothing. - Rewards, £31 2s. 6d.

SEPTEMBER 5TH. - BARRA ISLAND, HEBRIDES. A ship's boat with seventeen men from a torpedoed steamer had been sighted, but they were picked up by the Barra Head Light-house supply boat which was making her weekly trip to the light-house. - Rewards, £4 13s. 6d.

SEPTEMBER 5TH. - BARRA ISLAND, HEBRIDES. A ship's boat was reported adrift and an aeroplane down in the sea, but the boat was found empty and of the aeroplane only wreckage was found. - Rewards, £7 2s.

SEPTEMBER 5TH. - DUNGENESS, KENT. An aeroplane had been reported down in the sea, but the life-boat was recalled by the naval authorities shortly after launching. - Rewards, £7 18s.

SEPTEMBER 7TH. - CAMPBELTOWN, ARGYLLSHIRE. A steamer had been reported in collision with a destroyer, but the help of the life-boat was not needed, and she was recalled by wireless. - Rewards, £11 14s.

SEPTEMBER 7TH. - CLOUGHEY, CO. DOWN. Fears had been entertained for the safety of a small yacht, but she made land without aid. - Rewards, £14 3s. 6d.

(See Portaferry, "Services by Shore-boats", page 150.)

SEPTEMBER 10TH. - CROMER, NORFOLK. An aeroplane was reported to have crashed, but nothing could be found. - Rewards, £26 4s. 6d.

SEPTEMBER 10TH. - HOLY ISLAND, NORTHUMBERLAND. A naval patrol vessel had stranded, but the crew declined the aid of the life-boat. - Rewards, £10 5s.

SEPTEMBER 10TH. - WICK, CAITHNESS-SHIRE. An R.A.F. aeroplane had crashed

into the sea, but only wreckage was found. - Rewards, £4 10s. 6d.

SEPTEMBER 11TH. - MARGATE, KENT. At 4.24 P.M. an aeroplane had been seen to crash into the sea three miles north of the life-boathouse, but only oil on the water was found, and a bright green patch showing that it was a German aeroplane. - Rewards, £5 12s. 6d.

SEPTEMBER 11TH. - SELSEY, SUSSEX. During an air battle several aeroplanes, both British and German, crashed into the sea, but the life-boat found nothing but patches of oil. - Rewards, £6 3s. 6d.

SEPTEMBER 12TH. - ALDEBURGH, SUFFOLK. Red stars had been seen; assumed to have come from an aeroplane's rubber dinghy, but nothing could be found. - Rewards, £21 11s. 6d.

SEPTEMBER 15TH. - DUNBAR, EAST LOTHIAN. The motor vessel *Halland*, of Copenhagen, had been bombed by German aeroplanes and sank within three minutes, but a patrol boat picked up the crew. - Rewards, £10 1s.

SEPTEMBER 15TH. - SELSEY, SUSSEX. A British aeroplane had been reported down, but nothing was found of her. - Rewards, £9 7s.

SEPTEMBER 16TH. - CLOUGHEY, CO. DOWN. News had been received of a steamer sinking, and a later message said that she had sunk, but nothing was found, and a patrol vessel nearby was believed to have rescued the crew. - Rewards, £6 15s. 6d.

SEPTEMBER 16TH. - DONAGHADEE, CO. DOWN. A vessel had been reported as being bombed by German aeroplanes, but nothing was found. - Rewards, £11 8s. 6d.

SEPTEMBER 16TH. - FRASERBURGH, ABERDEENSHIRE. An aeroplane had been reported on fire, but it was a false alarm. - Rewards, £14 4s.

SEPTEMBER 16TH. - SCARBOROUGH, YORKSHIRE. Bombing and machine-gunning had been heard, but nothing was found. - Rewards, £24 15s. 6d.

SEPTEMBER 17TH. - ARRANMORE, CO. DONEGAL. A ship had been reported ablaze off Tory Island, but she could not be found. Later she went ashore off Horn Head. - Rewards, £14 12s.

SEPTEMBER 17TH. - CROMER, NORFOLK. Two vessels had been reported on the Lemon Bank, but they got off and went on their way. - Rewards, £13 6s. 6d.

SEPTEMBER 20TH. - ARRANMORE, CO. DONEGAL. A trawler had been reported in distress twenty-five miles north-west of Tory Island, but nothing could be found. - Rewards, £15 8s. 6d.

SEPTEMBER 20TH. - BARRA ISLAND, HEBRIDES. An unusual light had been reported, but nothing could be found. - Rewards, £9 7s.

SEPTEMBER 21ST. - BARRA ISLAND, HEBRIDES. A light or flare had been seen which it was thought might come from a drifting boat, but nothing could be found. - Rewards, £9 7s.

SEPTEMBER 24TH. - BALTIMORE, CO. CORK. Lights of a reddish tint had been reported but nothing was found. - Rewards, £12 9s.

SEPTEMBER 24TH. - RUNSWICK, YORKSHIRE. A British bomber aeroplane was reported to have crashed into the sea twelve miles north of Runswick, but nothing was found. - Rewards, £9 0s. 6d.

SEPTEMBER 24TH. - SCARBOROUGH, YORKSHIRE. A British bomber aeroplane had been reported approaching land with her petrol nearly exhausted, but nothing was found. - Rewards, £13 9s. 6d.

SEPTEMBER 24TH. - SWANAGE, DORSET. An aeroplane was reported to have come down in the sea, but nothing was found. - Rewards, £3 14s. 6d.

SEPTEMBER 25TH. - SELSEY, SUSSEX. An aeroplane was reported to have come down in the sea off Thorney Island, but the life-boat found nothing. As she approached Chichester harbour, she saw oil on the water, and learnt later that two airmen had been picked up by another boat, and that the aeroplane had crashed inside the harbour entrance. - Rewards, £6 3s. 6d.

SEPTEMBER 26TH. - FISHGUARD, PEMBROKESHIRE. A Dutch aeroplane, based on Pembroke Dock, had crashed nine miles N.N.W. of Strumble Head, but her crew were rescued by a trawler. - Rewards, £4 7s.

SEPTEMBER 27TH. - HASTINGS, SUSSEX. A German bomber aeroplane had been seen to come down in the sea two miles away, but nothing was found. - Rewards, £12 7s. 6d.

SEPTEMBER 28TH. - SELSEY, SUSSEX. A British aeroplane had crashed south of

Selsey Bill during an air battle, but nothing was found. - Rewards, £6 3s. 6d.

SEPTEMBER 29TH. - ARKLOW, CO. WICKLOW. An aeroplane was reported to have come down in the sea off Cahore Point, but nothing was found. - Rewards, £15 8s. 6d. an aeroplane in distress, but nothing found. - Rewards, £4 3s.

OCTOBER

Launches 96. Lives rescued 231.

OCTOBER 2ND. - FRASERBURGH, ABERDEENSHIRE. The life-boat was launched twice to the help of the steam trawler *Northward*, from which she had previously rescued the crew of ten. For details see September 24th, page 103.

OCTOBER 3RD. - CROMER, NORFOLK. At about 6.55 A.M. the coxswain heard through the coastguard that a small boat was making signals of distress about two miles S.E. by E. of Cromer. A moderate easterly wind was blowing, with a moderate sea. The No. 1 motor life-boat *H. F. Bailey* was launched at 7.5 A.M. and came up with the boat at 7.30 A.M. She had on board the crew of eight of the motor vessel *Actuosity*, of London, which had sunk, with her cargo of wheat, five minutes after striking a sunken wreck. The men had been in the boat for three hours. The life-boat took them on board, and returned to her station at 8.15 A.M. - Rewards, £13 6s. 6d.

OCTOBER 5TH. - NEW BRIGHTON, CHESHIRE. At 10.20 A.M. the Mersey Dock Board reported that the coasting steamer *Aquila*, of Liverpool, was flying distress signals in Formby Channel off Q3 Red Buoy. A moderate westerly gale was blowing, with a rough sea. The No. 2 motor life-boat *Edmund and Mary Robinson* was launched at 10.40 A.M. She found that the *Aquila's* engine had broken down, that she had lost her anchors and that she was drifting on to the Askew Spit. A tug was helping her, and the life-boat escorted them until the steamer was safe in the Gladstone Dock. She returned to her station at 2.30 P.M. - Rewards, £6 9s.

OCTOBER 6TH. - HARTLEPOOL, DURHAM. At about 1.50 A.M. the naval authorities telephoned that the auxiliary patrol

motor boat *Noel II*, with four men on board, was having trouble with her engine and was adrift off the Heugh. A moderate S.W. gale was blowing, with a rough sea. The motor life-boat *The Princess Royal (Civil Service No. 7)* put out at 2.19 A.M., picked up the disabled boat, and brought her in shortly after 5 A.M. She was rehoused at 11.30 A.M. - Expenses paid by Admiralty.

OCTOBER 6TH. - FALMOUTH, CORNWALL. At 7.15 P.M. the coastguard at St. Anthony reported that distress signals had been seen about two and a half miles off the Point. A moderate S.W. breeze was blowing, with a very rough sea. At 7.30 P.M. the motor life-boat *Crawford and Constance Conybeare* was launched. She searched, but could not find anything. At 8.45 P.M. she spoke the examination vessel and found that she had on board ten survivors of the crew of twelve of the *S.S. Jersey Queen*, of London, which had been sunk by a mine while bound from Blyth to Plymouth with coal. The life-boat took them on board and landed them at 8.45 P.M. - Rewards, £11 14s.

OCTOBER 7TH. - DUNGENESS, KENT. At 2.10 P.M. information was received by telephone that a fighter aeroplane had crashed in the sea. A few minutes later one of the life-boatmen reported that he could see a small object on the water. A light westerly breeze was blowing, with a moderate sea. The motor life-boat *Charles Cooper Henderson* was launched at 2.25 P.M. and three miles to the N.E. by E. of the lifeboat station found a German pilot in a small rubber boat. He was taken into the life-boat, disarmed, his head injuries dressed, and landed at the station at 3.25 P.M. where a military escort awaited him. - Rewards, £15 15s.

OCTOBER 8TH. - ARRANMORE, CO. DONEGAL. At about 2.45 A.M. a report was received that a fishing boat of Burtonport was missing. A very strong N.W. wind was blowing, with a rough sea. The motor life-boat *K.T.J.S.* was launched at 3 A.M. and found the boat in a creek. She had a crew of eight. The life-boat towed her to Burtonport and returned to her station at 9 A.M. Rewards, £19 11s.

OCTOBER 8TH. - GOURDON, KINCARDINESHIRE. At 8.8 P.M. the London fish carrier *Bellona II*, bound from Hull to Iceland, was bombed by a German aeroplane and set on fire when about four and a half miles E.S.E. of Gourdon. A fresh southerly breeze was blowing, with a swell running. The motor life-boat *Margaret Dawson* was launched at 8.15 P.M., and reached the blazing steamer thirty-five minutes later. She took ten men off the burning ship, and eight from a Dutch vessel, which had picked them up from a small boat. Ten were lost. Of the crew of twenty-eight, nine were British, of whom five were rescued, and the other nineteen men were Danes. The life-boat returned to Gourdon at 9.45 P.M. - Rewards, £31 6s.

BRONZE MEDAL SERVICE AT MARYPORT

OCTOBER 9TH. - MARYPORT, CUMBERLAND. During the afternoon a strong southerly wind was blowing. Towards the end of the afternoon it veered to west-north-west, growing rapidly stronger, and just before dark it was blowing a full gale, with fierce squalls and blinding rain.

The herring drifters were fishing in the Solway Firth, and, as the wind increased, they hauled in their nets and made for port. All the Maryport boats got back safely, but the weather grew worse so quickly that one drifter, which took five minutes longer than another to haul its nets on board, was over an hour later in reaching port.

Visibility was very bad, but at 6.30 a drifter could just be seen as she rose on the biggest seas about 2 1/2 miles out from Maryport pier. She appeared to be in distress, and the gale was so violent that it seemed unlikely that she would be able to ride it out. The runner was sent to collect the crew, and at 7.47 the motor life-boat *Joseph Braithwaite* was launched. With the seas from west-north-west meeting the southerly swell, a very heavy sea was breaking right in the harbour entrance. In that sea, and in the darkness, with no guiding lights, it was a very daring and skilful feat to take the life-boat through the narrow harbour mouth between the piers - at high tide it is only 100 yards wide - but it was successfully accomplished.

At 8.30 the life-boat reached the drifter. She was the *Mourne Lass*, of Workington, with a crew of four. Her nets had fouled her propeller, and when her crew attempted to sail her home, the wind split the mizzen sail into shreds. She had anchored, but when darkness set in her crew had given up all hope, in that wind and sea, of being rescued, and when the life-boat arrived they were completely exhausted. With great difficulty the life-boat took the four men on board. She made for home, and in less than half an hour she had reached the harbour entrance. While still some way off, the coxswain had flashed his

morse lamp, and this was answered by the harbour-master flashing his electric torch. That was all the light that the coxswain had to guide the boat into the dark and narrow entrance in the blinding rain, but again he brought her safely through the heavy, confused seas between the two piers. The coxswain's own summary of the rescue was, "It was a bad night and I had an anxious time."

It was a dangerous service very skilfully carried out, and the Institution made the following awards :

To COXSWAIN THOMAS B. REAY, a clasp to his bronze medal for gallantry and a copy of the vote inscribed on vellum ;

To HERBERT ROOK, the motor-mechanic, the thanks of the Institution inscribed on Vellum ;

To the coxswain and each member of the crew a reward of £1 in addition to the ordinary scale reward of £1 17s. 6d.; standard rewards to crew and helpers, £21 5s. 6d. ; additional rewards to crew, £7 ; total rewards, £28 5s. 6d.

OCTOBER 9TH. - WHITBY, YORKSHIRE. During the morning several fishing cobbles had to cut, their lines and make for harbour, as a S.E. wind of almost gale force was blowing, and the sea was heavy. Three other cobbles, *Rosamond*, *Royal Empire* and *Brittania*, were sixty miles to the south, off Robin Hood's Bay. Anxiety was felt for their safety, and at 10.45 A.M. the No. 1 motor life-boat *Mary Ann Hepworth* was launched. She met the cobbles, got on their weather side, and escorted them safely to Whitby Harbour, which was reached at 1.15 P.M. - Rewards, £6 7s. 6d.

OCTOBER 10TH. - ANGLE, PEMBROKE-SHIRE. About 5 A.M. red flares were seen N.W. of Skokholm Island and reported to the life-boat authorities by the naval officer at Milford Haven. A W.S.W. wind was blowing, with a rough sea. The motor life-boat *Elizabeth Elson* was launched at 5.45 A.M. and found four members of the crew of the motor vessel *Alderney Queen*, of London, which had been sunk by enemy action, in a ship's boat three miles N.W. of St. Anns. She took them on board, landed them at Milford Haven, and returned to her station at 11 A.M. It was thought that the remaining six members of the *Alderney Queen's* crew had been picked up by another vessel. - Rewards, £11 11s. 9d.

OCTOBER 13TH. - THE MUMBLES, GLAMORGANSHIRE. At 11.16 A.M. the coastguard telephoned that the S.S. *Mount Taygetus* of Piraeus, of over 3,000 tons, had

stranded about a mile S.E. of The Mumbles Head. A strong S.E. wind was blowing, with a heavy sea. The motor life-boat *Edward Prince of Wales* was launched at 11.30 A.M. and found the steamer aground and being pounded by the seas. At the request of her master, the life-boat went to Swansea to get tugs and they towed the *Mount Taygetus* to Swansea. The life-boat returned to her station at 2.30 P.M. - Rewards, £9 12s.

OCTOBER 14TH. - THE HUMBER, YORKSHIRE. About 12.30 P.M. a very loud explosion was heard. It came from the Trinity House vessel *Reculver*. She had struck a mine. An easterly breeze was blowing. The sea was smooth. The motor life-boat *City of Bradford II* was launched at 1.27 P.M. and found that the *Reculver* had been taken in tow by another vessel. A doctor was needed and the life-boat went back to her station and brought out a military doctor. Four injured men were then put on board the life-boat, and she took them to Grimsby. In the meantime the *Reculver* had broken from her tow, and had sunk in deep water before the help of a tug could be obtained. Her crew were able to get away in the ship's boats and were picked up by a tug. The lifeboat returned to her station at 4.15 P.M. - Paid permanent crew, Rewards, 4s. 6d.

OCTOBER 17TH. - SEAHAM, DURHAM, AND CULLERCOATS, NORTHUMBRLAND. During the morning the coastguard reported that two vessels were ashore off Whitburn. A moderate breeze was blowing, with a moderately rough sea. At 6 A.M. the Seaham motor life-boat *Elizabeth Wills Allen* was launched, followed a quarter of an hour later by the Cullercoats motor life-boat *Westmorland*. They found the vessels to be H.M. Destroyers *G51* and *H78*. Four tugs had come out to their help and the life-boats stood by. The Seaham life-boat returned to her station at 11.30 A.M. and the Cullercoats boat put into North Shields to wait there for the tide to rise. The life-boat was then asked, at 12.30 P.M., to return to the destroyers. This she did, and helped by running out a kedge and tow lines to the tugs. She then stood by until 5.45 P.M. and returned to her station at 6.30 P.M. - Rewards : Seaham, £11 6s. 6d. ; Cullercoats, £22 14s.

OCTOBER 19TH. - SOUTHEAST - ON - SEA, ESSEX. At 2.15 P.M. information was received from the Walton coastguard that a vessel had been mined and was sinking near the East Oaze Light-vessel. A fresh easterly wind was blowing, with a choppy sea. The motor life-boat *Greater London (Civil Service No. 3)* put out at 2.35 P.M. and three miles S.E. of Nore light-vessel found that a small trading ship had already taken off the crew of the sinking vessel which was the motor ship *Aridity* of London. The life-boat stood by until she sunk and then returned to her station, arriving at 7.15 P.M. - Rewards, £15 7s.

OCTOBER 20TH. - REDCAR, YORKSHIRE. At 9.30 P.M. the S.S. *Cranby*, of

Montreal, a 2,000-ton steamer, with a crew of twenty-one, bound laden with coal from Newcastle to London, ran ashore on West Scar Rocks. The weather was hazy, with a light easterly wind and a slight sea. She made no signals, but at 11 P.M. the motor life-boat *Louisa Polden* was launched. She arranged with the steamer to get tugs as soon as possible, and returned to her station at 12.30 A.M. At 2 A.M. she took out Lloyd's agent and salvage officers as the weather was too bad for other boats. Tugs tried to tow the steamer off, with the life-boat standing by, but they were unsuccessful and the life-boat, returned to her station at 8.30 A.M. She went out for the third time at 11.20 A.M., taking out a party of men to help in lightening the steamer. After bringing them ashore again she stood by while another effort was made, but without success, to tow the steamer off. The life-boat then brought the salvage officers ashore at 8.30 P.M. On the afternoon of the following day, the 22nd, the life-boat was launched again at 3.30 P.M. By this time the weather had become worse and salvage work had to be abandoned temporarily. The life-boat took off the crew of 21 men and brought them ashore at 5 P.M. On the 30th October she put out at 3 P.M. to take out pumps and bring ashore a salvage party. A strong S.E. breeze was blowing with a rough sea, and no other suitable boats were available. The life-boat returned at 4.30 P.M. Her sixth service to the *Granby* took place on the following day when she again put out as on the previous day, to help in the salvage work. She was on service from 2 P.M. until 3.30 P.M. Eventually the steamer was refloated, and her cargo saved, at 4 P.M. on the 1st November. - Rewards : 1st launch, £19 14s. 6d. ; 2nd launch, Property salvage case ; 3rd launch, Property salvage case ; 4th launch, £9 17s. ; 5th launch, Property salvage case ; 6th launch, Property salvage case.

OCTOBER 20TH. - ABERDEEN. At 8.15 P.M. the Gregness coastguard reported that a steamer had been torpedoed nine miles off. An E.S.E. breeze was blowing, with a choppy sea. The No. 1 motor life-boat *Emma Constance* was launched at 8.50 P.M. and met a destroyer which had on board twenty-nine survivors of the steamer's crew. The steamer was the *Conakrian*, of Freetown. The destroyer asked the life-boat to stand by, while a tug was on its way from Peterhead. This she did, and about 1.30 A.M. in the morning the tug arrived and took the *Conakrian* in tow. Guided by the life-boat she reached harbour at 3.55 A.M. on the 21st. On the following day, at 4.30 in the morning, the life-boat was asked by the naval authorities to go out to the *Conakrian* as she lay at anchor and bring ashore a naval officer and a signalman as the weather was too heavy for ordinary boats. This the life-boat did. - Rewards : 1st launch, £16 9s. ; 2nd launch, £11 14s. 9d.

OCTOBER 21ST. - SHERINGHAM, NORFOLK. At 5.54 A.M. a message was received from the coastguard at Skeldon Hill that an aeroplane had come down in the sea off

Blakeney Point. A light west breeze was blowing ; the sea was smooth ; there was a thick mist. At 6.20 A.M. the motor life-boat *Foresters Centenary* was launched and found five men in a rubber boat. They were the crew of a British bomber, and were uninjured, although very wet. They were taken on board the life-boat, and given brandy and chocolate. They were landed at 9.30 A.M. and were given baths and dry clothing by the Shipwrecked Mariners' Society. They were then given a meal and rested at the house of the local honorary secretary of the life-boat, station. Mr. H. R. Johnson, until a tender from their aerodrome at Lynton-on-Ouse called for them. - Rewards, £24 1s. 9d.

OCTOBER 22ND. - SCARBOROUGH, YORKSHIRE. Shortly before noon the sea became heavy, with an easterly wind blowing. A number of fishing boats were making for harbour and the motor life-boat *Herbert Joy II* was launched at noon. She was in charge of the second-coxswain, as the coxswain was at sea, fishing. She made a number of trips, and escorted in seven open motor boats and three keel boats, life-belts being handed to all the men in the open boats before they were brought in. The life-boat returned to her station at 2.50 P.M. - Rewards, £17 7s. 6d.

OCTOBER 22ND. - TYNEMOUTH, NORTHUMBERLAND. At 6.57 A.M. a message was received from the port war signal station that a vessel was ashore off the Tyne, north of Souter Point. A strong easterly wind was blowing, and there was a moderate swell. At 7.30 A.M. the motor life-boat *John Pyemont* was launched and found the S.S. *Cairnglen*, of 9,000 tons, ashore. The life-boat was asked to stand by until the arrival of tugs. When the tug *George V* arrived the life-boat passed a rope from her to the steamer, but attempts to refloat the steamer failed. As the tug was remaining with her, and the tide was ebbing, the life-boat returned to her station. It was arranged that the life-boat should put out again and stand by the *Cairnglen* at the next flood tide, when further attempts would be made to float her, but at 3.30 P.M. a message came asking for the immediate help of the life-boat. She found the *Cairnglen* still fast aground and with waves breaking over her. H.M. tug *Watermeyer* had now arrived and the life-boat, with great difficulty in the heavy seas, got tow ropes from the tug to the steamer, but again it was impossible to haul her off, and later in the evening she broke her back. The captain now decided to abandon ship, and thinking that the risk of attempting to board the life-boat in the heavy seas would be too great, he asked that a rocket line should be fired from the coast-guard life-saving apparatus on shore. This was done and the crew of forty-nine were landed by breeches buoy. The life-boat returned to her station at 10.15 P.M. - Rewards, £27 3s.

OCTOBER 22ND. - HASTINGS, SUSSEX. At 2.57 P.M. a message was received from the

coastguard that an aeroplane had come down in the sea S.E. of the Fairlight Coastguard Station A light E.S.E. breeze was blowing and the sea was smooth. At 3.15 P.M. the motor life-boat *Cyril and Lilian Bishop* was launched, with an armed guard on board; Commander Highfield, the honorary secretary of the station, also went in the life-boat. A German airman was found in a rubber dinghy. His aeroplane, a Messerschmidt 109 had been hit in the petrol tank when he was flying near London. He was taken on board the life-boat During the work of rescue an air battle was going on to the eastward, and a patrol boat escorted the life-boat part of the way on her return journey. The lifeboat returned to her station at 5.20 P.M.- Rewards, £31 6s. 2d.

OCTOBER 22ND. - WICK, CAITHNESS-SHIRE. At 12.5 P.M. the coastguard reported that a Norwegian fishing vessel was shewing signals of distress and apparently had broken down. A strong easterly wind was blowing, with a choppy sea. The motor life-boat *City of Edinburgh* was launched at 12.30 P.M. and found the smack *Havlynd*, of Brimness, Norway, with a crew of four. She was on passage from Lerwick to Buckie, having previously escaped from Norway. The life-boat took her in tow and brought her safely into harbour at 3 P.M. - Rewards, £6 17s. 6d.

OCTOBER 23RD. - ABERDEEN. As previously reported the No. 1 life-boat *Emma Constance* had been out on service to the S.S. *Conakrian*, of Freetown, on the 20th October, and again on the 22nd. Early in the morning of the 23rd the naval officer in charge again asked the life-boat to go out, as the steamer had a heavy list, and she went at 3.30 in the morning A moderate easterly gale was blowing, with heavy broken water. The life-boat rescued the twenty-three men on board, including a pilot, and returned to her station at 4.42 A.M. Later, the steamer stranded.- Rewards, £17 6s. 6d.

OCTOBER 23RD. - RAMSGATE, KENT. At about 8.20 A.M. information was received through the coastguard from the naval authorities that H.M. trawler *Hero* was aground north of the South Goodwin Light-vessel. A strong easterly breeze was blowing, with a rough sea. The motor life-boat *Prudential* put out at 8.51 A.M., found the trawler and told her master that a tug would be sent. She put her second-coxswain on board, and remained alongside. The tide was rising, and about midday, the trawler, by using her engines, managed to shift a little, but her cable parted and she continued to knock in over the sand with the tide and sea. About 12.45 P.M. the Dover tug *Lady Curzon* arrived, but she could not get close enough to do anything until the tide rose higher. The trawler then started her engines again, but stopped when she found that her propeller had gone. Then, as the tide rose, she floated off and the tug towed her to Dover. The life-boat returned to her station at 3.25 P.M. The naval officer in charge at Ramsgate expressed appreciation of the services rendered,

saying : " The dangers of the sea normally met with in life-saving operations are nowadays complicated by the risk from enemy planes overhead as you and your crew well know after your experience at Dunkirk." - Rewards, £6 17s. 6d.

OCTOBER 25TH. - FILEY, YORKSHIRE. The motor life-boat *The Cuttle* was launched at 11.40 A.M. as a strong north-easterly wind was blowing, with a rough sea, and a number of local fishing boats were at sea. She escorted the boats to shore from various parts of Filey Bay and returned to her station at 1.25 P.M. - Rewards, £11 14s.

OCTOBER 28TH. - SKEGNESS, LINCOLN-SHIRE. At about 2 A.M. the coastguard telephoned that a British bomber had crashed near Skegness Pier. A light, variable northerly wind was blowing, and the sea was smooth. The motor life-boat *Anne Allen* was launched at 2.50 A.M. She picked up the body of a dead airman, and brought it ashore. Then she continued the search, but no trace of the other three airmen could be found. She returned ashore at 8.5 A.M.- Rewards, £21 9s. 6d.

OCTOBER 28TH. - THE HUMBER, YORKSHIRE. As the motor life-boat *City of Bradford II* was returning to her station at about 2.55 P.M. after an unsuccessful search for an aeroplane she heard two loud explosions, and on reaching Spurn Point she saw a vessel sinking to the S.W. She went to her, and found seven men in two very small boats. The were from the motor vessel *Sagacity*, of London, which had struck a magnetic mine and had sunk. The life-boat took them on board, landed them at Grimsby and returned to her station at 5.25 P.M.- Permanent paid crew ; Rewards, 6s. 9d.

OCTOBER 28TH. - CULLERCOATS, NORTHUMBERLAND. At 7 P.M. the coxswain was asked by the coastguard to assemble the crew, and at 7.35 P.M. the motor life-boat *Westmorland* was launched, with instructions to go to a position two and a half miles N.E. of Tynemouth Pier. A light S.S.W. breeze was blowing and the sea was smooth. The life-boat found the S.S. *Suffolk Coast*, of Liverpool She had been mined. She was not seriously damaged and was able to reach the Tyne under her own power, escorted by the life-boat. The life-boat returned to her station at 12.35 A.M.- Rewards, £27 10s.

OCTOBER 29TH. - THE HUMBER, YORKSHIRE. At about 6 A.M. news was received from the signal station that a British aeroplane had crashed off North Somercoats. A southerly breeze was blowing and the sea was smooth. The motor life-boat *City of Bradford II* was launched at 6.30 A.M. She spoke a patrol vessel, but it had seen nothing. Then, just before daybreak, signals from an aeroplane directed her to the wreckage of an aeroplane. She picked up the body of an airman and took it to Grimsby, returning to her station at 2 P.M. - Permanent paid crew. Rewards, 15s. 9d.

OCTOBER 29TH. - KIRKCUDBRIGHT. At about 10 P.M. a message was received from Ross Lighthouse that a vessel was showing distress flares north of Ross Island. A southerly gale was blowing, with a very heavy sea. The motor life-boat *Morison Watson* was launched at 10.45 P.M. and found a motor vessel, *The Pilot*, half a mile north of Ross Lighthouse. She had a crew of two, and was bound, light, from Port William to Workington. Her engine had broken down. The life-boat had great difficulty, in the heavy seas and darkness, in taking off the two men, and she was slightly damaged. She returned to Kirkcudbright, and landed the rescued men at 1.15 A.M. *The Pilot* broke up next day. - Rewards, £17 18s. 6d.

OCTOBER 29TH. - SELSEY, SUSSEX. During an air battle the coxswain saw a British aeroplane crash several miles W. by S. from Selsey Bill, and at 3 P.M. launched the motor life-boat *Canadian Pacific*. A moderate S.E. breeze was blowing, with a choppy sea. Helped by an aeroplane the life-boat searched until 5 P.M., when the aeroplane spotted the airman in the water and directed the life-boat to him. He was picked up unconscious, and all efforts to revive him failed. The life-boat returned to her station at 6.15 P.M. - Rewards, £14 0s. 6d.

OCTOBER 30TH. - PETERHEAD, AND FRASERBURGH, ABERDEENSHIRE. At 6.30 in the morning a message was received at Peterhead from the coastguard that a vessel was ashore on the rocks a mile east of Rattray Head, which is about ten miles north of the station. A southerly gale was blowing, with a very heavy sea. At 6.55 the motor life-boat *Julia Park Barry of Glasgow* was launched and at eight o'clock, as the day was breaking, she reached Rattray Head and found the steamer *Lisburn*, of Liverpool. Heavy seas were breaking right across the *Lisburn*, and her deck cargo had already been washed overboard. With a southerly gale blowing, and a flood tide, it was not easy for the life-boat to get near, but the coxswain brought her down from the north and, after some manoeuvring, succeeded in passing a line to the steamer, got alongside and took off the crew of thirty men. The life-boat drew clear and then saw another steamer, the *Simonburn*, of Newcastle-on-Tyne, ashore half a mile to the north-west. When the life-boat reached her, her captain asked that part of his crew should be taken off, as the steamer was making water, and that, when she had landed them, the lifeboat should return and stand by. She took off 23 of the 30 men of the steamer's crew. She had now 53 men on board, and as it was impossible with that number, and with the very heavy sea running, to return to Peterhead against the gale, she made for Fraserburgh, some ten miles to the north-west of the scene of the wrecks. She had only gone a mile when she saw another stranded steamer, the *Baronminto*, of Ardrrossan. She told her that when she had landed the rescued men she would return to her help. Then, another mile further on to the north-west, she passed

another vessel ashore, with the Fraserburgh life-boat standing by her.

PETERHEAD'S SECOND AND THIRD JOURNEYS

The life-boat reached Fraserburgh at ten in the morning, landed the 53 men, and at eleven o'clock left Fraserburgh again to go to the help, as promised, of the *Baronminto*. When she arrived back on the scene she saw that the remaining sixteen men of the *Simonburn* had abandoned their vessel as they thought it was filling with water, and were in the ship's boat. The life-boat picked them up, returned to the *Baronminto*, and took off the remaining 24 men of her crew (the other 31 had already been rescued by the Fraserburgh life-boat). While she was rescuing them one of her own crew fell into the sea, with one of the *Baronminto's* men, between the life-boat and the steamer, but both were got aboard the life-boat uninjured. Then the life-boat made once more for Fraserburgh and at 2.15 in the afternoon landed the forty rescued men.

She had now rescued 93 men during the day, but her work was not yet finished. The Fraserburgh life-boat had not yet returned, and half an hour after the Peterhead life-boat had landed the men, the senior naval officer asked the coxswain if he would go north-west from Kinnairds Head to the S.S. *Patia*, of Liverpool, to take off the Commodore and staff, and bring them back to Fraserburgh. The life-boat found the *Patia* three miles away and returned with the Commodore and staff to Fraserburgh at four in the afternoon. She had now been out for 9 1/2 hours. As she could not get back the twenty miles to Peterhead before night-fall, and as the information from there was that the entrance to the bay was dangerous, it was decided to moor the life-boat at Fraserburgh for the night, and the crew returned to Peterhead by car. The following morning they went back to Fraserburgh to bring home the life-boat and, at the request of the senior naval officer at Fraserburgh, took with them in the life-boat an officer to survey the stranded steamers. The life-boat left Fraserburgh at eleven in the morning and reached Peterhead at 12.35 P.M. on October 31st.

FRASERBURGH'S TWO JOURNEYS

The Fraserburgh motor life-boat, *John and Charles Kennedy*, had also had a very busy day on October 30th. At 6.47 in the morning news had been received from the coastguard that a vessel was showing a red flare from 4 to 5 miles north-west of Rattray Head. At 7.25 the life-boat put out. She reached Rattray Head at ten past eight and found four or five vessels ashore, with a patrol vessel standing by. She made first for the S.S. *Clumber Hall*, of West Hartlepool, but her captain advised the life-boat to go first to the S.S. *Alcora*, of Glasgow, which he thought was in immediate danger. The captain of the *Alcora* asked the life-boat to stand by, which she did for two hours, moored

to the stern of the steamer by a rope. Then the S.S. *Baronminto*, of Ardrossan, to which the Peterhead life-boat had promised to return when she came back from Fraserburgh, sent out an S.O.S. call. She was ashore a mile to the south of the *Alcora*, and the Fraserburgh life-boat went at once to her help, took off 31 of her crew of 55, and made for Fraserburgh where she arrived at ten minutes to twelve. Half an hour later she put out again, and again went to the *Alcora* to ask her captain if he wished to abandon ship, but he said he still intended to remain aboard her. It was now one in the afternoon, the tide was ebbing, the sea was rising. The patrol vessel had left, and the life-boat stood by. Meanwhile, as already described, the Peterhead life-boat had returned from Fraserburgh, rescued the remaining sixteen men of the *Simonburn* and the remaining 24 of the *Baronminto* and had put back to Fraserburgh again. The Fraserburgh life-boat continued to stand by, and at three in the afternoon she again signalled the *Alcora* saying that her position was getting more dangerous and that the life-boat would come and take off her crew if the captain wished. He replied that he was waiting for a tug, and he asked the life-boat still to stand by him. Half an hour later the coastguard life-saving apparatus from Rattray Head was able, with the falling tide, to get a line to the *Alcora* and the whole of her crew were rescued from the shore by breeches buoy. The wind and sea had considerably increased, and the life-boat continued to stand by. When the rescue was finished she made again for Fraserburgh and arrived there at 4.20 in the afternoon. She had then been out for nine hours and had rescued 31 lives. - Rewards : Peterhead, £23 19s. 6d. ; Fraserburgh, £20 10s. 1d.

OCTOBER 30TH. - ABERDEEN. At 6.40 A.M. a message was received that the S.S. *Lisbon* had been torpedoed, and the life-boat crew was asked to stand by. At 7.42 the No. 1 motor life-boat *Emma Constance* put out at 7.42 A.M., but she was asked to wait. A moderate to strong S.E. by S. gale was blowing, with a very heavy sea. Then at 8.20 A.M. the naval officer in charge asked the life-boat to go in search of H.M.S. *Advance*, the examination steamer. She found her at 9.5 A.M., and then was given instructions to intercept the tug *Abeille*. The life-boat tried, but without success owing to the severe weather and the tug's speed. She then went back to the *Advance* and was asked by her to return to Aberdeen with the message that the *Advance* was in a perilous position, that one cable had parted, that she was now riding on one anchor, and that though her engines were going full speed ahead, she could make no headway, and that she wanted a tug sent out to her immediately. This message the life-boat took and reached Aberdeen at 10.37 A.M. - Rewards, £7 16s.

The following life-boats were launched, but no services were rendered for the reasons given:

OCTOBER 1ST. - LLANDUDNO, CAERNARVONSHIRE. An aeroplane had been reported down in the sea, and the life-boat made a long and extensive search, but without result. - Rewards, £33 12s.

OCTOBER 1ST. - GREAT YARMOUTH AND GORLESTON, NORFOLK. An aeroplane had been reported down in the sea, but no trace of it could be found. - Rewards, £16 1s. 6d.

OCTOBER 2ND. - FENIT, CO. KERRY. A steamer had been bombed and set on fire by a German aeroplane, but the Irish patrol steamer *Fort Rannock* rescued the crew. - Rewards, £17 0s. 3d.

OCTOBER 2ND. - SWANAGE, DORSET. During an air battle a British aeroplane was reported to have fallen into the sea, but nothing could be found. - Rewards, £5 13s.

OCTOBER 2ND. - SKEGNESS, LINCOLNSHIRE. A German aeroplane had been brought down off Chapel St. Leonards, but the crew of five swam ashore and were made prisoners. - Rewards, £19 14s. 6d.

OCTOBER 2ND. - PETERHEAD, ABERDEENSHIRE. A south-bound convoy had been attacked by German aeroplane; and one of the aeroplanes had been brought down, but a destroyer picked up the survivors of its crew, and there were no casualties in the convoy. - Rewards, £13 12s. 6d.

OCTOBER 2ND. - CLOVELLY, DEVON. An aeroplane had been reported down in the sea, but nothing could be found. Soldiers helped in the launch of the life-boat. - Rewards, £31 5s.

OCTOBER 2ND. - CROMER, NORFOLK. An aeroplane had been reported down in the sea, but the life-boat found nothing. - Rewards, £32 16s. 6d.

OCTOBER 4TH. - HASTINGS, SUSSEX. A Spitfire aeroplane had been reported down in the sea and a search was made, during an air raid alarm, but nothing was found. The honorary secretary, Commander W. Highfield, O.B.E., R.N., went out in the life-boat. - Rewards, £30 5s. 11d.

OCTOBER 4TH. - LOWESTOFT, SUFFOLK. A German aeroplane, a Junkers 88, had been shot down by British fighter aeroplanes east of Southwold, but only oil patches were found. A naval motor vessel which helped in the search was machine-gunned by another German aeroplane, but the life-boat was unharmed. - Rewards, £6 1s.

OCTOBER 4TH. - NEWHAVEN, SUSSEX. A naval patrol boat had been reported overdue and the life-boat searched for her during the night. She found nothing, but the patrol boat returned next day. - Rewards, £18 9s. 9d.

OCTOBER 5TH. - SHOREHAM HARBOUR, SUSSEX. A parachute had been reported

down in the sea, but nothing could be found.
- Rewards, £14 9s. 6d.

OCTOBER 6TH. - CLACTON - ON - SEA (AT BRIGHTLINGSEA), ESSEX. A British bomber had crashed near Jaywick and the life-boat found her, bottom upwards, but there was no trace of the crew. It was learned later that three of the airmen had swum ashore, and that the body of the fourth man had been washed up. - Rewards, £14 13s. 3d.

OCTOBER 6TH. - CLACTON - ON - SEA (AT BRIGHTLINGSEA), ESSEX. A drifter had been reported as apparently in distress, but she could not be found. Later it was reported that she had hit the beach at Frinton, but she was not there when day broke. - Rewards, £17 12s. 6d.

OCTOBER 6TH. - WALTON AND FRINTON, ESSEX. A naval patrol drifter had been reported in distress, but a long search in the darkness was without result. - Rewards, £30 19s.

OCTOBER 6TH. - GIRVAN, Ayrshire. A steamer had gone ashore north of Ayr, but before the arrival of the life-boat she had managed to get off and had been towed into Ayr harbour. - Rewards, £7.

OCTOBER 6TH. - TENBY, PEMBROKE-SHIRE. The Greek steamer *Mount Taygetus* had been reported in distress, but she was only awaiting permission to go into Milford Haven. Later the life-boat was asked to take a message to her, but she had then changed her position and could not be found. - Rewards, £24 7s. 6d.

OCTOBER 7TH. - DUNMORE EAST, CO. WATERFORD. The life-boat had put out to examine a mysterious object which could be seen from the shore, and found it to be a dan-buoy, such as trawlers use for marking fishing grounds. - Rewards, £9 19s. 6d.

OCTOBER 7TH. - SWANAGE, DORSET. A parachute from an aeroplane had been reported down in the sea, and a British flying boat had been attacked by German aeroplanes, but in neither case could any thing be found. - Rewards, £14.

OCTOBER 8TH. - CLACTON - ON - SEA (AT BRIGHTLINGSEA), ESSEX. A motor cruiser had been reported aground, but no trace of her was found. - Rewards, £7 2s.

OCTOBER 10TH. - ARRANMORE, CO. DONEGAL. A Norwegian cargo ship had been torpedoed and some survivors had landed in a boat. Search was made for other survivors, in another boat, but without success and it was found later that they had landed on Tory Island. - Rewards, £8 8s.

OCTOBER 10TH. - SHERINGHAM, NORFOLK. A bomber had been reported down in the sea twenty miles off Wells, but no

trace of her was found either by the life-boat or by other vessels and aeroplanes which took part in the search. - Rewards, £19 9s. 6d.

OCTOBER 11TH. - PORTHDINLLAEN, CAERNARVONSHIRE. Flares had been reported, probably from aeroplanes, but nothing was found. - Rewards, £13 6s.

OCTOBER 11TH. - HOLYHEAD, ANGLESEY. Signals of distress had been reported, but later another message came that a tug had picked up three German airmen, and the life-boat was recalled. - Rewards, £9 7s. 6d.

OCTOBER 11TH. - BEMBRIDGE, ISLE OF WIGHT. The Admiralty trawler *Warwick Deeping* had sunk as a result of enemy action, but her crew of twenty-five were rescued by two men in a motor boat and the life-boat was recalled by wireless. - Rewards, £15 10s. 6d.

(See Bonchurch, "Services by Shore-boats", page 152).

OCTOBER 13TH. - SKEGNESS, LINCOLNSHIRE. An aeroplane had been reported to have crashed and the airman to have come down by parachute, but it turned out to be only a parachute flare. - Rewards, £12 3s.

OCTOBER 13TH. - NEW BRIGHTON, AND HOYLAKE, CHESHIRE. A Blenheim aeroplane had been shot down in error by a British fighter, but a search, carried out during an air-raid, was without result. - Rewards : New Brighton, £19 6s. ; Hoylake, £27 9s. 3d.

OCTOBER 16TH. - THE HUMBER, YORKSHIRE. A parachute had been reported coming down, but nothing could be found. It is possible that it may have been a mine dropped by enemy aeroplanes, as a great number were sown in the district at this time. - Paid permanent crew. Rewards, 18s.

OCTOBER 18TH. - SALCOMBE, DEVON. A vessel had been reported in distress and showing a red light, but the life-boat was recalled as she was not needed. - Rewards, £15 9s.

OCTOBER 21ST. - CLACTON - ON - SEA (AT BRIGHTLINGSEA), ESSEX. A rubber boat had been reported adrift, but a long and thorough search only resulted in three life-belts being picked up. - Rewards, £20 2s. 3d.

OCTOBER 21ST. - CROMER, NORFOLK. A British aeroplane was reported down in the sea, but the life-boat was recalled by wireless as it was learned later that the aeroplane had landed safely. - Rewards, £12 7s. 6d.

OCTOBER 21ST. - NEW BRIGHTON, CHESHIRE. A British bomber had come down in the sea, and the life-boat found the tail of the machine above water but no sign of the crew of five. Later it was learned that they had been rescued by an examination boat. - Rewards, £10 9s. 6d.

OCTOBER 21ST. - SOUTHEND - ON - SEA, ESSEX. The Walton coastguard reported a message, from Light-vessel No. 89, that a vessel was ashore three and a half miles to the S.E., but the life-boat found that the vessel was the m.v. *Aridity*, to which she had been out two days before. The weather had been foggy for three days and the crew of the light-vessel thought that it was a new wreck. - Rewards, £5 3s.

OCTOBER 22ND. - RUNSWICK, YORKSHIRE. A naval patrol trawler had gone aground on Kettleness Point during fog, but she refloated without help and continued her patrol. - Rewards, £36 16s. 6d.

OCTOBER 22ND. - SALCOMBE, DEVON. A fishing boat appeared to be in difficulties, but the life-boat was not needed. - Rewards, £5 14s.

OCTOBER 22ND. - DUNGENESS, KENT. A German aeroplane had crashed into the sea, but only a large patch of oil was found. - Rewards, £31 17s. 6d.

OCTOBER 22ND. - BALTIMORE, CO. CORK. A vessel was reported to have been blown up S.E. of Dursey Head, and a ship's boat to have left the wreck, but nothing could be found. People on shore had seen the vessel sink, and it was thought that they had mistaken a piece of the vessel herself for a boat. - Rewards, £27 13s. 6d.

OCTOBER 25TH. - HOLYHEAD, ANGLESEY. A parachute had been reported coming down some miles to the northward, but nothing was found. - Rewards, £11 15s.

OCTOBER 26TH. - SHOREHAM HARBOUR, SUSSEX. A Spitfire had been reported down in the sea, but nothing could be found. - Rewards, £12 3s.

OCTOBER 26TH. - THE MUMBLES, GLAMORGANSHIRE. The S.S. *Strombus*, of Tonsberg, Norway, had struck a mine, but she was beached by tugs. - Rewards, £15 6s.

OCTOBER 28TH. - THE HUMBER, YORKSHIRE. German airmen had been reported down in the sea five miles east of Saltfleet, but nothing could be found. - Paid permanent crew.

OCTOBER 28TH. - THE HUMBER, YORKSHIRE. A British aeroplane had been reported down off the Lincolnshire coast, but neither the lifeboat nor aeroplanes could find anything. - Permanent paid crew. Rewards, 4s. 6d.

OCTOBER 29TH. - CLACTON - ON - SEA (AT BRIGHTLINGSEA), ESSEX. An aeroplane had crashed in the sea off Holland Haven, and a man was reported to be in the water, but nothing could be found. - Rewards, £14 19s.

OCTOBER 29TH. - CLOUGHEY, CO. DOWN. A red flare had been seen south of

the South Rock Light-ship, but nothing could be found. - Rewards, £25 18s.

OCTOBER 29TH. - BARRA ISLAND, HEBRIDES. A vessel had been reported in distress about ten miles east of Barra Head, but nothing could be found. - Rewards : first launch, £10 13s. ; second launch £21 2s. 6d.

OCTOBER 29TH. - LONGHOPE, ORKNEYS, AND THURSO, CAITHNESS-SHIRE. A British flying boat had crashed as her petrol was exhausted, but two trawlers rescued her crew. - Rewards : Longhope, £24 11s. 6d. ; Thurso, £20 19s.

OCTOBER 30TH. - THE HUMBER, YORKSHIRE. A naval motor launch, No. 109, had struck a mine and had sunk. Six survivors had been picked up by another launch ; and nothing could be found of the others. - Permanent paid crew. Rewards, 9s.

OCTOBER 30TH. - TOBERMORY, ISLE OF MULL. H.M.S. *Sturdy*, a patrol vessel, was reported to have gone ashore on the west side of Tiree. The life-boat searched in a very rough sea, with the wind at hurricane force, but she could find nothing, and later it was learnt that the crew had been taken off by another naval vessel with the loss of two seamen. - Rewards, £19 15s. 6d.

OCTOBER 30TH. - WICK, CAITHNESS-SHIRE. A steamer had been reported drifting towards the shore near Duncansbay, but no trace of her could be found. - Rewards, £27.

OCTOBER 31ST. - BARRA ISLAND, HEBRIDES. A steamer had been in distress off the coast of Tiree, but she was taken in tow by a naval vessel. - Rewards, £20 9s.

NOVEMBER

Launches 121. Lives rescued 170.

NOVEMBER 1ST. - SOUTHEND - ON - SEA, ESSEX. At 2.45 P.M. the coastguard at the pier head telephoned that a ship was in distress near the Mouse Light-vessel. A fresh wind was blowing. At 3.5 P.M. the motor life-boat *Greater London (Civil Service No. 3)* put out and found that the S.S. *Leitchworth*, of Newcastle, with a cargo of coal, had sunk a mile east of the West Oase Buoy. A naval vessel had got the crew of eighteen aboard. Five were seriously injured, twelve had minor injuries, one was dead. It was assumed that the steamer had been attacked. All the men were put on board the life-boat, and she took them to Southend, arriving at 6 P.M. - Rewards, £7 14s. 6d.

NOVEMBER 2ND. - AMBLE, NORTH-UMBERLAND. At 3.45 P.M. the life-boat *Frederick* and *Emma* went out to search for the local fishing coble *Treasure*, which was overdue. A S.E. gale was blowing, with a heavy sea. She found her two miles N.E. of

Coquet Lighthouse, drifting, with a broken rudder. The life-boat took her in tow and brought her safely into harbour. She returned to her station at 5.30 P.M. - Rewards, £3.

NOVEMBER 2ND. - DUNGENESS, KENT. At 4.20 P.M. a fishing vessel about 1 1/2 miles N.E. of the life-boat station was seen to be flying a distress signal. A strong S.W. wind, increasing to gale force, was blowing. There was a heavy sea. At 4.40 P.M. the motor life-boat *Charles Cooper Henderson* was launched and found the local fishing boat *Little Billy* with her engine broken down. She had two men on board, father and son, cousins of the life-boat's coxswain. The life-boat took her in tow and slowly brought her in. She returned to her station at 5.30 P.M. - Reward, £21 12s.

NOVEMBER 2ND. - NEW BRIGHTON, CHESHIRE. At 3.30 P.M. a message was received that a vessel near the wreck of the *Pegu*, on the revetment, needed help. A S.W. gale was blowing, with a moderate sea. At 3.59 P.M. the No. 1 motor life-boat *William and Kate Johnston* was launched, but returned at 4.10 P.M. having received a message that the crew of the vessel *Bolham*, of Connaught Quay, had already been taken off by the examination vessel *St. Silio*. At the request of the Dock Board Authorities she put out to the *St. Silio* and brought off the shipwrecked crew, four in number, and landed them at New Brighton Stage. She returned to her station at 4.50 P.M. - Rewards, £7 12s. 6d.

NOVEMBER 3RD. - FRASERBURGH, ABERDEENSHIRE. At 7 P.M. a message was received from the Kinnaird Head coastguard that a wireless call for help had been received by way of the R.A.F. Station at Rosehearty. The life-boat crew were assembled and stood by waiting for further information until 8.20 P.M. Then a message was received that the naval authorities at Peterhead were dealing with the call. About 9.20 P.M. another message came, this time from the Fraserburgh coastguard, that a large vessel needed help about eight miles to the north east. At 9.43 P.M. the motor lifeboat *John and Charles Kennedy* was launched. A light S.S.W. breeze was blowing and the sea was smooth. The life-boat found the steamer *Eros*, of Belfast, with the escort vessel *Challenger* standing by her. The *Eros* had been attacked by enemy aeroplanes and an aerial torpedo had hit her in the engine-room. Two of her crew had been killed. Twenty-six of the crew had already been taken on board the *Challenger*, and the remaining seventeen were taken off by the life-boat and transferred to the *Challenger*. The life-boat then helped to get a tow rope between the two vessels, and stood by until the *Challenger* started to tow. At the *Challenger's* request she returned to Aberdeen and reported to the naval authorities that the *Eros* was being towed south, close inshore. Eventually the *Challenger* brought her safely in. The life-boat returned to her station at

1.15 A.M. the next morning. - Rewards, £16 19s. 6d.

NOVEMBER 5TH. - ROSSLARE HARBOUR, CO. WEXFORD. During the afternoon information was received from the principal light-keeper of the Tuskar Rock Lighthouse, that one of the keepers had cut an artery in his arm and ought to be brought ashore at once. A N.N.E. wind was blowing, with a rough, breaking sea. The motor life-boat *Mabel Marion Thompson* was launched at 4.45 P.M., taking a boarding boat with her, and reached the light-house at 5.30 P.M. It was only with great difficulty, in the heavy sea, that the injured man was got into the life-boat, and she landed him safely at 8 P.M. He said that he had never seen a relief made at the Tuskar in such severe weather. - Expenses defrayed by the Commissioners of Irish Lights.

NOVEMBER 5TH. - ROSSLARE HARBOUR, CO. WEXFORD. The motor fishing boat *Onward*, of Rosslare Harbour, had not returned with the rest of the fishing fleet. A N.E. wind was blowing, with a rough sea and heavy rain, and as the weather got worse the motor life-boat *Mabel Marion Thompson* was launched at 8.30 P.M. to make a search. She found the *Onward* near the Wexford Bar and escorted her home, arriving at 10 P.M. - Partly permanent paid crew.

NOVEMBER 6TH. - DONAGHADEE, CO. DOWN. At 10.30 P.M. the coastguard at Donaghadee reported a steamer ashore in Belfast Lough. A moderate N.E. breeze was blowing, but the sea was rough. A later message asked for help, and the motor life-boat *Civil Service No. 5* was launched at 11.45 P.M., Mr. David McKibbin, the honorary secretary, going out as a member of the crew. At Wilson's Point the life-boat found the Polish motor vessel *Lewant* ashore. She was a vessel of some 3,000 tons, bound for New York, and she had a crew of thirty. The captain said he wanted tugs, and asked the life-boat to stand by him as his ship was holed and in a dangerous position. The life-boat put Mr. McKibbin ashore at Bangor to telephone for tugs, and then returned to the *Lewant*. She stood by until the arrival of tugs at daybreak, and returned to her station at 9.30 A.M. The *Lewant* was got off with the help of the tugs at about 4.30 P.M. - Rewards, £17 12s. 6d.

NOVEMBER 7TH. - CLACTON - ON - SEA (AT BRIGHTLINGSEA), ESSEX. During the afternoon news came that a vessel had been mined south of Holland Point. A light northerly wind was blowing, and the sea was smooth. The motor life-boat *Edward Z. Dresden* was launched at 5 P.M., and found that the mined vessel was H.M. Drifter *Reed*. There was only one survivor of her crew. He was badly injured and had been picked up by a speed-boat. The life-boat searched the wreckage, but could find no one else. She took the survivor on board and the motor-mechanic gave him first-aid. The life-boat returned to her station at 10.15 P.M., and the injured man

was taken to Colchester hospital. There he died later. - Rewards, £12 3s.

NOVEMBER 8TH. - CLACTON-ON-SEA (AT BRIGHTLINGSEA), ESSEX During the afternoon the naval base at Brightlingsea reported that two steamers were sinking in the West Swin. A strong S.W. wind was blowing, with a rough sea. The motor life-boat *Edward Z. Dresden* was launched at 3 P.M., and found the S.S. *Fireglow*, a London collier. A patrol vessel reported that the second vessel had already sunk. The *Fireglow* had been hit forward by a bomb, and had been raked by machine-gun fire. Her fore part was under water and her boats had been put out of action by the machine-guns. A tug took her in tow stern first, and at the master's request the life-boat escorted them. They made for Southend, arriving at midnight. The life-boat took naval officers from the tug and the master of the *Fireglow* ashore, put the master back on his vessel, and then returned to her station, arriving at one o'clock the next afternoon. - Rewards, £21 15s. 7d.

NOVEMBER 9TH. - LLANDUDNO, CAERNARVONSHIRE. During the morning the coxswain was informed by the piermaster that the steam trawler *Leonard*, of Fleetwood, had come alongside the pier with her holds full of water. A strong N.N.W. gale was blowing, with a heavy sea. An Auxiliary Fire Service pump had been obtained, but it could not be worked from the pier, so at 11.30 A.M. the motor life-boat *Thomas and Annie Wade Richards* was launched and took the pump and its crew to the trawler. The pump was got to work immediately, while the life-boat stood by and life-boatmen helped to discharge the fish and gear. Rather than beach the *Leonard* her master decided to take her to Bangor, and the life-boat, with the pump and its crew on board, escorted her. The journey began at 6.45 A.M. on the morning of the 10th, and was safely completed. The life-boat returned to her station at 1 P.M. - Property salvage case.

NOVEMBER 11TH. - ALDEBURGH, SUFFOLK. At 2.13 P.M. information was received through the coastguard that two airmen had baled out from their aeroplane two miles S.E. of Orfordness. A moderate W.S.W. breeze was blowing, with a moderately rough sea. The No. 1 motor life-boat *Abdy Beauclerk* was launched at 2.28 P.M. and searched a wide area, but only found a parachute. Of the airmen there was no trace. The life-boat returned at 5 P.M. - Rewards, £22 14s. 6d.

NOVEMBER 11TH. - BLACKPOOL, LANCASHIRE. At about 11 A.M. the police reported that two men were in the sea off the North Shore Boating Pool. A strong westerly breeze was blowing, with a moderate sea. The motor life-boat *Sarah Ann Austin* was launched at 11.30 A.M. and a few minutes later reached a man supported by two life-buoys. The life-boat rescued him and returned at 12.30 P.M. The man was Mr. Joseph Horovitch, a master plumber. He

had swum out in a vain but gallant attempt to rescue a member of the Royal Air Force who had swum out, and lost his life, in an attempt to save a dog. The dead man had been married only the previous day. - Rewards, £7 6s.

NOVEMBER 11TH. - ABERDEEN. At about 6.20 P.M. the Gregness coastguard reported that red flares, presumably from a steamer on fire, had been seen S.E. by S. of Findon, in which area bombs had been dropped by German aeroplanes. A strong S.S.E. breeze was blowing, with a heavy, choppy sea. The No. 1 motor life-boat *Emma Constance* was launched at 6.50 P.M. At 8 P.M. she reached a ship on fire, but there was no one on board. She searched for boats or rafts and while she was doing so the S.S. *Oberan* hailed her and said that she had on board the crew of the S.S. *Trebartha*, of St. Ives. As it was not safe, in the heavy sea, to transfer the rescued men to the life-boat, the lifeboat's second-coxswain went aboard the *Oberan* and piloted her into Aberdeen harbour. The life-boat returned to her station at 9.43 P.M. - Rewards, £15 9s.

NOVEMBER 11TH. - ARKLOW, CO. WICKLOW. At about 12.30 P.M. the Arklow fishing boat *Willie Way* was seen to be in difficulties while trying unsuccessfully to land the relief lighthousemen at the lightship. It was blowing hard from the south, and the sea was very rough. The motor life-boat *Inbhear Mor* was launched at 12.45 P.M. and found the *Willie Way* drifting two miles north of the bar. She had lost her rudder. There were five men on board her, and as it would have been dangerous to attempt to bring her back to Arklow the coxswain decided to tow her to Wicklow. They arrived there at 4.10 P.M. and the life-boat returned to her station at 9 P.M. - Rewards, £22 9s. 6d.

NOVEMBER 12-13TH. - SOUTHEND - ON - SEA, ESSEX. A south-westerly gale was blowing with a rough sea, and many vessels, held up by the gale, were in danger to the windward of Southend pier. The motor life-boat, *Greater London (Civil Service No. 3)*, went out to their help seven times, and was at sea almost continuously for eighteen hours. The first call came at 9.15 in the morning to the motor vessel *Halcyon*, of Hull, with a crew of four, which was driving before the gale, with one anchor down, a quarter of a mile west of the pier. It was impossible, in the gale, to get her to a safer anchorage, so two life-boatmen, with great difficulty, went aboard her and helped to let her second anchor go. This stopped her drifting, and the life-boat returned to her station at 11.15.

A quarter of an hour later she went out to a number of barges which were in a very dangerous position, but their crews thought they could ride out the gale. They refused to leave them, but they asked the life-boat to keep an eye on them. The life-boat returned from this service at 12.15, and at 12.30 put out for the third time to a barge which was signalling for help a mile south-west of the pier. She was the *Tintara*, of

London, with a cargo of linseed oil. She was submerged in the terrific seas and was completely out of control. The coxswain very skilfully manoeuvred the life-boat alongside and took off the barge's crew of two. The life-boat got back to her station at 2.5 in the afternoon.

BOOM DEFENCE LIGHTER ADRIFT

Twenty-five minutes later she was out again on what proved to be the most difficult and dangerous service of the day. The boom defence lighter, a vessel of 200 tons, was driving right down the fairway, which was full of shipping. There was only one man on board the lighter. He was powerless, and the lighter was blowing about like a cork. There was grave danger of what the coxswain called "a big mix-up" with the anchored shipping. The coxswain, handling the life-boat with great skill, got alongside the lighter and rescued the man. It seemed impossible that the life-boat, in that heavy sea, could get the much larger vessel in tow, but the coxswain put three of his men on board with a line. They cut all trailing wires, which had broken when the lighter went adrift from the boom, hauled a tow rope on board, and fixed it. The life-boat then towed the lighter clear of the shipping, landed the rescued man, and handed the lighter herself over to the naval authorities. It was a long and difficult tow, and for this very able piece of work the life-boat crew were congratulated and thanked by the naval authorities.

THE FIFTH SERVICE

After saving the boom defence lighter, the life-boat got back to her station at 4.20. Half an hour later she was out for the fifth time, to the help of the Trinity House vessel *Argus*. The Walton coastguard had reported that she had struck a mine and sunk, and that her mast could be seen above the water three-quarters of a mile east of the Mouse Light-vessel, with men clinging to the rigging. It was now dark, but with the help of her searchlight the life-boat found the mast of the sunken vessel. There was, however, no sign of the crew. They must all have been washed off, and it was impossible for anyone to have lived in that heavy sea. The life-boat was back at her station again at 9.15 P.M.

Again she had only half an hour before another call came, and at 9.45 she put out for the sixth time. The gale was still blowing fiercely, and there seemed danger that some of the barges at anchor might be carried through the pier. She succeeded in taking in tow two of these barges, the *Tintara* and *Portlight*, of London, which had no one on board, and brought them to safe anchorages.

It was not until 3.30 next morning that the life-boat got back to her station, and then her exhausted crew had an interval of nearly five hours before the seventh and last call came. This was at 8.10 in the morning of 13th November when she again went out to the motor vessel *Halcyon*, which she had succeeded in getting firmly anchored nearly

twelve hours before. The *Halcyon* was again in danger, and this time the life-boat was able to take her in tow and to bring her to a safe anchorage. She returned to her station at 11.30. It was then over twenty-six hours since she had first put out.

Rewards : The *Halcyon*, Property salvage case ; the barges, £4 14s. ; the *Tintara*, £5 13s. ; the boom defence lighter, the thanks of the Institution inscribed on vellum to COXSWAIN SIDNEY H. B. PAGE, and framed letters of thanks to all the other members of the crew, WILLIAM A. DEER, second-coxswain, H. MYALL, bowman, S. THOMAS, boat signalman, REGINALD H. SANDERS, assistant motor-mechanic, F. JURGENSEN, motor-mechanic, and A. ROBINSON, a life-boatman. A special money award of £1 was made to the coxswain and each of the six members of the crew, but there were no awards on the ordinary scale as it was a property salvage case ; the *Argus*, £13 1s. ; the *Tintara* and *Portlight*, property salvage case.

NOVEMBER 12TH. - SHOREHAM HARBOUR, SUSSEX. The motor life-boat *Queen Victoria*, on temporary duty at Shoreham, was lying alongside Benes Wharf, Kingston, in an exposed position. The weather was severe, and as the life-boat might have received damage if allowed to remain, it was decided to move her inside the lock at Southwick. While this was being done the life-boat was able to help a small examination vessel, which was in the same danger. The seas were breaking over her stern, tilting her, and she could not be moved under her own power. - Rewards, £2 5s.

NOVEMBER 15-25TH. - CROMER, NORFOLK. At 3.25 A.M. a message was received from the Haisboro' coastguard that a trawler was ashore near the Haisboro' Gap. A light southerly breeze was blowing and there was a heavy ground swell. At 4.5 A.M. the No. 1 motor life-boat *H. F. Bailey* was launched, and found the armed trawler *Dungeness* ashore on Haisboro' beach. The *Dungeness* had been attacked by enemy aeroplanes and her skipper had beached her to prevent her from sinking. Part of the crew had managed to land in a small boat. The life-boat took off the remaining eleven. She returned to her station at 8.15 A.M. Three days later, on 18th November, 1940, the No. 2 motor life-boat *Harriot Dixon* was launched at 9 A.M. at the request of the Admiralty salvage officer. He was engaged in salvaging the *Dungeness*, and wanted the life-boat to take pumps from the salvage vessel to the *Dungeness*. This the life-boat did. She then brought a steward ashore from the salvage vessel to buy stores for her crew, and took him and the stores out to the salvage vessel, returning to her station at 9 P.M. She was again launched on the 20th November, 1940, at the request of the salvage officer, to take off the pumps which she had put on board the *Dungeness* two days before. She then passed wire ropes from the salvage vessel to the *Dungeness* to help get her gun off her. The life-boat returned to her station at 5.45 P.M.

On November 25th at 7.30 A.M., the No. 1 motor life-boat made another trip to the *Dungeness*, at the request of the resident naval officer, who went with her. A light southerly wind was blowing, and the sea was smooth. The life-boat salvaged some valuable gear, including the compass and a wireless set, and returned at 4 P.M. - Rewards Cromer No. 1 life-boat, the first launch on November 15th, £30 7s. The expenses of the two launches of the Cromer No. 2 life-boat and the second launch of the No. 1 life-boat were paid by the naval authorities.

NOVEMBER 15TH. - NEW BRIGHTON, CHESHIRE. At 12.17 P.M. the Mersey Docks Board reported to the life-boat authorities that a steamer had sunk near the Gamma Buoy. A S.E. breeze was blowing and the sea was smooth. The No. 1 motor life-boat *William and Kate Johnston* was launched at 12.35 P.M. and found that the S.S. *Penrhyn*, of Liverpool, had been sunk in a collision. Her crew of five had been taken aboard the examination vessel *Galatea*, and the life-boat brought them ashore, landing them at New Brighton at 2.25 P.M. - Rewards, £6 4s

NOVEMBER 15TH. - MARGATE, KENT. Early in the afternoon the crew had assembled at the boathouse during an air raid alert. The weather was clear, the sea smooth, and a southerly wind was blowing. A tug was seen to blow up, having struck a mine, about five miles north of the station and the motor life-boat *The Lord Southborough* (Civil Service No. 1) was launched at 1.40 P.M. She found seven survivors clinging to the wreckage of the tug, which was the *Guardsman*, of Hull. The tug had sunk at once, giving the crew no time to launch a boat or rafts. Two other members of the crew were missing. The life-boat searched for them, but she could not find them and returned to her station at 3.5 P.M. - Rewards, £7 12s.

NOVEMBER 16-20TH. - SOUTHEND - ON - SEA, ESSEX. At about 2.45 P.M. the coxswain received a message from the Warden Point coastguard that a ship was sinking close to the Mouse Light-vessel. A strong easterly gale was blowing, with a rough sea. The motor life-boat *Greater London* (Civil Service No. 3) was launched at 3.5 P.M., and found the S.S. *Dagenham*, of London, in shallow water close to the East Cant Buoy. She had been mined. Fifteen of her crew were taken aboard the life-boat, leaving the captain and six officers. The commodore of the convoy asked the life-boat to stand by the *Dagenham*, so after landing the rescued men at Southend Pier, she returned to her. Tugs were standing by, but at 6.30 in the evening they left. The *Dagenham* swung stern to the gale and then sunk. Only the forecandle was above water, and the men on board went to the wheel-house. The steamer's life-boats were washed away. The life-boat steamed round till 4.30 next morning and then went alongside. The six officers came aboard her, but the captain would not leave. A life-boatman was left with him, and the

life-boat landed the officers at Southend at 11.10 A.M. Thirty-five minutes later a message came from Warden Point that a ship was in distress near the Knob Light-vessel. She was the S.S. *Sherbrooke*, of Montreal, but she did not need the life-boat's aid as tugs had her in tow. The life-boat then went back to the *Dagenham*, where she found the captain still determined to stay on board as salvage tugs had arrived. The life-boat re-embarked the member of its crew who had been left on board the steamer and returned to her station, arriving at 6.45 P.M. She had been out for 28 hours.

The captain of the *Dagenham* continued to stay on board and, three days later, on November 20th, the superintendent of the owners asked if the life-boat would again go out to her. No other boat was available, and the motor life-boat *Greater London* (Civil Service No. 3) was launched at 2.55 P.M., taking with her the steamer's chief engineer. The captain still refused to leave, and the chief engineer was put on board with him. The life-boat returned to her station at 8 P.M. A few days later a letter of thanks was received from the *Dagenham's* chief officer describing the night during which the life-boat stood by: "A fresh gale was blowing, with a considerable sea running; but the life-boat stayed on. As our boats had been swept away, it gave us a comfortable feeling to see her there cruising round, and never leaving us, keeping watch over us all the time. We christened her 'Old faithful'." - Rewards, £24 5s. 6d. for the first launch. The expenses of the second launch were paid by the owners.

NOVEMBER 17TH. - MARGATE, KENT. At 10.8 A.M. the naval officer in charge at Ramsgate sent a message through the coastguard that an object, like a rubber boat was drifting two and a half miles north of Foreness. A light S. breeze was blowing and the sea was smooth. The motor life-boat *The Lord Southborough* (Civil Service No. 1) put out at 10.40 A.M. and picked up an empty rubber dinghy, which was identified as British. She returned to her station at 11.20 A.M. and the R.A.F. at Manston was informed. - Rewards, £7 12s.

NOVEMBER 17TH. - ALDEBURGH, SUFFOLK. At 9.22 A.M. the coastguard reported that an airman had baled out from his aeroplane a mile E.S.E. of the coastguard lookout. A S.W. breeze was blowing with a slight swell. The No. 1 motor life-boat *Abdy Beauclerk* was launched at 9.30 A.M. with a doctor, Major R. P. Acheson, aboard. She picked up a German airman and returned to her station at 10.30 A.M. - Rewards, £22 14s. 6d.

NOVEMBER 17TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. At about 10.20 A.M. the police asked for the services of the life-boat to land a badly wounded man from a steamer in the roadstead. The sea was rough, with a moderate S.S.W. breeze blowing. The motor life-boat *Louise Stephens* was launched at 10.27 A.M. taking with her the medical officer of health and ambulance men, and went to the Norwegian steamer

S.S. *Favorit*, of Stavanger, which was bound for London, laden with timber. One of the steamer's crew had been severely wounded in an attack by a German aeroplane. The life-boat returned with the man at noon. He was taken to Yarmouth hospital where he died later. - Rewards, £7 3s. 6d.

NOVEMBER 17TH. - NEWHAVEN, SUSSEX. At 6.52 P.M. a message was received from the coastguard that an Admiralty patrol boat needed help about two miles south of the breakwater. The sea was rough, with a fresh S.S.W. wind blowing. At 7.15 P.M. the motor life-boat *Cecil and Lilian Philpott* was launched. She took the patrol boat in tow, but the fitting in the patrol boat to which the tow rope was fastened came out. The examination vessel at Newhaven, which had also been sent out, now arrived. She took the patrol boat in tow, and brought her into harbour with the life-boat escorting them. The life-boat then returned to her station at 9.5 P.M. - Rewards, £14 17s.

NOVEMBER 18TH. - PORTRUSH, CO. ANTRIM. At 6.45 A.M. information was received through the military authorities that a bombing aeroplane had come down in the sea off Castlerock and that two of the crew of six were believed to have got onto a rock. A strong N.N.E. wind was blowing, with a very rough sea. The motor life-boat *T.B.B.H.* was launched at 7.5 A.M., taking a small boat in tow. The coastguard life-saving rocket apparatus was also called out, and the life-boat stood by while the coastguard rescued the two men from the shore. She returned to her station at 10.45 A.M. - Rewards, £21 7s. 6d.

NOVEMBER 18TH. - CLACTON - ON - SEA, ESSEX. At 3.46 P.M. a message was received from the coastguard that a small vessel had been blown up two miles S.S.E. from Clacton Pier. A light W.S.W. breeze was blowing and the sea was smooth. At 4 P.M. the motor life-boat *Edward Z. Dresden* was launched and found the remains of the small motor vessel *Ability*, of London. She had struck a mine and had sunk within half a minute. There was a great deal of wreckage which made the handling of the life-boat difficult. Of the crew of the *Ability*, seven in number, three were in a water-logged boat, three on a small raft, and the seventh lying across the parts of two hatches. All were suffering from shock and minor injuries, and the master had had both legs broken. The lifeboat rescued them all and brought them ashore. Police and ambulance men were waiting and the seven men were taken to Clacton hospital. The life-boat returned to her station at 5.30 P.M. - Rewards, £11 7s. 3d.

NOVEMBER 18-20TH. - BALTIMORE, COURTMACHERRY, AND BALLYCOTTON, CO. CORK. About 10.30 A.M. a wireless message, which had been picked up at Cork, was received at Baltimore that the steamer *Nestlea*, of Newcastle-on-Tyne, had been attacked by German aeroplanes. The

N.W. breeze was moderate, but the sea was very rough. The message gave the steamer as a very long way off, but a later message placed her some forty-eight miles S.W. by S. of the Fastnet Rock. At 11.42 A.M. the motor life-boat *Shamrock* put out. She searched the position given but found nothing, and returned to her station at 2 o'clock next morning. At 9.45 that morning, the 19th November, information was received at Courtmacsherry from Lloyd's agent that two ship's boats wanted help about thirty miles off Seven Heads. A strong S.S.W. wind was blowing, with a very rough sea. The Courtmacsherry motor life-boat *Sarah Ward* and *William David Crossweller* was launched at 10.30 A.M. With the help of an aeroplane she searched until dusk, but found nothing, and returned to her station at 9.30 P.M.

At 9.55 the same evening information was received at Ballycotton through the Civic Guard that a man had picked up a rnsore message from a vessel one and a half miles N.N.E. of Ballycotton Harbour, asking for a doctor. A fresh S.S.W. gale was now blowing, with a very rough sea. The motor life-boat *Mary Stanford* was launched at 10.15 P.M., with a doctor and two soldiers on board, and found the steam trawler *Dereske*, of Milford Haven. She had on board twenty-two survivors of the *Nestlea*, who had been picked up twenty-five miles south of the Old Head of Kinsale at 3.30 P.M. They had been in an open boat since 8 A.M. on the 18th November, having come from sixty miles south of Cape Clear where the steamer had been bombed by German aeroplanes and abandoned. As the trawler was rolling heavily, a life-boatman boarded her, and when she had been taken close to the land, the 22 men of the *Nestlea*, some of whom were wounded, were put on board the life-boat, which landed them at Ballycotton at 11.30 that night.

At two next morning, the 20th, the Ballycotton life-boat went back to the *Dereske* with provisions, returning at 2.30. The survivors of the *Nestlea* had reported that another boat of their ship was still adrift, and at 2.30 on the morning of the 20th Lloyd's agent told the Ballycotton station that 16 men were still missing in a boat from the *Nestlea*, that the Baltimore and Courtmacsherry life-boats and aeroplanes had been out to search for her, but that so far no trace of her had been found. The life-boat was ready to put out at once, but as there was a thick mist, and it was only possible to see a few yards, she waited until the mist had cleared and put out at 7 o'clock. A strong W.N.W. wind was now blowing, with a heavy swell. She went along the coast about six miles off the land and at 8.30 she saw a Belgian trawler. She altered course to intercept her, but then saw a ship's boat. She made for it and picked it up about five miles south of Roches Point Light, but there was no one on board. She towed the boat into Cork Harbour and putting out again at 10 in the morning, searched along the coast as far as the Courtmacsherry area, but still found nothing and returned to her station at 4.30 in the afternoon. The next day, 21st November, it was learned

that the Belgian trawler, which the Ballycotton life-boat had seen, had picked up the boat with the sixteen men of the *Nestlea* and had taken them to Swansea. - Rewards : Baltimore, £28 3s. 6d. ; Courtmacsherry, £22 5s. ; Ballycotton, £13 18s. 6d., £13 11s. 6d., and £6 17s. 6d. Total rewards to Ballycotton, £34 7s. 6d. Total rewards to the three stations, £84 16s.

NOVEMBER 19TH. - WALTON AND FRINTON, ESSEX. At 10.10 A.M. a message was received from the coastguard that a vessel near the N.E. Swin Lightship had been attacked by German aeroplanes. A light S.W. breeze was blowing, with a moderate sea. At 11 A.M. the motor life-boat *E.M.E.D.* was launched and went to the N.E. Gunfleet. Here she spoke a patrol boat, which had six wounded and one dead man on board, all belonging to a steamer which had been bombed and machine-gunned. Continuing on her way, the life-boat found the steamer, the *Folda*, of Leith, for which she was in search. The steamer's steering gear and engines had been damaged, and the master asked the life-boat to stand by until the arrival of a tug. The tug took her in tow and the life-boat escorted them to the entrance of Harwich Harbour. There she was given a message from the examination vessel in the harbour that a British aeroplane was reported to have crashed near the Naze. The life-boat went off at once to search, but found nothing and returned to her station at 7 P.M. - Rewards, £15 13s.

NOVEMBER 19TH. - ROSSLARE HARBOUR, CO. WEXFORD. A southerly gale was blowing, the sea was rough, and all the local fishing boats had put back to harbour except two, the motor fishing boats *Winifred*, of Wexford, and *Onward*, of Rosslare. Each had a crew of five. At 10.20 P.M. the motor life-boat *Mabel Marion Thompson* was launched. She found one boat six miles N.W. and the other eight miles N. of Rosslare. Both were burning flares. The *Winifred's* engine had broken down and the *Onward* had taken her in tow until she could repair it. That done the *Winifred* cast off the tow line, but then the *Onward* got into difficulties. She ran short of fuel and began to drift towards Wexford Bar. She dropped both anchors but continued to drift. The life-boat first picked up the *Onward* and then the *Winifred*, and brought them both into harbour, partly permanent paid crew. Rewards, £4 13s.

NOVEMBER 20TH. - MARYPORT, CUMBERLAND. At 11.10 A.M. a steamer was seen to be aground on Robin Rigg Bank, about five miles north of Maryport. A W.N.W. gale was blowing, with a very heavy sea. Visibility was very bad. At 11.45 A.M. the motor life-boat *Joseph Braithwaite* was launched and found the Swedish steamer *Magne*, of Stockholm, with a crew of twenty, aground and bumping heavily. She was loaded with iron ore. She had left a convoy at Liverpool, and eventually had anchored

off Workington on the 19th November. A gale was blowing, and as it increased in force the *Magne* signalled for a pilot, but the signals were not seen. Then her cables parted and she began to drift northwards. In the darkness, and with no lights showing on land, the captain had no idea of his position. The anchor chains parted and the *Magne* went ashore at 5.20 A.M. the next morning. She was in shallow water, and the life-boat could not get alongside until the tide rose. Then the second-coxswain went on board. At high tide the *Magne* refloated and the second-coxswain piloted her through the maze of sandbanks to Workington. The life-boat returned to her station at 3.20 P.M. There a hot meal, prepared by local voluntary services, was awaiting the crew. - Rewards, £18 1s.

BRONZE MEDAL SERVICES AT DONAGHADEE

NOVEMBER 21ST. - DONAGHADEE, CO. DOWN. At 6.20 in the morning the coastguard telephoned to the Donaghadee life-boat station that a steamer was ashore at Ballymacormick Point in Belfast Lough. A gale was blowing from the north-west, with gusts at hurricane force, and a very heavy sea was running. The motor life-boat *Civil Service No. 5* left her moorings ten minutes after the call came, but in the heavy run of sea in the harbour the starboard propeller fouled one of the mooring ropes and it took the bowman half an hour to clear it.

The life-boat reached the vessel in distress at 8.15 and found her to be the *S.S. Coastville*, of Liverpool, with nine men on board. She was on the rocks and very heavy seas were breaking over her. The bottom all round was rocky, and the water was shallow. It was impossible for the life-boat to anchor on that bottom and drop down to the steamer, and the coxswain took her right alongside, on the weather side, through heavy broken water, and rescued seven of the crew of nine. The other two men were rescued from the shore. As the last of the seven men was being taken off, and the life-boat was about to draw clear, a huge sea struck her, and the swirl of waters swept her right under one of the steamer's davits. The davit broke her mast and it fell on the captain of the *Coastville*, injuring his head. The bowman gave him first aid, and when he was landed he was taken to hospital.

The life-boat put the rescued crew for the service to the ashore at Bangor. There the *Konoville* a reward of £1 10s. in secretary of the station was addition to the ordinary scale reward. He told the crew to stand by £1 8s. 6d. Standard rewards to another steamer was reported crew, £10 3s. 6d. ; additional rewards in distress. However, a second crew, £12 ; total rewards, £22 3s. 6d. ; sage came that she was able to To the coxswain and each member her way, on one engine, and did not need help, and the life-boat returned for the service to the *Hope* to her station, arriving at noon. Standard reward of £1 in addition to the ordinary scale reward of £1 8s. 6d.

A fortnight later, on the Standard rewards to crew, £10 17s. ; December, the Donaghadee additional rewards to crew, £8 ; total was again called out in a northwards £18 17s.

gale. This time it was to the help of a steamer which had gone ashore. NOVEMBER 21ST. - YARMOUTH, ISLE OF WIGHT. At 9.6 A.M. a message was received from the coastguard station at the Ballyholme Bay. The life-boat was launched at 9.20 in the morning. It was reported that a steamer was sinking off the reached the steamer an hour later. She A moderate W.S.W. wind was blowing and the sea was smooth. At 9.30 A.M. was the *Hope Star*, of Newcastle. The motor life-boat S.G.E. was launched and found the *S.S. Kingsborough*, of Glasgow, stranded on the Shingles Bank. The life-boat rescued the twenty-seven men on board, and returned to her station at 11.30 A.M. The *Kingsborough* was refloated later and towed into port. - Rewards, £5 1s.

th a crew of forty-three, and in shallow water surrounded where, the seas were breaking. The district officer of coast-guard was on the beach with the launching rocket apparatus, felt at once the life-boat got into shallow water she would be washed on the beach, and was standing with the apparatus to rescue the men. But his help was not needed. The coxswain, handling the life-boat with great skill, took her to what those on shore described as "a boiling pot" of water, and kept her safely alongside the steamer and took off nine of the forty-three of the crew. The others were not leave her. After landing the men the life-boat returned to her station and stood by until 4.30 P.M. In the afternoon, by which time wind was less violent. She got back to her station at 5.30, having been out for eight hours.

For the two services the coxswain and the life-boat with courage and seamanship, and the Institution awarded the following awards :

COXSWAIN SAMUEL NELSON, the medal for gallantry, and a copy of a note inscribed on vellum ;

DAVID NELSON, the motor-mechanic, the thanks of the Institution on vellum ;

ALEXANDER NELSON, the bowman, the thanks of the Institution on vellum ;

the coxswain and each member

NOVEMBER 21ST. - CLACTON - ON - SEA, ESSEX. At about 3.55 P.M. information was received from the naval base at Brightlingsea that a ship had blown up. A light westerly wind was blowing, with a slight swell. The motor life-boat *Edward Z. Dresden* was launched at 4.50 P.M. and took on board doctors who had come out from Brightlingsea. Then she put out and met three naval drifters coming down from Gunfleet, with survivors from a naval patrol drifter on board; they were making for Brightlingsea. The life-boat returned to Clacton Pier at 6.40 P.M. and landed the Doctors. - Rewards, £10 18s. 3d.

NOVEMBER 21ST. - NEW BRIGHTON, CHESHIRE. At 8.20 P.M. the coastguard reported that an S.O.S. call had been received from the *S.S. Nord Est II*, of Belfast, a former French vessel, which, laden with petrol for Dublin, was aground on the revetment at C.I. Black Buoy and that the crew were about to take to the boats. A fresh N.E. breeze was blowing, with a moderate but increasing sea. The No. 1 motor life-boat *William and Kate Johnston* left her moorings at 8.55 P.M., but on reaching the steamer found that the crew were remaining on board. The fore deck was nearly awash. The lifeboat stood by until at 2.10 A.M. the steamer refloated and went on her way. The life-boat returned to her station at 3.5 A.M. - Rewards, £15 10s.

NOVEMBER 22ND. - CULLERCOATS, NORTHUMBERLAND. In the afternoon the coastguard asked that the life-boat should go to a position one and a half miles S.E. of Tyne Piers, and at 4.58 P.M. the motor life-boat *Westmorland* was launched. A light N.W. breeze was blowing, with a moderate

sea. The life-boat found that the Admiralty mine-sweeping trawler *Ethel Taylor* had struck a mine and was sinking, and she rescued the last man aboard. The others had already been rescued by a naval drifter. Two other mine-sweepers attempted to tow in the *Ethel Taylor*, but she sank. The life-boat returned to her station at 6.45 P.M. - Rewards, £20 15s.

NOVEMBER 23RD. - CULLERCOATS, NORTHUMBERLAND. At 3.5 P.M. a telephone message came from the Tynemouth coastguard, asking for the crew to stand by. A few minutes later the life-boat was directed to go to a position one and a half miles east of Tyne Piers. It was raining, with a moderate S.W. wind blowing and a moderate sea. The motor life-boat *Westmorland* was launched at 3.10 P.M., and twenty minutes later found the Admiralty minesweeping trawler *New Comet*, with a crew of twenty. She had been damaged by the explosion of a mine and was sinking. The life-boat stood by her for twenty minutes, then her crew decided to abandon her and the life-boat rescued them. Another minesweeper succeeded in taking the *New Comet* in tow and beached her. The life-boat returned to her station at 5.35 P.M. The Admiralty sent its thanks for this service and the R.N. captain of the trawler base at North Shields sent £5 in gratitude for the rescue. - Rewards, £19 13s. 3d.

NOVEMBER 24TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. At 2.38 P.M. a heavy explosion was heard, and shortly afterwards the coastguard reported that a vessel had struck a mine and was sinking one and a half miles S.E. from the coastguard station. A light S. by W. breeze was blowing and the sea was smooth. The motor life-boat *Louise Stephens* put out at once, but the vessel, which was the motor vessel *Thomas M.*, of London, had turned on her side and had sunk before the life-boat reached her. Seven of her crew, of whom several were badly hurt, had been rescued by the examination vessel. They were transferred to the life-boat, which signalled for medical help to be ready, made all haste for Gorleston and landed the men at 4 P.M. They were sent at once to hospital. - Rewards, £7 3s. 6d.

NOVEMBER 24TH. - THE LIZARD, CORNWALL. At 12.50 P.M. the police telephoned that a German aeroplane had been shot down three miles S.W. of The Lizard. A westerly wind was blowing, with a moderate sea. The motor life-boat *Duke of York* was launched at 1.19 P.M., and picked up two German airmen, one dead and the other wounded. The wounded man was landed at once. Then, as it was understood that there had been others in the aeroplane, the life-boat was launched again, but she found no one and returned to her station at 5.15 P.M. - Rewards, £14 19s. 6d.

NOVEMBER 25TH. - THE HUMBER, YORKSHIRE. At about 8.45 A.M. a loud

explosion was heard in the direction of the Chequer Shoal Buoy. A moderate S.W. breeze was blowing, with a moderate sea. The naval authorities reported that H.M. motor launch No. 111 had been blown up by a mine and asked that the life-boat should go out with a doctor. The motor life-boat *City of Bradford II* was launched at 1.30 A.M. with a military doctor aboard. H.M. motor launch No. 108 had picked up several survivors. The life-boat put the doctor on board her and returned to her station at 11.30 A.M. - Paid permanent crew.

NOVEMBER 27TH. - NEWCASTLE, CO. DOWN. At 12.45 P.M. a message was received from the coastguard that two men in a rowing boat were in difficulties one and a half miles east of Annalong. A N.W. gale, with sleet showers, was blowing, and the sea was rough. Another message said that the motor fishing boat *Snowdrop* had put out from Annalong to give help. Then, at 1.15 P.M., a third message said that the fishing boat herself was in distress and the motor life-boat *L.P. and St. Helen* was launched immediately. Meanwhile another local fishing boat, the *Shooting Star*, owned by the motor-mechanic of the lifeboat, which was lying afloat, also put out in case there was difficulty in launching the life-boat. She went on ahead, but they arrived on the scene almost together. The life-boat escorted the *Shooting Star* while she towed both boats to Newcastle. She returned to her station at 4 P.M. - Rewards, £15 15s.

NOVEMBER 28TH. - ST. ABBS, BERWICKSHIRE. During the night Dr. F. O. Taylor reported having received a message from the Royal Naval Shore Signal Station that a government trawler had signalled for a doctor. A strong northerly wind was blowing, with a heavy swell. The life-boat *Annie Ronald and Isabella Forrest* was launched at 7.45 P.M., with Dr. Taylor on board, and found H.M.T. *Brabant* one and a half miles S.E. of St. Abbs. The doctor went aboard and found that one of the crew had acute appendicitis. The man was brought ashore in the life-boat at 8.45 P.M. and Dr. Taylor arranged for an immediate operation in Berwick Infirmary. It probably saved the man's life. - Rewards, £17 3s. 6d.

NOVEMBER 29TH. - THE HUMBER, YORKSHIRE. At 4.35 P.M. a loud explosion was heard. Two trawlers could be seen engaged in mine-sweeping in the Humber. The crew of one was lowering a boat. At 4.48 P.M. the motor life-boat *City of Bradford II* was launched. A light N.N.W. breeze was blowing, with a moderate sea. The life-boat found that the trawler was the *Recordo*. She had struck a mine which exploded under the engine-room. Two men had been injured. One of them, the engineer, had his leg broken. A tug arrived to take the *Recordo* in tow, and the life-boat took the two injured men to Grimsby. She returned to her station at 8.50 P.M. - Permanent paid crew. Rewards, £1 7s.

The following life-boats were launched, but no services were rendered for the reasons given :

NOVEMBER 1ST. - SHOREHAM HARBOUR, SUSSEX. An aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £9 4s. 6d.

NOVEMBER 4TH. - THE HUMBER, YORKSHIRE. An aeroplane had been reported down in the sea, but nothing could be found. - Permanent paid crew. Rewards, 4s. 6d.

NOVEMBER 4TH. - FOWEY, CORNWALL. A naval vessel had struck a mine just outside the entrance to the harbour, but her crew were rescued by another vessel. - Rewards, £6 13s.

NOVEMBER 5TH. - DUNGENESS, KENT. A German aeroplane was reported to have crashed in the sea near Dungeness Lighthouse, but only a patch of oil and wreckage was found. - Rewards, £15 5s. 6d.

NOVEMBER 5TH. - BARROW, LANCA-SHIRE. A coaster and trawler had gone aground on Walney Island, but both vessels refloated with the rising tide and were able to go on their way. - Rewards, £4 19s. 6d.

NOVEMBER 5TH. - BALTIMORE, CO. CORK. A trawler had struck a rock and had sunk off Cape Clear Island, but the five survivors of the crew of eleven were rescued by people on the island. - Rewards, £9 9s.

(See Cape Clear, "Services by Shore-boats", page 152.)

NOVEMBER 5TH. - CLACTON - ON - SEA (AT BRIGHTLINGSEA), ESSEX. An Admiralty motor launch was in difficulties with her engine broken down, but she got in unaided. - Rewards, £18 19s. 6d.

NOVEMBER 6TH. - WICK, CAITHNESS-SHIRE. A steamer had struck a mine, but she had sunk by the time the life-boat arrived. The life-boat was then asked by a destroyer to search for a boat containing seven of the crew of another steamer, but she found nothing, and learnt later that the men had been picked up by a patrol vessel. - Rewards, £13 12s. 6d.

NOVEMBER 7TH. - MARGATE, KENT. An aeroplane had crashed in the sea three miles east of Foreness, but the life-boat was recalled. - Rewards, £7 12s.

NOVEMBER 7TH. - SOUTHEND - ON - SEA, ESSEX. A ship was sinking near the Nore Light-vessel, but when the life-boat arrived she had sunk. Some of her crew had been rescued by the light-vessel. - Rewards, £7 7s. 9d.

NOVEMBER 7TH. - SELSEY, SUSSEX. Two aeroplanes were reported to have fallen into the sea, during an air battle ten miles south of Selsey Bill, but it was found that they

had reached their base safely and the life-boat was recalled. - Rewards, £9 7s.

NOVEMBER 7TH. - WALTON AND FRINTON, ESSEX. An aeroplane had been reported in the sea off Frinton, but only oil patches could be found. - Rewards, £19 12s. 6d.

NOVEMBER 7TH. - ST IVES, CORNWALL. A British aeroplane had come down on Gwithian Beach, St. Ives Bay, but the crew got ashore unaided. - Rewards, £20 18s.

NOVEMBER 8TH. - MARGATE, KENT. The life-boat crew were standing by at the life-boat house during an air-raid alert, and saw a tug blow up. They launched at once, but found nothing but wreckage. - Rewards, £7 12s.

NOVEMBER 9TH. - SKEGNESS, LINCOLNSHIRE. A bomber had been reported fallen into the sea, but nothing could be found. - Rewards, £9 2s. 6d.

NOVEMBER 9TH. - DUNGENESS, KENT. During an air battle a German bomber had crashed into the sea, but only a patch of oil could be found. - Rewards, £16 10s.

NOVEMBER 9TH. - RAMSEY, ISLE OF MAN. The Dutch motor vessel *Prinses Irene*, of Groningen, had gone ashore at Point of Ayre, but the weather moderated, and the life-boat was not needed. The vessel got off later. - Rewards, £12 11s.

NOVEMBER 11TH. - NORTH SUNDERLAND, NORTHUMBERLAND. A Beadnell fishing boat had not returned when darkness fell, but she got in unaided. - Rewards, £19 11s. 6d.

NOVEMBER 11TH. - THE MUMBLES GLAMORGANSHIRE. A steamer had been reported on fire, but several attempts to reach her in a westerly gale of hurricane force were unsuccessful, and after cruising round for some hours the life-boat returned. - Rewards, £19 3s. 3d.

NOVEMBER 12TH. - THE MUMBLES GLAMORGANSHIRE. The Dutch motor vessel *Wittezee*, of Rotterdam, stranded below Port Eynon Point. The life-boat went out at 9 A.M., three-quarters of an hour after she had returned from the service of the day before, in search of a steamer reported on fire, but she was recalled as it was understood that another boat had gone to the rescue. - Rewards, £7 14s. 6d.

NOVEMBER 12TH. - MARYPORT, CUMBERLAND. A fishing smack had been swamped and sunk, and her crew of three were lost before the life-boat could get to them. - Rewards, £14 4s. 6d.

NOVEMBER 12TH. - HOWTH, CO. DUBLIN. While going out with a horse and cart to gather seaweed on Shinneck Island three young men got into difficulties,

when the horse fell, and were drowned before the life-boat could reach the spot. In the absence of the boat's officers Christy O'Connor, a member of the crew, took charge of the life-boat. - Rewards, £17 11s. 6d.

NOVEMBER 12TH. - STROMNESS, ORKNEY. A small motor boat had gone ashore, but the three men on board landed without help. - Rewards, £8 9s.

NOVEMBER 12TH. - PORTHDINLLAEN, CAERNARVONSHIRE. The S.S. *Eaglescliffe Hall*, of Montreal, had been reported drifting, and the life-boat put out twice, but she could not find her. The news came through later that the crew had been rescued by breeches buoy from the land. - Rewards, 1st launch, £18 5s. ; 2nd launch, £14 11s.

NOVEMBER 13TH. - SHOREHAM HARBOUR, SUSSEX. A German aircraft, a Junkers 88, had been reported down several miles S.W. of Worthing, but nothing could be found. - Rewards, £7 15s. 6d.

NOVEMBER 14TH. - MARGATE, KENT. An aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £7 12s.

NOVEMBER 14TH. - SOUTHEM - ON - SEA, ESSEX. A patrol yacht had been reported in need of help in a gale in a rough sea, but nothing could be found. - Rewards, £12 15s. 6d.

NOVEMBER 15TH. - SELSEY, SUSSEX. A British aeroplane was reported to have crashed into the sea, but nothing could be found. - Rewards, £9 7s.

NOVEMBER 16TH. - MARGATE, KENT. An aeroplane had come down off Cliff End Point, a mile from the shore, but the airmen got to land in their rubber boats. - Rewards, £15.

NOVEMBER 16TH. - ALDEBURGH, SUFFOLK. An unknown steamer, which had been attacked by enemy aeroplanes, had signalled for a doctor, and with Col. G. D. Franklin, C.I.E., O.B.E., late I.M.S. on board, the life-boat put out, but the steamer had not waited. - Rewards, £30 14s. 6d.

NOVEMBER 16TH. - NEWQUAY, AND ST. IVES, CORNWALL. A British aeroplane had been reported down in the sea, and the Newquay motor life-boat put out. While she was out information was received that another British aeroplane was down and the St. Ives motor life-boat put out. Then when she returned from the first search, Newquay put out again, but neither life-boat found anything. - Rewards : Newquay, £19 8s. 6d.; St. Ives, £30 12s. 3d.

NOVEMBER 16TH. - CROMER, NORFOLK. A rubber dinghy from a German aeroplane had been sighted, with at least three men on board, but nothing could be found. - Rewards, £36 12s.

NOVEMBER 17TH. - CLACTON - ON - SEA, ESSEX. A British aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £5 9s. 9d.

NOVEMBER 17TH. - SHOREHAM HARBOUR, SUSSEX. A German aeroplane had been reported down in the sea five miles south of Brighton, but nothing could be found. - Rewards, £11 13s. 3d.

NOVEMBER 17TH. - ABERDEEN. A small boat had been reported drifting, but it could not be found. - Rewards, £8 15s. 6d.

NOVEMBER 20TH. - NEW BRIGHTON, CHESHIRE. A balloon barrage vessel had gone ashore, but she was able to refloat and reach port. - Rewards, £7 17s.

NOVEMBER 20TH. - COURTMACSHERRY, CO. CORK. A ship's boat had been reported drifting, but nothing could be found. - Rewards, £10 13s.

NOVEMBER 20TH. - CROMER, NORFOLK. A minesweeper had stranded on Haisboro' Sands, but she refloated and was able to go on her way. - Rewards, £12 5s.

NOVEMBER 21ST. - NEW BRIGHTON, CHESHIRE. The engines of the Norwegian steamer *Lorn*, of Bergen, had broken down, but the steamer could not be found. Later it became known that the crew had repaired the engines and the steamer had gone on her way to Liverpool. - Rewards, £7 3s.

NOVEMBER 21ST. - CLOVELLY, DEVON. A British aeroplane was overdue and flares had been reported, but nothing could be found. - Rewards, £35 7s.

NOVEMBER 21ST. - PORTPATRICK, WIGTOWNSHIRE. A steamer had sent out a distress call as her engine had broken down, but she was soon able to go on her way, and cancelled the call. - Rewards, £5 4s.

NOVEMBER 21ST. - PORTRUSH, CO. ANTRIM. A naval vessel had gone ashore at Dunagree Point, but she refloated. - Rewards, £7 6s. 6d.

NOVEMBER 22ND. - CULLERCOATS, NORTHUMBERLAND. A tug had been mined, and one of the tug's crew of five was rescued, badly injured, by the hopper which the tug had had in tow, but nothing else of the tug but wreckage could be found. - Rewards, £14 5s. 6d.

NOVEMBER 23RD. - STORNOWAY, ISLAND OF LEWIS. A steam drifter had gone ashore and had sunk while entering Stornoway harbour, but her crew got ashore in their own boat. - Rewards, £11 14s.

NOVEMBER 23RD. - SKEGNESS, LINCOLNSHIRE. A red flare, probably from an aeroplane, had been reported, but nothing could be found. - Rewards, £9 19s.

NOVEMBER 23RD. - TENBY, PEMBROKESHIRE. A ship's boat with men on board, thought to be from a vessel which had been sunk by enemy action, was reported to be drifting off St. Govan's Head, but nothing was found. Later it was learned that the boat had been picked up by a naval vessel. On her way back the life-boat reported a floating mine to an armed trawler, which exploded it. - Rewards, £23 5s.

NOVEMBER 23RD. - DUNGENESS, KENT. Two aeroplanes were reported to have crashed into the sea during an air battle, but nothing could be found. - Rewards, £31 16s. 6d.

NOVEMBER 23RD. - ARRANMORE, CO. DONEGAL. Flares had been reported, but nothing could be found. - Rewards, £15 15s. 6d.

NOVEMBER 25TH. - SENNEN COVE, PENLEE, AND THE LIZARD, CORNWALL. After a naval and air battle in the Channel some ten miles off Wolf Rock Light, these three life-boats were asked by the coastguard to go out and search for survivors. They searched for some hours, but nothing was found except a large patch of oil. - Rewards : Sennen Cove, £15 13s. ; Penlee, £11 11s. 9d. ; The Lizard, £11 17s.

NOVEMBER 25TH. - SKEGNESS, LINCOLNSHIRE. A British bomber had crashed, her crew of four had come down by parachutes, and one of them was believed to have dropped in the sea, but it was found later that he, like the others, had come down on land. - Rewards, £19 14s. 6d.

NOVEMBER 28TH. - SWANAGE, DORSET. A parachutist from an aeroplane had been seen descending eight miles from Peveril Point, but nothing was found. - Rewards, £7 1s.

NOVEMBER 28TH. - FENIT, CO. KERRY. A German aeroplane had crashed near the Blasket Islands and three of the crew were safe, but two others were adrift in the aeroplane's rubber boat. A search was made, but nothing was found. - Rewards, £20 15s. 6d.

NOVEMBER 28TH. - THE HUMBER, YORKSHIRE. A minesweeper had struck a mine and sank, but the crew were picked up by another minesweeper. - Permanent paid crew. Rewards, 6s. 9d.

NOVEMBER 29TH. - THE LIZARD, CORNWALL. The destroyer Javelin had been damaged in a naval engagement, and was on fire 15 miles S.E. of the life-boat station. After going out ten miles the life-boat came within eight of the battle, asked for further instructions, and was told by the naval base to return to its station as the navy had its own boats on the spot. - Rewards, £15 6s.

NOVEMBER 28TH. - ABERDEEN. An unknown aeroplane was reported to have

come down six miles from Bridge of Don, but nothing was found. The next day the life-boat again searched for wreckage, but without result. - Rewards : £14 11s. 6d., and £6 17s. 6d.

NOVEMBER 29TH. - MARYPORT, CUMBERLAND. A British aeroplane had crashed in the Silloth Channel, but the life-boat found nothing, and on putting into Silloth learned that the aeroplane had been found, but that the crew had been drowned. - Rewards, £27 4s.

NOVEMBER 29TH. - THE HUMBER, YORKSHIRE. A minesweeper had been blown up by a mine, and the life-boat put out. The sea was rough, and an air raid was in progress. Bombs fell near the life-boat. She searched for some hours but found nothing. - Permanent paid crew. Rewards, £1 2s. 6d.

NOVEMBER 29TH. - SELSEY, SUSSEX. A British aeroplane was reported to have been shot down in the sea and the pilot to be drifting in a rubber boat off East Beach, but nothing could be found. - Rewards, £18 10s. 6d.

NOVEMBER 29TH. - WELLS, NORFOLK. A British aeroplane had come down in the sea, but the help of the life-boat was not needed. - Rewards, £16 14s. 6d.

DECEMBER

Launches 101. Lives rescued 292.

BRONZE MEDAL SERVICE AT TYNEMOUTH

DECEMBER 1ST AND 8TH.-CULLERCOATS AND TYNEMOUTH, NORTH-UMBERLAND. At 8.50 in the morning the Cullercoats life-boat station received a message from the Tynemouth coastguard that a vessel had struck a mine a mile to the east of Tynemouth North Pier. A quarter of an hour later the motor life-boat *Westmorland* was launched. A light south-west wind was blowing, and the sea was smooth. The life-boat found that the mined vessel was the 20,000-ton Norwegian motor ship *Oslo Fjord*, of Oslo. One of the crew had been killed when the mine exploded. The life-boat rescued forty of the crew and stood by until the ship had been run on the beach. She then landed the men at North Shields, and took out to the vessel three salvage officials. It was now after mid-day, and about one o'clock another steamer, the oil tanker *British Officer*, struck a mine as she was entering

Tynemouth Harbour. Six of her crew were killed by the explosion. The Cullercoats life-boat went to her help, took off 25 of her crew and landed them at North Shields. She then returned to stand by the *Oslo Fjord*, and did not get back to her station until 6.30 that evening.

The news of the *British Officer* had been telephoned at once to Tynemouth, and the motor life-boat *John Pyemont* was launched at eight minutes past one. She found the Cullercoats life-boat alongside the tanker, taking off some of the crew. When the Cullercoats boat left to land these men at North Shields, the Tynemouth life-boat, at the request of the master, stood by, as he and several of the officers and crew were remaining on board the tanker although she was slowly sinking. The life-boat stood by until four in the afternoon. By that time the stern of the tanker was resting on the sea bed, and the master said that he thought that the life-boat might safely leave them, but asked that she should be ready to give further help if they needed it. On leaving the *British Officer* the life-boat learned from the harbour master that several members of the crew of the *Oslo Fjord*, who were still on board, now wished to abandon ship, and the life-boat went at once to their help. She rescued 17 men and landed them at 6.20. She then went back to the *British Officer*, but found that no further help was needed, and returned to her station at 7.30 that evening.

On the 8th of December, at 12.5 in the morning, a message came to the Tynemouth life-boat station from the Port War Signal Station that the *Oslo Fjord*, which was aground a mile south of the Tyne South breakwater with a skeleton crew of 22, had fired a distress rocket.

Mr. E. Selby Davidson, the honorary secretary of the station, collected his crew by car, and the motor life-boat *John Pyemont* was launched at 12.30 A.M. Coxswain George Lisle was in command and the honorary secretary was aboard.

The night was very dark and stormy, with a strong wind blowing from the north-north-east, Heavy seas were striking the vessel and going right

over her upper decks. They were so heavy that they had already begun to break her up. It was this which had decided her chief officer to signal for help.

The life-boat reached the *Oslo Fjord* at one in the morning and the coxswain carefully examined her position. He decided to try to go alongside amidships on the starboard side. Here was the quietest place, the only place which would give the life-boat any shelter from the seas, but it would still be very difficult to get alongside. There was much wreckage floating about ; two damaged boats were hanging from the davits ; the vessel had a slight list to starboard ; her promenade deck, as with many modern liners, projected by more than two feet ; and the seas were rising and falling about 20 feet. The chief danger to the life-boat was that, as the seas lifted her, she would be crushed under the projection of the promenade deck.

AN HOUR TO RESCUE 22 MEN

The coxswain brought her alongside between the two hanging boats. Lines that were hanging over the vessel's side were seized, and by manoeuvring his engines the coxswain held the life-boat close enough for the *Oslo Fjord's* crew to slide down ropes into the life-boat. While the coxswain manoeuvred the life-boat Mr. Selby Davidson was in charge of the rescue, looking after the ropes and fenders and getting the men of the *Oslo Fjord* aboard as they slid down their ropes.

Though there were only 22 men on board her, it took more than an hour to rescue them. Five times the coxswain had to give orders to cast off the ropes and quickly to move the life-boat clear, as seas threatened to lift her and jamb her under the overhanging deck.

By his vigilance and careful manoeuvring, and the close co-operation of his motor-mechanic, the coxswain rescued the men aboard the *Oslo Fjord* without injury to his own crew or boat, and at 3.5 that morning he brought them to Tynemouth. Only then was it learnt, from the *Oslo Fjord's* second officer, that the chief officer, while

ordering his crew to abandon ship, had refused to leave her himself and had asked that no one should be told until the life-boat was back at her station. He was still on board the *Oslo Fjord* alone.

At 11.15 the life-boat was asked to go out a second time to rescue the chief officer, as he was thought to be in considerable danger. Mr. Selby Davidson again went with her. She reached the *Oslo Fjord* at 12.20 to find that she had now broken in two. The weather was worse than it had been eleven hours before, but daylight made it easier to come alongside.

Of the chief officer nothing could be seen, and one of the life-boatmen, Bartholomew Taylor, offered to go on board. This he did, with great difficulty and risk, and the life-boat sheered off until he appeared again. The chief officer was with him. The life-boat went alongside ; took off both men and got back to her station at 1.55.

THE REWARDS

Both the rescues on the 8th of December were very difficult, and were carried out with gallantry and fine seamanship. The Institution made the following awards :

To COXSAIN GEORGE LISLE, the bronze medal for gallantry, with a copy of the vote inscribed on vellum ;

To MR. E. SELBY DAVIDSON, the honorary secretary, the bronze medal for gallantry, with a copy of the vote inscribed on vellum ;

To WILLIAM JOHNSON, motor-mechanic and BARTHOLOMEW TAYLOR, the thanks of the Institution inscribed on vellum ;

To BARTHOLOMEW TAYLOR, a reward of £5 in addition to the ordinary scale rewards of £1 17s. 6d. for the first service and 19s. for the second service, making a total reward of £7 16s. 6d. ;

To the coxswain and each other member of the crew a reward of £2 in addition to the ordinary scale reward of £1 17s. 6d. for the first service and 19s. for the second service making a total reward of £4 16s. 6d each. Standard rewards to crew and launchers for the first service £16 4s.

and for the second service £9 5s. ; additional rewards to crew £19 ; total rewards for the two services, £44 9s. ;

Rewards for the services on the 1st of December, Cullercoats, £40; Tynemouth, £30 9s. 6d.

In March 1941 the Norwegian Government sent a letter of thanks to the Tynemouth crew, and in 1946 awarded silver life-saving medals with diplomas to Mr. E. Selby Davidson, honorary secretary, George Lisle, coxswain, William Johnson, motor-mechanic, and Bartholomew Taylor, life-boatman.

DECEMBER 1ST. - REDCAR, YORKSHIRE. At 10 P.M. news was received that a small unknown vessel was ashore about the middle of the East Scar Rocks. It was low tide, and at 11 o'clock one of the crew walked ashore and gave the information that the vessel was H.M. m.v. *Platypus*, and that she was lying on the rocks on her starboard bilge, but he could not say whether or not she was damaged. It was decided that the motor life-boat *Louisa Polden* should be launched, in case the *Platypus* refloated on the rising tide and needed help, and she put out at 12.40 A.M. A fresh S.W. breeze was blowing, but the sea was smooth. At 3 A.M. the *Platypus* refloated. Her compass was out of order and, at her request, the life-boat piloted her to West Hartlepool, returning to her station at 6 A.M. - Rewards, £19 3s. 6d.

DECEMBER 2ND. - CULLERCOATS, NORTHUMBERLAND. At 5.15 P.M. a message was received from the Tynemouth coastguard that a vessel had been mined three-quarters of a mile east of Tynemouth Piers. A light westerly breeze was blowing and the sea was smooth. At 5.25 P.M. the motor life-boat Westmorland was launched, and found the motor vessel *Jolly Girls* being towed by the examination cutter X2. The crew of ten of the *Jolly Girls* were on board the cutter, one of them with a broken leg. Before the cutter reached harbour with her tow, the *Jolly Girls* sank. The life-boat accompanied the cutter to the North Shields Fish Quay where the ten rescued men were landed. The life-boat returned to her station at 10.15 P.M. - Rewards, £27 10s.

DECEMBER 3RD. - HELVICK HEAD, CO. WATERFORD. At 1 A.M. news was received that a motor fishing boat needed help about six miles S.E. of Helvick. A moderate S.W. breeze was blowing and the sea was choppy. At 2 A.M. the motor life-boat *Elsie* was launched, and on reaching the fishing boat found that she had fouled her propeller, but had managed to clear it and was now going slowly on her way. The life-boat escorted her to Helvick Pier and returned to her station at 4 A.M. - Rewards, £16 17s. 6d.

DECEMBER 5TH. - SOUTHEND - ON - SEA, ESSEX. At 8.10 A.M. a message was received from the coastguard at Warden Point that a vessel two miles to the north-east was burning flares. A westerly gale was blowing, with a rough sea. At 8.25 A.M. the motor life-boat *Greater London (Civil Service No. 3)* was launched and found the barge *Nelson* with a crew of two, in a very dangerous position. She was anchored in the four-fathom channel on the edge of the middle sand, and the barge was leaking and the two men had passed a terrible night. The coxswain of the life-boat put some of the life-boat's crew on board. They lifted the anchor and the life-boat then towed the barge to Southend. She returned to her station at 1.30 P.M. - Property salvage case

DECEMBER 5-6TH. - TEESMOUTH, YORKSHIRE. AND HARTLEPOOL. DURHAM. At 5 P.M. a message was received from the Port War Signal Station at South Gare, that a vessel was ashore on the North Gare and might have to be abandoned. A northerly wind was blowing with squalls, and the sea rough. At 11 P.M. the motor life-boat *J. W. Archer* was launched, and found that the vessel was the steamer *Daleby*, of West Hartlepool. She anchored near her and remained there all night. At 10 A.M. the next morning the master decided that the help of the life-boat was no longer needed, and she returned to her station, arriving at 11 A.M.

By the afternoon the gale was increasing and the sea was very rough. A message was sent to the master of the *Daleby*, suggesting that he should abandon ship, and at 5.30 P.M. the life-boat went out again, rescued the crew of 37 and took them to Middlesbrough. She returned to her station later when the seas had moderated.

At the request of the naval authorities the Hartlepool motor life-boat *The Princess Royal (Civil Service No. 7)* was launched at 5.22 P.M. on the 6th, and reached the *Daleby* to find the Teesmouth life-boat taking off the crew. She returned to her station, arriving at 7.10 P.M.

Rewards : Teesmouth, first service, £25 17s.. second service, £19 5s. 6d. ; Hartlepool £14 3s. 6d

DECEMBER 6TH. - TORBAY, DEVON. At 8.2 A.M. the Berry Head coastguard reported a small sailing vessel two miles E.N.E.. from Berry Head making S.O.S. signals, A W.N.W. gale was blowing, with a heavy sea. The motor life-boat *George Shee* was launched at 8.15 A.M. She had a crew of only four, and she found the French-built auxiliary yawl. *Mutin*, under Admiralty orders, with a crew of seven on board. She had hove to the night before on account of the gale, and a heavy sea had put her engine out of action. When the life-boat arrived the yawl had two anchors down. After the life-boat had stood by for about an hour, the yawl's crew tried to weigh the anchors, and as they could not do it they slipped them. The lifeboat then took the yawl in tow, made for the shelter of the Torquay shore and eventually reached Brixham Inner

Harbour at 12.15 PM. - No expense to Institution.

DECEMBER 6TH. - DONAGHADEE, CO. DOWN. The motor life-boat *Civil Service No. 5* put out at 9 in the morning, in a N.W. gale, with a very rough sea, and rescued nine men of the crew of 44 of the S.S. *Hope Star*, of Newcastle-on-Tyne, which had gone ashore. She then stood by the steamer for the rest of the day, until the wind went down. The full account of this rescue is with the service to the S.S. *Coastville*, on November 21st, as the Institution made special awards to the coxswain and crew for these two services combined.

DECEMBER 6TH. - NEW BRIGHTON, CHESHIRE. At 9.15 A.M. the Mersey Docks Board reported a steamer drifting in the Queens Channel, but not in need of help at that time. A heavy westerly gale was blowing, with a wild and confused sea, and the coxswain stood by in readiness. At 1.45 P.M. the news came that the steamer, now near the Formby Light-vessel, needed immediate help, and the No. 2 motor life-boat *Edmund and Mary Robinson* left her moorings at 1.20 P.M. Near C.4 buoy, in the Crosby Channel, she found the steamer out of control, and a tug trying to get a hawser on board her. The steamer was the S.S. *Governor*, of Liverpool, outward bound in ballast. The life-boat stood by until the tug's hawser had been secured, and then escorted them until the tug had got the steamer into the river, as there was danger, in the channel, of the steamer going aground. The life-boat then returned to her moorings, and as she passed New Brighton landing stage the message was sent to her that her crew should come ashore as soon as she got to her moorings, as an SOS had come from another vessel. The life-boat reached her moorings at 5.30 P.M. and at 5.45 P.M. the No. 1 life-boat put out. The coxswain, second-coxswain and one life-boatman from the first crew formed part of the second crew. - Rewards, £10 4s. 6d.

(See also New Brighton, page 139).

SILVER MEDAL SERVICE AT SOUTHEND - ON - SEA

DECEMBER 6-11TH. - SOUTHEND - ON - SEA, ESSEX. The gale of the 5th of December, in which the motor life-boat *Greater London (Civil Service No. 3)* had been out for five hours and had towed in a barge, with its crew of two men, was still blowing next morning. It was then from the south-west, with a very heavy sea running, and at 9.45 the life-boat was called out to the help of a barge. That launch was followed by seven others to the help of six other barges, and a steamer's crew. The life-boat was out in the gale almost continuously for nearly

36 hours, until nine at night on the 7th of December, rescued twelve men, and towed in two of the barges. For the first four of these eight launches, she had only six men instead of her usual crew of eight, and two of the services carried out by the six men were of exceptional difficulty and danger.

The first of the barges to which the life-boat went out on the 6th of December was the *Glencoe*, of London, with two men on board. She was in distress half a mile west of the West Shoebury Buoy, but her captain refused to leave her. He asked for a tow, but the life-boat was unable to give it, in the very heavy sea, and she returned to her station at 10.30 that morning.

Quarter of an hour later she put out for the second time; to the barge *Mistley*, of Ipswich, which was a quarter of a mile west of the West Shoebury Buoy and driving towards the sands. When the life-boat reached her she had sunk. Her crew of two were clinging to the mast. Heavy seas were breaking over them. At any moment they might have washed the men away.

The life-boat anchored and dropped down on her cable to the barge. The water was so shallow that she was hitting the bottom all the time. With great difficulty she went alongside and rescued the two men. They were exhausted and could not have held on for much longer. The life-boat was back at her station again at 12.15.

Quarter of an hour later she put out for the third service, which was to prove the most difficult and dangerous of the day. Again it was to barges, the *Cambria* and *Decima*, both of London. They had driven on to the sand to the westward of the pier, and sunk. There were two men in each barge. They were clinging to the masts. The barges had been carried on to the sands and had sunk so quickly that the men had not even been able to hoist distress signals before they struck, and then they dared not move from the masts as they would have been swept overboard at once by the terrible seas.

One barge was closer to the shore than the other, and nearly behind it. Only the length of a barge separated

them. Both had their anchors down and their cables stretching to windward. The position of the barges, and their cables, close together, made the rescue much more difficult.

LIFE-BOAT'S PROPELLERS FOULED

The wind was on shore, and the life-boat, anchoring further out, dropped down on her cable, stern first, to the barge which was nearer the shore. This took her very close to the shore herself. She went alongside the barge, and took off the two men. Then she moved sea-wards again, bow first, picking up her cable as she went, to go to the second barge. While she was doing this the cable got to the wrong side of her, passed under her, as she moved forward, and fouled one of the propellers. With the other propeller working she managed to go alongside the second barge and rescued the two men. Then the cable fouled the second propeller. This swung her stern on to the seas. She was helpless, held by the cable round her propellers, and unable to move, with the seas breaking right into her after cockpit.

Her coxswain signalled for a tug, but in that sea no tug could come to his help. The bowman at once offered to go over the side and attempt to clear the propellers, but this the coxswain would not allow him to attempt. He would have been drowned. Instead the coxswain set some of his men to the oars, and others to haul on the cable. It was now that they most felt the need of the other two men. But by rowing hard they were able to take the strain off the cable and then, by tremendous hauling, to get some of it on board. They then made fast to it a strong rope from the bows, and, this done, cut the cable where it was attached to the propellers. The life-boat was now again held by her anchor from the bows and swung head to wind. But she had still to get away.

This life-boat carried no sails. She had only a light yacht's mast, used for the steaming lights and not strong enough to take a sail. But she had her after canopy covered with rope, as a protection against bomb splinters, and under this rope, to keep it from rubbing the paint, was a piece of canvas,

14 feet by 7 feet. The rope was taken off the canopy, to get at the canvas, extra ropes were put on the mast to strengthen it, and this small piece of canvas was set as a sail.

By hauling on the cable, and by rowing, the crew got the life-boat clear of the shore, but they could not lift the anchor. They cut the cable and recovered the anchor three days later. The flood tide, which was on the life-boat's lee bow, helped to keep her from being blown back on to the shore, and by means of the improvised sail, the coxswain brought her to the pier. There a rope was thrown to him, and the life-boat was taken round the pier to her slipway. Other vessels were in distress. The life-boat was needed at once. But her propellers had to be cleared first. Eight times she was washed off the slipway before her crew could haul her up - this alone was a very fine piece of seamanship - and they could cut away the rope from the propellers.

By now the crew were wet through and very tired, but there was no rest for them, and within half an hour the life-boat was launched for the fourth time. It was now four in the afternoon.

TO TWO MORE BARGES

Again two London barges were in distress, the *Glencoe*, whose captain had refused to leave her, when the life-boat went to his help in the morning, and the *Nelson*. The *Glencoe* was two miles south east of the pier. Her crew were at the pumps, but the captain again refused to leave and again asked for a tow. This the coxswain had to refuse for a second time, as the *Nelson* was waiting for his help.

The life-boat then went to the *Nelson* and found her crew standing in the rigging, wet and cold. She took them off and, for the third time, went to the *Glencoe*. The captain once more refused to leave, but this time the coxswain said that he would try to tow the barge. He put life-boatmen aboard her. They lifted her anchor and the tow started. An attempt was made to set some of her sails, but they were soon blown to ribbons. Then the mate of the barge was washed overboard. Luckily he caught hold of a

chain, but he was injured. The life-boatmen hauled him aboard.

When the life-boat came inshore, the coxswain ordered the barge's anchors to be dropped and went aboard her. He told the captain that he would have to take him off. The captain replied that the injured mate might go, but he would stay. He and the coxswain then went down into the cabin. There was a foot of water on the floor. Then at last the captain consented to leave her. He and his mate were taken into the life-boat, and she landed the four rescued men. Half an hour later the *Glencoe* sank.

THE FIFTH LAUNCH

It was now 8.30 in the evening. The life-boat had been out almost continuously for nearly eleven hours. But an hour later she put out for the fifth time. The *Cambria*, from which the life-boat had rescued the crew early in the afternoon, had been carried against the pier. She was loaded with timber and full of water. The life-boat went out to try and prevent her breaking through the pier, but found it impossible to move her. She returned to her station, re-filled her petrol tanks and at four o'clock next morning made another attempt. She failed again, returned ashore, borrowed a pump from the fire brigade, and, after pumping out the barge, was able to tow her round the pier. She did not get back to her station until 11.30 that morning, the 7th of December.

Even then she had not finished. Quarter of an hour later, she was launched to the help of a shipwrecked steamer, the *Houston City*, but her crew had already been taken off by another steamer. From this launch she returned at 3.45 in the afternoon, and quarter of an hour after that she put out again, for the eighth time, to yet another barge, the *Verona*, of London. The barge was half a mile west of Jenkin Buoy. Her sails had blown away; her top mast and sprit were broken. The gale was now moderating, and the life-boat towed in the barge with her two men on board. It was nine in the evening when she was back in her boat-house. She had then been out, almost

continuously, for nearly thirty-six hours.

She had still not finished with the barges. Next day she went out and brought in the *Glencoe*, after pumping out the water with the fire pump and throwing overboard a good deal of her deck cargo. On the 9th she towed in the *Cambria*, and on the 11th, after again using the fire pump, she brought in the *Decima*.

THE REWARDS

For this long and exhausting succession of services, in which great skill, resource and gallantry were shown, the Institution made the following awards :

For the services to the *Cambria*, *Decima*, *Glencoe* and *Nelson* :

To COXSWAIN SIDNEY H. B. PAGE, the silver medal for gallantry, with a copy of the vote inscribed on vellum ;

To WILLIAM A. DEER, the second-coxswain, H. G. MYALL, bowman, SAMUEL H. G. THOMAS, boat signalman, FRANK A. JURGENSON, motor-mechanic, and REGINALD H. SANDERS, assistant motor-mechanic, the bronze medal for gallantry, accompanied by a copy of the vote inscribed on vellum ;

To the coxswain and each member of the crew a reward of £2 each, in addition to the ordinary scale reward of 19s. each for the service to the *Cambria* and *Decima* and the ordinary scale reward of £2 7s. each for the service to the *Glencoe* and *Nelson*, making a reward of £5 6s. each. Standard rewards to crew and helpers for the service to the *Cambria* and *Decima*, £5 12s. ; standard rewards to crew and helpers for the service to the *Glencoe* and *Nelson*, £12 15s. 6d. ; additional rewards to crew £12 ; total rewards, £30 7s. 6d. ;

For the first launch to the *Glencoe*, £5 3s. ;

For the service to the *Mistley*, £4 18s. 6d. ;

For the launch to the *Houston City*, £4 14s.

The service to the *Nelson* on the 5th, the second and third services to the *Cambria*, on the 6th and 7th, the service to the *Verona* on the 7th, and the services to the *Glencoe* on the 8th, to the *Cambria* on the 9th and to the

Decima on the 11th were property salvage cases. - Total of money rewards, £45 3s.

BRONZE MEDAL SERVICE AT BARRY DOCK

DECEMBER 6TH. - BARRY DOCK, GLAMORGANSHIRE. During the morning a whole gale was blowing from the north-west at Barry Dock on the south coast of Wales, and at 10.30 the life-boat station received news from the coastguard that a small steamer was flying distress signals near the Breaksea Light-vessel. The motor life-boat *Rachel and Mary Evans* was launched at once. Owing to the war she was short-handed. She had only five men instead of the usual crew of eight. She reached the steamer at noon and found her to be the 260-ton *South Coaster*, of London, with a crew of ten. She was on her way, in ballast, from Penzance to Cardiff. Very heavy seas were running and the steamer had two anchors down, but they were dragging. The master asked for a tug, and the life-boat put back at once, fetched a powerful tug, and went ahead, to show her the way. But the seas were too much for the tug. She had to put back. Later on she made a second attempt, but again she could not face the seas.

Meanwhile the life-boat had gone on alone, had got a tow rope on board from the steamer, ready for the tug, and was standing by. When the coxswain of the life-boat saw the tug put back for the second time, he warned the master of his danger. The life-boat could not give him a tow ; the steamer was dragging her anchors ; she might soon go ashore. The captain decided to abandon her. The steamer was now yawing wildly about, and pitching and rolling heavily. She had six feet of water in the engine-room. Her fires were out. Her anchors continued to drag.

The life-boat prepared to go along side, near enough for the crew to jump, but there was great danger that the steamer would roll over on to her. The coxswain handled her with great skill, but he was manoeuvring her for half an hour before he could get her

near enough, and one man jumped. Then the steamer yawed suddenly and violently, and the life-boat rammed her, slightly damaging her own bows. The coxswain brought her close to the steamer a second time and this time the other nine men jumped. They all landed safely in the life-boat, but the chief engineer fell and injured his face. He had to be taken to hospital when the life-boat reached Barry Dock again at three in the afternoon.

It was a dangerous service, very skilfully carried out with a short-handed crew, and the Institution made the following awards :

To COXSWAIN DAVID LEWIS, the bronze medal for gallantry, with a copy of the vote inscribed on vellum ;

To GEORGE J. ALLIN, the motor-mechanic, the thanks of the Institution inscribed on vellum ;

To the coxswain, the motor-mechanic and each of the other three members of the crew, a reward of £2 in addition to the ordinary scale reward of 19s. Standard rewards to crew and launchers, £5 14s. 6d. ; additional rewards to the crew, £10 ; Total rewards, £15 14s. 6d.

SILVER MEDAL SERVICE AT TROON

DECEMBER 6TH. - TROON, AYR-SHIRE During the afternoon a whole gale from the north-west was blowing, with a very heavy sea running and fierce squalls of hail. It was described as the worst on that coast for many years.

At two o'clock the motor life-boat *Sir David Richmond of Glasgow*, was launched in answer to signals of distress a mile from Dunure, about ten miles to the south of Troon.

The ship was the 320-ton steamer *Moyallon*, of Belfast, with a crew of seven. She was sailing light from Larne to Ayr.

The life-boat reached her at 4.30 in the afternoon and found her at anchor in heavy broken water. Her captain said that, if the life-boat would stand by, he would lift anchor and make for shelter in Whiting Bay, Arran.

This he tried to do, but the anchor chains fouled and the engine broke

down. The steamer was helpless, and her captain signalled to the life-boat asking to be taken off.

To go alongside her would be very difficult and dangerous. She offered no lee to the life-boat. She was sheering over sixteen points of the compass. She was rolling from bridge to bulwark-rail, and, at times, as she rose on the sea and rolled, her keel could be seen.

It was now dark, and by the light of his searchlight, the coxswain tried to go alongside. The life-boat herself was taking heavy seas on board, and most of the time the motor-mechanic was working in a cockpit full of water. Every means was tried, but in the heavy seas, and with the steamer rolling and sheering so violently, it was found to be impossible. So the coxswain chose the only remaining, and desperate, course of driving the bow of his life-boat hard against the plunging steamer, and holding it there with his engines, while the crew jumped. He called out to them what he intended to do ; told them to be ready ; and rammed the steamer. As he did so the seven men of the crew jumped. In five minutes they had all been rescued and the life-boat returned to her station, damaged, but still seaworthy. She arrived at 9.45 in the evening. She had been out for nearly eight hours.

It was a service in which great courage and splendid seamanship were shown, and the Institution made the following awards :

To COXSWAIN WILLIAM MCAUSLANE, the silver medal for gallantry, with a copy of the vote inscribed on vellum ;

To ALBERT J. FERGUSON, the motor-mechanic, the bronze medal for gallantry, with a copy of the vote inscribed on vellum ;

To each of the other six members of the crew, ARTHUR PEARCE, second-coxswain ; JOHN McCAULL, bowman - JOHN WARREN, assistant motor-mechanic ; WILLIAM MAIN, JAMES HERON and JOHN MCAUSLANE, the thanks of the Institution inscribed on vellum ;

To the coxswain and each of the seven members of his crew a reward of £1 in addition to the ordinary scale

reward of £2 16s. 6d. Standard rewards to crew and launchers, £20 9s.; additional rewards to crew £8 ; Total rewards, £28 9s.

The owners, Messrs. John Kelly, gave £25 to be divided, between the crew and the Institution.

DECEMBER 7TH. - HASTINGS, SUSSEX. At 4.55 A.M. the Fairlight coastguard reported that two soldiers were either stranded on the wreck of the S.S. *Barnhill*, off Langley Point, Eastbourne, or adrift in a small boat. A light westerly wind was blowing, with a slight sea. The motor life-boat *Cyril and Lilian Bishop* was launched at 6.40 A.M. and found two soldiers belonging to the Cheshire Regiment on the wreck. They had gone out in a small boat, the boat had been swamped and had sunk and they had been on the wreck since 3.30 of the previous afternoon, over 15 hours. The life-boat took them to Hastings, which was reached at 9.55 A.M. A letter of thanks was received from the military authorities. - Rewards, £31 19s. 5d.

(See "Eastbourne, "Accounts of Services by Life-boats 1940," page 57, and Eastbourne, "Accounts of Services by Life-boats 1941," page 65.)

GOLD MEDAL SERVICE AT ARRANMORE

DECEMBER 7TH. - ARRANMORE, CO. DONEGAL. In the early morning a message was received at the life-boat station on Arranmore Island, off the north-west coast of Ireland, that a vessel, in convoy, had gone on a reef of rocks to the east of Tory Island, 24 miles north of Arranmore Island. For three days the wind had been blowing hard from the north-north-west. It was now at hurricane force, with fierce squalls, accompanied by snow and sleet. The seas were mountainous.

It was just half an hour after midnight when the message came, and the life-boat crew assembled at once, but the gale was so fierce, the night so dark, and the visibility, in the gusts of snow and sleet, so poor, that it was decided to wait for dawn.

With the first light, at 6.30 in the morning, the motor life-boat *K.T.J.S.* put out. Even then, in the snow squalls, her crew could not see more than fifty yards. The exact position of the wreck was not known, but the coxswain set a course to get to windward of Tory Island. The seas were so heavy that when the life-boat was barely a mile from Arranmore it was

impossible to see her from the top of the island, 700 feet above the sea, and the lookout on Bloody Foreland had only fleeting glimpses of her as she passed.

As soon as she was round Bloody Foreland, the coxswain saw the masts of the wreck. She was on a reef to the west of Inishbeg, about three miles to the south of Tory Island. There she was exposed to the full fury of the gale and of the seas coming in from the Atlantic. They were breaking heavily over her.

The vessel was the Dutch steamer *Stolwijk*, of 3,500 tons, with a crew of 28 men. A destroyer had attempted a rescue, but in that gale she could do nothing, and she lost four of her crew, including the captain, who died later in hospital. Ten of the *Stolwijk's* crew had attempted during, the night to get away in one of the ship's, boats, but the boat had been smashed and the ten men had been drowned.

HAULED THROUGH THE BREAKING SEAS

The life-boat reached the steamer at noon, and the coxswain anchored to windward and veered down until he was near enough to fire a line. The ebb tide, which runs through Tory Sound at five miles an hour, was setting to the westward and was swirling fiercely round the reef where the steamer lay. The seas were, so heavy that at times they lifted the life-boat to the height of the steamer's masts.

The steamer's crew were huddled together near the stern. The seas were breaking over them, and it was a miracle that they were not all washed away. But when the life-boat fired her line, they were able to seize it, haul the tail-block on board, and make it fast, so that the life-boat's crew could work the breeches buoy.

The coxswain had to keep the life-boat at the full length of the veering line which was working the buoy, for nearer than that it was too dangerous to go, and one by one the men of the steamer were hauled in the buoy through the breaking seas. Each man was in them for upwards of five minutes.

It was a terrible journey for the steamer's crew ; and for the life-boatmen it was a very hard task - as the life-boat plunged and swung on her cable in those mountainous seas - to haul the men in. They found that their oilskins hampered them, so they took them off, in spite of the bitter wind and snow, and soon they were as soaked as the rescued men themselves.

Five men had been hauled in this way into the life-boat, half drowned, but still alive, when the veering line parted. It had been chafing against the steamer and rubbed right through. The line, besides working the breeches buoy, had helped to keep the life-boat in position. The coxswain had to heave up anchor ; manoeuvre the life-boat into position again ; anchor once more : and fire a second line. With the help of the steamer's men, still on board her, the breeches buoy was rigged a second time, and the work of rescue went on.

THE LIFE-BOAT IN GREAT DANGER

Ten more men were safely hauled through the seas. Then a second time the veering line, rubbing against a jagged plate on the steamer, was chafed through. This time the life-boat swung almost under the bow of the wreck. She was in great danger, but her coxswain handled her superbly. He brought her safely out, and for the third time it had all to be done from the beginning. Again a line was fired. It was fired with the last cartridge on board the life-boat. Then the last three men on the wreck were hauled into her. The rescue of the eighteen men had taken over four hours.

It was now getting on for five in the afternoon. The outward journey had taken six hours. The homeward, journey took nearly as long, and all the time the life-boat was shipping heavy seas. The coxswain thought it too dangerous to go by the main channel, so he went between Calf Island and Arranmore, but when he reached the station he found it impossible to land. Waiting for his opportunity under the lee of Calf Island, he drove the boat as hard as he could across the channel to Burton-

port on the mainland, but before he could reach the smooth water between the rocks one terrific sea crashed over the life-boat's stern.

It was then 10.30 at night. The life-boat had been out for sixteen hours. It was twenty-two hours since her crew had assembled. They were so exhausted that they could not get out of the life-boat themselves. When the survivors had been landed, the crew had to be helped out. Even then they could not rest. There was no way of mooring the boat. They had to remain in her on watch all night, going ashore in turns for food. By next morning the sea had gone down a little, and the life-boat returned to her station about nine o'clock.

THE REWARDS

It was a rescue of great daring, gallantry and endurance, carried out in weather of exceptional severity, and the Institution made the following awards ;

To COXSWAIN JOHN BOYLE, the gold medal, which is given only for conspicuous gallantry, and a copy of the vote inscribed on vellum ;

To TEAGUE WARD, the motor-mechanic, the silver medal for gallantry, and a copy of the vote inscribed on vellum ;

To PHILIP BOYLE, acting second-coxswain, PHILIP BYRNE, acting bowman, NEIL BYRNE, assistant motor-mechanic, PATRICK O'DONNELL, JOSEPH RODGERS and BRYAN GALLAGHER, the bronze medal for gallantry, with a copy of the vote inscribed on vellum ;

To the coxswain and each member of the crew a reward of £5 in addition to the ordinary scale reward of £3 15s. 6d., making a total reward to each man of £8 15s. 6d. Standard rewards to crew and launchers, £33 18s. 6d. ; additional rewards to crew, £40 ; total rewards, £73 18s. 6d.

Queen Wilhelmina of the Netherlands awarded the Dutch gold medal for gallantry in saving life to Coxswain Boyle, the silver medal to the motor-mechanic, Teague Ward, and the medal to each of the six other members of the crew. Each medal was accompanied by a copy of the

decree making the award, in which the Queen said the medal had been awarded for "exceptionally outstanding courage, unselfishness and devotion to duty."

The owners of the *Stolwijk*, the Netherlands Shipping and Trading Company, gave £20 to be divided among the crew.

DECEMBER 7TH. - MOELFRE, ANGLESEY. An outward-bound convoy, under the command of Rear-admiral Ramsey, was passing. A gale was blowing and a drifter, which should have been there to bring ashore the pilots, had not arrived, so at 10.30 A.M. the coastguard asked that the life-boat *G.W.* should be launched in place of her. A boat had come ashore from the convoy with the admiral. This boat, with the admiral and the crew of six, the life-boat took in tow when she put out at 10.40. She towed it back to the steamer *Teucer*. From this steamer she took off the pilot and the compass adjuster. She then took a pilot off the steamer *David Livingstone*, landed the three men, and returned to her station at noon. - Expenses were paid by the Admiralty and a letter of thanks was received from the Pilotage Service of the Mersey Docks and Harbour Board.

DECEMBER 7TH. - 13TH. - CROMER, AND GREAT YARMOUTH AND GORLESTON, NORFOLK. At two in the morning a message was received at Cromer from the coastguard that a vessel was ashore one and a half miles south of Palling coastguard station. A strong W.N.W. wind was blowing, with squalls, and there was a heavy swell. The Cromer No. 1 motor life-boat *H. F. Bailey* was launched at 2.20 and found that the vessel ashore was the steamer *Royston*, of Newcastle-on-Tyne. The *Royston* was lying broadside on to the beach, and the life-boat attempted to get alongside; but she found it impossible to get under the steamer's lee, and there was too much sea for her to approach from the weather side, so she stood by until daylight. A tug from Yarmouth then arrived. The *Royston* fired a rocket line across the life-boat, which took it to the tug. The rope was hauled across and made fast, and the tug attempted to tow the *Royston* off, but was unsuccessful. The life-boat stood by until two in the afternoon and, as it was then felt that she could safely leave the *Royston*, she made for Gorleston, arriving at 4.45 in the afternoon. On December 10th, 11th, 12th and 13th, further attempts were made to get the *Royston* afloat, and in these attempts both the Cromer life-boats took part. On the 10th the No. 2 motor life-boat *Harriot Dixon* was launched at eight in the morning, and two kedge anchors were laid out. The laying out of the third anchor could not be finished that day, and the life-boat stood by all night. Another attempt to lay out the third anchor was then made, but the wind was now blowing strongly

from the N.N.W., with squalls, and it was found impossible. The life-boat then returned to her station, arriving at eight o'clock on the evening of the 11th, having been out for 36 hours. On the following day the No. 1 motor life-boat was again launched. She was out from one in the afternoon of that day until 10.30 the following morning.

December 13th. This time the third kedge anchor was laid out, and at last, after the life-boat had stood by during the night, the tug succeeded in refloating the *Royston* at seven on the morning of December 13th. The life-boat returned to her station at 10.30 that morning, having been out for 11 hours.

On December 7th the message that the *Royston* was ashore had been sent to Great Yarmouth and Gorleston, as well as to Cromer, and the crew at that station had assembled, but the life-boat had not been launched as Cromer could get to the spot more quickly.

Rewards : Cromer No. 1, first launch, £49 18s. 6d.; second launch, property salvage case; Cromer No. 2, property salvage case; Great Yarmouth and Gorleston. £1 8s.

DECEMBER 8TH. - TYNEMOUTH, NORTHUMBERLAND. The life-boat rescued twenty-two people from the Norwegian motor ship *Oslo Fjord* from which she had previously rescued seventeen. For details see December 1st.

DECEMBER 8TH. - NEW BRIGHTON, CHESHIRE. At 2.20 A.M. a message was received from the Dock Board Authorities that the Formby Light-ship had been in collision with an unknown vessel and was adrift. A fresh N.N.W. wind was blowing, with a moderate sea. At 2.58 A.M. the No. 2 motor life-boat *Edmund and Mary Robinson* was launched, and found the light-ship near the C.3 red buoy. The life-boat went alongside and was asked by the master to stand by. This she did until 8.50 A.M. The weather was then getting rapidly worse and at the request of the Mersey Docks and Harbour Board's vessel *Vigilant*, the life-boat rescued the light-vessel's crew and landed them at the New Brighton stage. She returned to her station at 10.50 A.M. - Rewards £23 2s.

DECEMBER 16TH. - MARYPORT, CUMBERLAND. At 10.5 A.M. a vessel was reported to be ashore between Annan and Carlisle. Enquiries were made, and another message was received that the vessel was ashore at Powfoot, Annan. At 12.10 P.M. the motor life-boat *Joseph Braithwaite* was launched. A southerly gale was blowing, at times reaching hurricane force, and the sea was very rough. The life-boat found the motor vessel *Fredanja*, of Haran, high and dry at Powfoot. She had dragged her anchor and had gone aground on a bank about a quarter of a mile from the shore. At high tide the *Fredanja* refloated, and the life-boat escorted her to a safe anchorage. Her captain and crew warmly thanked the life-boat crew for their help. The life-boat returned to her station at 5.10 P.M. - Rewards, £18 1s. 6d.

DECEMBER 18TH. - ROSSLARE HARBOUR, CO. WEXFORD. At 4.20 P.M. the steamer *Crewhill*, of Belfast, was seen to be approaching and to be signalling for the life-boat, and at 4.30 P.M. the motor life-boat *Mabel Marion Thompson* was launched. A strong westerly wind was blowing, with a choppy sea. The life-boat went alongside the *Crewhill*, and found that she had on board twenty-one members of the crew of the tanker *Osage*, of London, three of them wounded. The *Osage* had been attacked and sunk by German aeroplanes when near Arklow Light-vessel. The life-boat took the twenty-one men on board, and on her way back sent a wireless message to the Irish Lights Commissioners, asking that a doctor should be waiting at the pier, where the wounded men would be landed. They were then taken by ambulance to Wexford Hospital, and the life-boat returned to her station at 5.30 P.M. - Partly permanent paid crew. Rewards, £3 12s. 6d.

DECEMBER 19TH. - NEWBIGGIN - BY - THE - SEA, NORTHUMBERLAND. Eight cobsles were out fishing, and a fresh northerly wind was blowing, with a moderate sea. At 11.45 in the morning the life-boat station received a message from the coastguard that the weather was getting worse and that the cobsles might need her help. At 12.15 another message came from the coastguard, and at 12.43 the motor life-boat *Augustus and Laura* was launched. Her coxswain, second-coxswain, bowman, and other members of the crew were out with the fishing boats, and a scratch crew was formed. The winchman, an old member of the crew, acted as coxswain, and the women helped to launch. The life-boat escorted the cobsles into harbour and returned to her station at 2.45 in the afternoon. - Rewards, £12 14s.

DECEMBER 19TH. - AMBLE, NORTHUMBERLAND. At 12.45 P.M. the coastguard reported that a fishing boat needed help, and at 1.15 P.M. the motor life-boat *Frederick and Emma* was launched. A moderate N.E. wind was blowing, and there was a heavy swell. The life-boat stood by at the harbour bar until the fishing coble *Treasure*, after several attempts, entered the harbour. The life-boat returned to her station at 4.15 P.M. - Rewards, £3.

DECEMBER 21ST. - LOWESTOFT, SUFFOLK. At 2.25 in the afternoon a message was received from the coastguard that a trawler had gone aground on the Newcome Sands, and ten minutes later the motor life-boat *Michael Stephens* was launched. A strong easterly gale was blowing, with a very heavy sea. The life-boat found that the trawler was the *Niblick*, on government service. Heavy seas were sweeping over her and had put out the engine-room fires. The crew was gathered in the bows, ready to be rescued. A tug had been trying to haul the trawler off, but without success. The life-boat went alongside and got a wire hawser to the trawler, but it parted. Then a huge wave engulfed the life-boat, drenched all her

crew, and lifted the trawler off the sands. The tug got the trawler in tow and, with the life-boat acting as escort, brought her into harbour. The life-boat returned to her moorings at 4.30 P.M. - Reward, £7 4s. 6d.

DECEMBER 22ND. - WICK, CAITHNESS-SHIRE. At 2.33 A.M. the coastguard reported that an explosion had been seen two to three miles south of Skirza Head, and it was thought to be either an aeroplane which had crashed or a mine which had gone off. There was a light S.S.E. breeze and a moderate sea. At 3.30 A.M. the motor life-boat *City of Edinburgh* was launched and searched a wide area. She found nothing until 9 A.M. when she came upon an open parachute, with harness attached, close to Duncansby Head. Nothing else was to be seen, and the life-boat returned to her station at 12 noon. - Rewards, £19 15s. 6d.

DECEMBER 23RD. - LYTHAM - ST. ANNE'S, LANCASHIRE. The motor life-boat *Dunleary* had just returned from searching for an aeroplane when a message was received from the senior naval officer at Preston asking the life-boat to take a message to a vessel anchored off the Gut Gas Buoy. A moderate breeze was blowing and the sea was smooth. At 10.50 P.M. the life-boat put to sea with a naval lieutenant on board, delivered the message and returned to her station at 2.15 A.M. - Rewards, £13 2s. 6d.

DECEMBER 24TH. - WHITBY, YORK-SHIRE. Five men of a salvage firm were at work on the motor fishing boat *Proficient*, of Lowestoft, which was under Admiralty control and which, a few days before, had gone ashore about 400 yards from the cliffs on Whitby west beach. A light E.S.E. breeze was blowing, with a moderate sea, and at 11.30 in the morning the salvage master asked the life-boat to rescue the men, as, with the tide rising, the swell was sweeping right over the deck of the *Proficient*, and she was rolling heavily. At 11.45 in the morning the No. 1 motor life-boat *Mary Ann Hepworth* was launched, and found the *Proficient* lying in broken water extending for about 100 yards seaward. The men on board her were by now up to their waists in water. The life-boat went alongside at once, and three of the salvage men jumped into her. Again the life-boat went alongside and the remaining two men were rescued. The life-boat brought them ashore and returned to her station at 12.30 P.M. - Rewards, £6 7s. 6d.

DECEMBER 25TH. - MOELFRE, ANGLESEY. At 11.50 A.M. a message was received from the coastguard that a boat could be seen drifting about 3 miles N.E. of the coastguard station. A moderate easterly wind was blowing, with a slight sea. At 1.20 P.M. the motor life-boat *G.W.* was launched, and found a large iron ship's boat, about 30 ft. in length, floating keel up, and undamaged. With much trouble the life-boatmen righted her and towed her in. In her lockers they found a bundle of blankets, boxes of flares, a lamp,

and a torch. There was also an oar, but no name and nothing by which she could be identified. The life-boat returned to her station at 8.30 P.M. - Property salvage case..

DECEMBER 27TH. - NEW BRIGHTON, CHESHIRE. At 1.10 A.M. the Hoylake coastguard reported that a vessel had been mined ten miles N.W. of the Bar Light-vessel, and the No. 1 motor life-boat *William and Kate Johnston* put out. There was a light northerly breeze and the sea was smooth. The life-boat made for the Bar Light-vessel, and then set a N.W. course. After about three-quarters of an hour she saw lights and spoke a vessel, the *Galatea*. From her she was passed on to another vessel, the *Greystone*, and found her taking off passengers from the steamer *Lady Connaught*, of Dublin, which had been mined. She offered to take them, but there were too many, so it was decided that the *Greystone* should take them to Liverpool and that the life-boat should follow close by in case the *Greystone* should strike a mine. The life-boat escorted the *Greystone* past New Brighton and then returned to her station at 8.45 A.M. Later the *Lady Connaught* herself was towed into Liverpool. - Rewards, £18 2s. 6d.

DECEMBER 27TH. - SOUTHEND - ON - SEA, ESSEX. At 3 P.M. a message was received from the coastguard that a ship was sinking near the boom defence, and at 3.25 P.M. the motor life-boat *Greater London* (Civil Service No. 3) was launched. A light S.W. wind was blowing and the sea was smooth. The life-boat found the steamer *Kinnaird Head*, of Liverpool, sunk and lying on her side. She had been attacked by German aeroplanes and there were only two survivors of her crew. They had been picked up by a naval vessel. At the same time the motor vessel *Araby*, also of Liverpool, had been attacked. The life-boat went to this steamer and found that she had broken in two and that the crew were alongside in a naval pinnace. Tugs which had come out to help could not get alongside owing to the strong tide, but after much manoeuvring the life-boat succeeded in doing it and took off twenty survivors. All were injured and the life-boatmen dressed the injuries of as many as they could. The life-boat landed them at Southend and returned to her station at 5.30 P.M. - Rewards, £9 18s.

DECEMBER 30TH. - BARRA ISLAND, HEBRIDES. At 1.50 in the morning the postmaster at Barra reported to the coastguard that he had heard the siren of a steamer to the southward, and at two in the morning the motor life-boat *Lloyd's* put out. A light N.E. breeze was blowing, but there was a heavy ground swell, and the night was dark and foggy. At four in the morning the life-boat found the 6,500-ton S.S. *Baron Ardrossan*, of Ardrossan, ashore on the west side of Saundray Island. She had a crew of 54, of whom all but the officers were lascars. The steamer's stern was hard on the rocks. Her bow was submerged right aft up to the bridge, and the sea was breaking over it

heavily and sweeping the deck fore and aft. She was likely to break up at any moment and the lascars were in a state of panic. As the life-boat approached the steamer she was nearly washed on to her fore deck, but her crew succeeded in passing two mooring ropes and these were made fast. The life-boat was straining very heavily at her ropes and rising and falling on the swell. As she rose the officers seized the crew and dropped them one by one into her. Then they jumped aboard themselves, and the mooring ropes were cut. The life-boat landed the rescued men at Castlebay at eight in the morning, and an hour and a half later she returned to the *Baron Ardrossan* for the ship's papers. She got back to her station finally at two in the afternoon, just twelve hours after she first put out.

In view of the dangers of the coast in that foggy weather an increase in the usual money awards on the standard scale was granted to each member of the crew. - Standard rewards to the crew and helpers, £21 12s. 6d.; additional rewards to the crew, £16 ; total rewards, £37 12s. 6d.

DECEMBER 30TH. - NORTH SUNDERLAND, NORTHUMBERLAND. Two local fishing boats had not returned, and as there was a bad sea at the harbour mouth with a S.E. wind blowing, the motor life-boat *W.R.A.* was launched at 4.15 P.M. She escorted into harbour the fishing boats *Douglass* and *Favourite*, and returned to her station at 5.5 P.M. - Rewards, £16 8s. 9d.

The following life-boats were launched, but no services were rendered for the reasons given :

DECEMBER 2ND. - COURTMACSHERRY, CO. CORK. A trawler had been bombed and sunk by German aeroplanes, but the crew were taken on board three other trawlers. - Rewards, £17 11s. 6d.

DECEMBER 2ND. - MARYPORT, CUMBERLAND. A speed boat engaged on R.A.F. work was reported to have caught fire and blown up, but later it was found that the report was incorrect. - Rewards, £23 4s.

DECEMBER 3RD. - CROMARTY. A British aeroplane had come down in the sea near Nairn Harbour, but the crew swam ashore before the life-boat arrived. - Rewards, £13 2s. 6d.

DECEMBER 5TH. - NEWCASTLE, CO. DOWN. The engines of a fishing boat had broken down, but she was able to get in without help. - Rewards, £17 6s. 9d.

DECEMBER 5TH. - SKEGNESS, LINCOLNSHIRE. An aeroplane was reported to have come down on a sandbank in the Lynn Channel, but nothing could be found. - Rewards, £15.

DECEMBER 5TH. - TENBY, PEMBROKE-SHIRE. The constant flashing of the SOS

signal was seen, probably from a boat which had been attacked but nothing could be found. At daybreak a large convoy was seen in the distance and it may have rescued whoever was in danger. - Rewards, £12 2s.

DECEMBER 6TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. A steamer sailing in convoy was reported to need help, but her exact position could not be obtained, visibility was bad and nothing could be found. - Rewards, £7 3s. 6d.

DECEMBER 6TH. - PORTHDINLLAEN, CAERNARVONSHIRE. The S.S. *Watkins F. Nisbet*, of St. Catharines, Ontario, had gone ashore off Llanddwyn Island, but nineteen of her crew of twenty were rescued from the shore by the Holyhead Company of the coastguard life-saving apparatus, and the twentieth man swam ashore. This service won for the Holyhead Company the shield awarded annually for the best service performed during the year by a coastguard life-saving apparatus company. - Rewards, £21 13s.

DECEMBER 6TH. - CLOVELLY, DEVON. The S.S. *Mousse le Moyec*, of Lorient, was in distress, and the life-boat was launched with the help of all the women of the village, but she could not go beyond the race at Hartland Point in face of a whole N.N.W. gale with a very heavy sea. The steamer went ashore and her crew of twenty-five landed in their boats. - Rewards, £28 6s. 3d.

DECEMBER 6TH. - PORT ASKAIG, ARGYLLSHIRE. A vessel was reported to need help off Skerryvore Lighthouse, but no definite position could be given; visibility was nil, and the life-boat abandoned the search. A second message was received that a large vessel appeared to be ashore near Ardnave Point. The life-boat again put out, but the vessel succeeded in drawing offshore just in time, warned by the sound of the breakers. - Rewards, first service, £11 0s. 9d.; second service, £21 9s. 6d.

DECEMBER 6-7TH. - NEW BRIGH-TON, CHESHIRE. Shortly after five in the evening a message was received from the Mersey Docks and Harbour Board that the Liverpool steamer *Gorsethorn* had sent an SOS that she was disabled fifteen miles N.W. by W. of the Bar Light-vessel, and was driving east. As she was thirty miles away from the station, and as there was a very heavy gale blowing with high confused seas, it was decided to send the No. 1 life-boat, *William and Kate Johnston*. When the call was received the No. 2 life-boat, *Edmund and Mary Robinson*, was, out on service to the S.S. *Governor*. She returned to her moorings at 5.30, and a quarter of an hour later, the No. 1 life-boat went out. The coxswain, second-coxswain and one member of the crew who had been out in the No. 2 life-boat went with the No. 1. The other six members of the crew, including the motor-mechanics, were fresh. The night was very dark and the seas were very heavy. One sea swept over the life-

boat and nearly washed away two of the crew. She searched for a long time, and saw a number of vessels, but none appeared to be in distress, and she returned to her station at 1.40 in the morning. At three in the afternoon news came that the *Gorsethorn* was lying safely at anchor.

At five another message was received that the *Gorsethorn* was in need of immediate help 14 1/2 miles N.W. by W. of the Bar Light-vessel. The No. 2 life-boat was launched at 5.50 P.M., but immediately afterwards came news that the *Gorsethorn* had been abandoned and her crew rescued by another steamer, and the life-boat was recalled.

In view of the severity of the first service, an increase was made in the ordinary scale reward. The No. 1 life-boat, standard rewards to crews and launchers, £18 4s. 9d.; additional rewards to crew, £9; total rewards, £27 4s. 9d.; No. 2 life-boat, £15 5s.

DECEMBER 7TH. - PORT ST. MARY, ISLE OF MAN. An aeroplane had crashed into the sea off Langness Point, but no trace of her could be found. - Rewards, £30 3s.

(See Port St. Mary, "Services by Shore-boats," 1941, page 94.)

DECEMBER 7TH. - SKEGNESS, LINCOLNSHIRE. An unknown aeroplane was reported to have come down in the sea fifteen miles east of Skegness, but nothing could be found. - Rewards, £29 11s. 6d.

DECEMBER 7TH. - RUNSWICK, YORKSHIRE. A fishing coble was at sea in very rough weather, but was able to reach safety without help. - Rewards, £12 12s. 6d.

DECEMBER 9TH. - CULLERCOATS, NORTHUMBERLAND. A steamer had been mined outside Tynemouth Piers, but was able to enter the Tyne under her own power. - Rewards, £14 5s. 6d.

DECEMBER 10TH. - PADSTOW, CORNWALL. A British aeroplane was reported to have come down in the sea a mile off Lower Sharpnose Point, but a later message said that she was safe and the life-boat was recalled. - Rewards, £6 1s.

DECEMBER 10TH. - STROMNESS, ORKNEYS. A steam trawler had gone ashore but the crew were rescued by the coastguard life-saving apparatus from the shore. - Rewards, £19 3s. 9d.

(See Sanday, Orkneys, "Services by Shore-boats," 1941, page 95.)

DECEMBER 12TH. - WESTON - SUPER - MARE, SOMERSET. An aeroplane was reported to have come down in the sea, but nothing could be found, and later it was learned that it had crashed on the shore. - Rewards, £12 1s. 6d.

DECEMBER 12TH. - BALTIMORE, CO. CORK. Explosions were heard and aeroplanes seen off the harbour. It was thought that a vessel had been attacked by German aeroplanes, but nothing could be found. - Rewards, £9 9s.

DECEMBER 14TH. - ANSTRUTHER, FIFESHIRE. In a very strong gale a steamer had gone ashore at Sauchope, but the water was too shallow for the life-boat to get alongside and the crew of 45 were rescued from the shore by the coastguard life-saving apparatus. When the life-boat was being got into the boathouse she damaged a small boat. - Rewards, £11 11s. Repairs to small boat, £11.

DECEMBER 14TH. - BARRA ISLAND, HEBRIDES. An unknown vessel was reported to be drifting eighteen miles S.W. of Barra Head, but nothing could be found. - Rewards, £14 4s. 6d.

DECEMBER 14TH. - SKEGNESS, LINCOLNSHIRE. A British bomber was reported to have come down in the sea, but nothing was found. - Rewards, £28 18s.

DECEMBER 14TH. - PORT ASKAIG, ARGYLLSHIRE. Rockets had been seen, but nothing was found. - Rewards, £21 3s. 6d.

DECEMBER 16TH. - HARTLEPOOL, DURHAM. A motor vessel which had broken down was able to carry out repairs and to come in without help. The owners made a gift to the Institution. - Rewards, £14 18s. 6d.

DECEMBER 16TH. - CAMPBELTOWN, ARGYLLSHIRE. An unknown vessel was reported to need help 13 miles N.W. of Mull of Kintyre, but nothing was found. - Rewards, £19 15s. 6d.

DECEMBER 16TH. - SCARBOROUGH, YORKSHIRE. An unknown aeroplane was reported to have come down in the sea, but nothing was found. - Rewards, £28 1s. 9d.

DECEMBER 16TH. - GOURDON, KINCARDINESHIRE. A large flat bottom barge was drifting, but no one was on board. - Rewards, £15 11s.

DECEMBER 16TH. - ALDEBURGH, SUFFOLK. The Shipwash Light-vessel had been bombed and machine-gunned by German aeroplanes and one of the crew had been wounded, but an R.A.F. speed boat arrived before the life-boat. - Rewards, £22 14s. 6d.

DECEMBER 16TH. - FLAMBOROUGH, YORKSHIRE. An aeroplane was reported to have come down in the sea 12 miles N.E. of Flamborough Head, but nothing could be found. - Rewards, £21 19s. 3d.

DECEMBER 19TH. - BARRA ISLAND, HEBRIDES. A light had been seen off the coast, thought to be from a ship's boat, but nothing could be found. - Rewards, £14 5s. 6d.

DECEMBER 19TH. - NEWHAVEN, SUSSEX. No news had been received from an R.A.F. launch which had put off to the help of a small patrol boat, but it was found that she had returned sometime before. - Rewards, £16 16s.

DECEMBER 19TH. - ROSSLARE HARBOUR, AND KILMORE, CO. WEXFORD. An Irish Lights steamer had been bombed and sunk by German aeroplanes, when carrying reliefs for light-ships from Rosslare to the Coningbeg Light-vessel, but her crew had got away in their own boats and the life-boats were not needed. - Rewards : Rosslare Harbour, partly paid permanent crew, £2 2s. 6d ; Kilmore, £18 7s. 6d.

DECEMBER 19TH. - SOUTHEND - ON - SEA, ESSEX. A steamer was on fire, but her crew were rescued by a destroyer. - Rewards, £6 16s. 6d.

DECEMBER 20TH. - ARRANMORE, CO. DONEGAL. An unknown vessel had been reported on fire, but nothing could be found. - Rewards, £22 19s. 6d.

DECEMBER 21ST. - NEW BRIGHTON, CHESHIRE. A motor vessel had struck a mine in the Mersey, but her crew were rescued by other vessels. - Rewards, £9 1s.

DECEMBER 21ST. - TENBY, PEMBROKESHIRE. An aeroplane had crashed in the sea, and oil and small wreckage were found, but there was no sign of the crew. - Rewards, £23 16s. 6d.

DECEMBER 22ND. - NEW BRIGHTON, CHESHIRE. The No. 2 life-boat *Edmund and Mary Robinson* was launched at 5.40 P.M. as information had been received that a vessel was in distress near C.11 Black Buoy. A light easterly breeze was blowing, with a smooth sea. The life-boat found the tanker *Elax*. She had been mined, but she was in such a position that she would be left high and dry as the tide ebbed, and did not need the life-boat. On returning to moorings at 6.25 P.M. the life-boat learned that a few minutes earlier a tug had blown up off Canada Dock. She put out again to find that the tug was the *Polgarth*, with a crew of seven, but there was no hope for them.

She reached the New Brighton stage again at 6.55 P.M. and made for her moorings. A heavy air raid was in progress and a heavy bomb fell between the life-boat and the stage, about thirty yards away. Splinters hit the life-boat. The crew came ashore, but while they were on New Brighton pier another bomb fell close by.

In view of the danger they had run, an increase in the usual money award on the standard scale was granted to each member of the crew. - Standard rewards to crew and helpers, £13 12s. 6d. ; additional rewards to crew, £7. Total rewards, £20 12s. 6d.

DECEMBER 23RD. - FENIT, CO. KERRY. An armed trawler, 70 miles away, was reported to be making for Berehaven, with her fore-hold full of water. She could not be found, but it was learnt later that she reached safety. - Rewards, £20 9s.

DECEMBER 23RD. - LYTHAM - ST. ANNES, LANCASHIRE. It was reported that an unknown vessel was sinking and that two

boats with four men in each had left her, but nothing was found. - Rewards, £15 19s.

DECEMBER 23RD. - NEW BRIGHTON, CHESHIRE. The Dutch motor vessel *Ystroom*, of Amsterdam, had been attacked and sunk by the enemy, but a later message said that the crew were safe, and the life-boat was recalled. - Rewards, £23 2s.

DECEMBER 27TH. - NEW BRIGHTON, CHESHIRE. A steamer had been mined, but other vessels were standing by her. - Rewards, £13 12s. 6d.

DECEMBER 28TH. - BLACKPOOL, AND LYTHAM - ST. ANNE'S, LANCASHIRE. A British aeroplane had crashed at night, but no trace of her could be found. - Rewards, Blackpool, £11 15s. ; Lytham-St. Anne's, £14 1s. 6d.

DECEMBER 29TH. - NEW BRIGHTON, CHESHIRE. A motor vessel was reported to be in need of help, and was thought to have been mined, but tugs towed her into Liverpool. - Rewards, £19 12s. 6d.

DECEMBER 29TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK, AND

LOWESTOFT, SUFFOLK. A British aeroplane had crashed into the sea 3 miles E.N.E. of Lowestoft, but nothing was found, except a blue mitten which sank before it could be picked up. - Rewards : Great Yarmouth and Gorleston £7 3s. 6d. ; Lowestoft, £6 5s. 6d.

DECEMBER 29TH. - NEWHAVEN, SUSSEX. A British aeroplane was reported to have come down in the sea, but nothing was found. - Rewards, £16 16s.

DECEMBER 29TH. - KIRKCUDBRIGHT. A German aeroplane had come down in the sea in Wigtown Bay, but nothing was found. Later wreckage was washed ashore. - Rewards, £15 19s. 6d.

DECEMBER 30TH. - RHYL, FLINTSHIRE. A steamer was reported to need help, but could not be found. It was learnt later that another vessel had rescued the crew and taken her in tow. - Rewards, £12 3s.

DECEMBER 31ST. - ARRANMORE, CO. DONEGAL. An unknown steamer had been torpedoed 12 miles north west of Horr Head, but she was towed to safety by a tug. - Rewards, £22 19s. 6d.

Services by Shore-boats

JANUARY MEETING

LITTLEHAMPTON, SUSSEX. Three boats were off fishing on the 11th November, 1939, off Littlehampton, when the engine of one, the *Margaret*, broke down. Another boat, the *Duchess of York*, promised to tow her in after she had set her lines. The weather was calm, but when the time came to return it was dark, and the fog was thick, and the *Duchess of York* and *Thelma*, the third boat, could not find the *Margaret*. Later the weather cleared and the missing boat answered signals from the coastguard. Manned by a crew of three the *Thelma* put out at about 9 P.M. and brought the *Margaret* into harbour. - Rewards, £2 5s., and 5s. for fuel used.

PETERHEAD, ABERDEENSHIRE. On the morning of the 1st December, 1939, news was received at Peterhead that a ship's boat, belonging to the S.S. *Mercator*, of Helsinki, which had been sunk by torpedo, was missing. The Peterhead life-boat was launched to search for her, and four men in the motor fishing boat *Bread Winner* also put out to help in the search. The life-boat missed the boat, but the *Bread Winner* found her three miles E.N.E. of Peterhead. There were 19 men in the boat and four on a raft alongside her. The sea was choppy, with a fresh S.E. wind blowing. The sea was washing over the raft, but the four men on her could not be taken into the boat as she already held as many as was safe in that sea. Nor could the men in the boat, who were rowing, do more than hold their own against the sea. The *Bread Winner* took all 23 men on board and brought them into Peterhead. - Rewards, £4, with £5 for loss of fishing, and 5s. for fuel used.

(See Peterhead, "Accounts of Services by Life-boats," 1939, page 88.)

PETERHEAD, ABERDEENSHIRE. About 4 in the afternoon of the 15th December, 1939, it was reported that the motor fishing boat *Hope*, of Banff, with a crew of three on board, was in difficulties, off South Head, Peterhead, with her engine broken down. A fresh southerly wind was blowing, with a moderate sea. The motor boat *Seiner*, manned by a crew of six, put out. The *Hope* had been driving on to the South Head, but by slipping anchor and taking to the oars, her crew had managed to clear the Head, and when the *Seiner* arrived they had hoisted sail. The *Seiner* took them in tow, and brought them into harbour. - Rewards, £3, and 1s. 4d. for fuel used.

WHITSTABLE, KENT. About 4.30 in the afternoon of the 15th December, 1939, the coastguard at Whitstable saw what was thought to be a collapsible boat from an enemy aeroplane. It was about one hundred

and fifty yards off the shore, near Tankerton, and was drifting east. At the request of the coastguard the motor boat *Ocean Gift*, of Whitstable, put out, but she could not find any boat and returned an hour later. - Rewards, 15s.

FILEY, YORKSHIRE. At 11.15 A.M. on the 28th December, 1939, the motor fishing boat, *Margaret Ann*, of Filey, with a crew of three on board, was drifting under sail in Filey Bay towards Speeton Cliffs. She had shipped a heavy sea, which had put her engine out of action. A fresh N.E. wind was blowing, with squalls. The sea was rough and it was snowing. The second-coxswain of the life-boat and two other men were returning in the motor fishing boat *Bluebird II* when they saw the *Margaret Ann* and towed her into harbour. - Rewards, £1, with 10s. for use of boat and fuel.

FILEY, YORKSHIRE. At about 5 A.M. on the 2nd. January, 1940, the coastguard reported flares four miles S.E. of Filey Brigg. The weather was calm. Instead of launching the life-boat, the coxswain and three other men, who were about to go fishing, put out to search. They found nothing. - Rewards, £1, with 10s. for helpers on shore.

ABERDEEN. At 8.30 in the evening of the 9th January, 1940, it was learned that the S.S. *Feddy*, of Copenhagen, which had been bombed by German aeroplanes was on fire off Girdleness. A S.S.W. wind was blowing, with a heavy swell. The weather was cold. Three men put out in the pilot cutter *Wm. Porter* and picked up one of the ship's boats with eight survivors. The captain and an engineer had remained on the *Feddy*, and refused to leave her. The pilot, cutter then searched for and found the other ship's boat, the men from which she put aboard a mine sweeper. The two men on board the steamer still refused to leave, and the *Wm. Porter* returned to port at 7 P.M. One of the rescued died in the cutter before she reached port. The Aberdeen life-boat rescued the captain and engineer. - Rewards, £3.

(See Aberdeen, "Accounts of Services by Life-boats," page 21.)

REDCAR, YORKSHIRE. Early in the morning of the 9th January, 1940, a French steamer *Montauban*, of Nantes, stranded on the Salt Scar Rocks while bound in convoy with a cargo of coal from Newcastle to Marseilles. The weather was calm. The Redcar life-boat rescued 35 of the crew of 39, and the motor boat *Supreme*, with a crew of five, helped by taking the rescued men ashore from the life-boat. - Rewards to the crew of the *Supreme*, £3 15s., with 2s. 6d. for fuel used.

(See Redcar, "Accounts of Services by Life-boats," page 20.)

FEBRUARY MEETING

INVERKEITHING, FIFESHIRE. On the afternoon of the 9th January, 1940, the S.S. *Elizabeth Bromley* was taken from harbour to an anchorage four hundred yards out, in readiness to sail in the morning. The sea was calm, but, owing to fog, visibility was almost nil. After securing the ship the crew of four boarded the 12-foot dinghy to go ashore. The time was now about 4.40 P.M. They lost their bearings and stopped. One man stood up in the bow, but when the rower started again the man lost his balance, and the boat was capsized. Two men on shore, one a crane driver and the other a seaman, but both non-swimmers, put out to the rescue in a 14-foot dinghy. They found three of the steamer's crew clinging to the upturned boat and took them aboard; they also found the fourth man, who was unconscious, and towed him ashore. Soldiers helped to get the men ashore and applied artificial respiration, but the unconscious man could not be revived.

The rescue took place some fifty yards from the shore and lasted about thirty minutes. The rescuers ran considerable risk in getting three helpless men aboard their dinghy. - Rewards, £2, and a letter of thanks to the soldiers.

BRIGHTON, SUSSEX. About 11.45 in the morning of the 10th January, 1940, a naval aeroplane, K.4627, swooped into the sea off Palace Pier, owing to engine trouble. The weather was very cold, and a heavy sea was running. The accident was seen on shore, and three men at once put out in a rowing boat. They found the tail of the machine sticking out of the water, with the pilot, the only man in the aeroplane, clinging to it with only his head out of the water. They broke an oar and, at some risk to themselves in the heavy sea, they rescued him. He said that he was frozen and could not have held on much longer. Later, the aeroplane was salvaged by two shoreboats and the Shoreham Harbour life-boat. - Rewards, £2 17s. and 10s. for the broken oar.

(See Shoreham Harbour, "Accounts of Services by Life-boats," page 22.)

FILEY, YORKSHIRE. At 4.50 in the afternoon of the 12th January, 1940, the coast-guard reported that German aeroplanes had attacked a steamer, which had changed course. A light W.S.W. wind was blowing with a slight sea. Two cobsles manned by eleven men put out, and found a large steamer, the *Livmore*, of London, off Filey Brigg. She had been hit by a bomb, but it had failed to explode. She had her boats out, but she got them in again and was able to go on her way. Some distance off, the two cobsles saw another vessel and went to her in case she wanted help. She was the steam trawler *Riby*, of Scarborough. Five bombs had been dropped at her. All had missed, but the shock had damaged her compasses and dynamo. Another boat escorted her back to Scarborough. - Rewards, £35 9s. 6d.

MARCH MEETING

NORTH SUNDERLAND, NORTHUMBERLAND. Shortly before eight in the morning of the 23rd January, 1940, three motor fishing boats, each with three men on board, saw the British steamer *Baltanglia* and the Norwegian steamer *Pluto* strike mines and sink. The sea was smooth, but the tide was running very strongly and the weather was very cold. The crews of the two steamers took to their boats and the three fishing boats went at once to their help, running a great risk of being damaged by the floating wreckage. They brought them ashore with 49 men on board. It is doubtful if the ships' boats would have got ashore without help. One of the fishing boats had shot her lines before she went to the rescue and had secured a catch of fish, but the two other boats lost a day's fishing. - Rewards, £9, with £12 for loss of fishing, and 15s. for fuel used. (See North Sunderland, "Accounts of Services by Life-boats," page 34.)

STORNOWAY, AND BERNERA, ISLE OF LEWIS. About 3 in the afternoon of the 24th January, 1940, information was received at Stornoway that a ship's boat was drifting S.W. of the Flannan Islands, off the west coast of the Island of Lewis. A north-easterly gale was blowing, with a rough sea. The naval officer in charge was consulted, and it was decided to send out the Admiralty trawler *Barbara Robb*, which was faster than the life-boat. Many of the trawler's crew were on leave, and the life-boat coxswain and three life-boatmen went to make up the crew. Leaving at 4.20 the trawler made a wide search, and did not return until 8 the following evening. She had covered approximately 150 miles in the 28 hours that she was at sea, but she had not found the drifting boat.

On the night of the 24th January a light was seen out at sea from Crothar, Bernera Island, in Loch Roag. A naval reservist on leave and two other men put out in a rowing boat at 10 o'clock, but failed to find anything and returned. Later a light was seen on the opposite shore, two miles away, and the same men put off again. This time they found eleven survivors of the S.S. *Gothia*, which had been torpedoed; the men had got away in the ship's boat, but they were completely exhausted, and only two had been able to leave the boat in order to light a fire on shore to attract attention. With great difficulty the three rescuers brought the survivors to their village, where the villagers cared for them until they could be handed over to the hospital at Stornoway and the Shipwrecked Mariners' Society. The rescuers had been out for about five hours, and they had run great risk in the gale and darkness.

Three other men also put out in a motor boat from Bernera. She had been hauled up for the winter, but they succeeded in launching and got away at 1 in the morning. They searched but found nothing, and arrived back at four in the afternoon, having been out for fifteen hours. - Rewards, £34, and £2 10s. for fuel used.

ST. DAVID'S, PEMBROKESHIRE. At about 12.10 in the afternoon of the 26th February, 1940, the coastguard reported a small boat approaching. A light southerly wind was blowing, with a slight sea. The life-boat coxswain had seen the boat at the south entrance of Ramsey Sound about half an hour earlier, and had immediately put off in his motor boat with the life-boat mechanic and another man. They found four exhausted men in the boat, the crew of the Dutch motor vessel *Ida*, which they had abandoned when she was wrecked on some submerged object. The rescuers towed the boat ashore. - Rewards, £1 10s.

REDCAR, YORKSHIRE. On the 2nd and 3rd March, 1940, two motor fishing boats helped the life-boat when H.M. tug *Fair-play II* stranded. - Rewards, £12 17s. 6d.

(See Redcar, "Accounts of Services by Life-boats," page 54.)

APRIL MEETING

NORTH RONALDSHAY, ORKNEYS. On 3rd March, 1940, the Swedish vessel *Lagaholm* was attacked by German aeroplanes, and one of her boats, with thirteen of her crew, was seen off North Ronaldshay. A fresh westerly wind was blowing, with a rising sea. As the boat came abreast of Dennis Head, on the north side of the island, three men put off to her in a small boat, and found the men on board exhausted. One of the three men took the tiller of the Swedish boat, and the other two men in the small boat towed. In this way they brought in the Swedish boat and her thirteen men, and beached her. - Rewards, £1 10s.

WHITBY, YORKSHIRE. At about 12.20 in the afternoon of the 21st March, 1940, the coastguard reported that the local fishing coble *Sarah* was signalling for help about one mile E.N.E. of Whitby Piers. As the weather was fair, with a smooth sea, a coble, with a crew of three, put out instead of the life-boat. She found that the *Sarah's* engine had broken down and she was drifting seawards. She brought her into harbour. - Rewards, £1 10s., and 3s. for fuel used.

MAY MEETING

GRIMNESS, ORKNEYS. About 2 in the afternoon of the 30th January, 1940, a ship's boat, which had got away from the S.S. *Giralda*, of Leith, after she had been bombed by German aeroplanes, was seen drifting ashore towards Water Sound. A S.E. gale was blowing. The boat struck Rumble Point and capsized, and one man was carried up Water Sound with the tide.

Two men put out in a motor boat and picked up the man's body. - Rewards, £1 5s., also 3s. 6d. for fuel used.

EXMOUTH, DEVON. At about 11 in the morning of the 19th March, 1940, a boatman was ferrying three men, with their tools and some corrugated iron, across the river mouth. There was a nasty cross sea, and a squally

wind. It was too rough for the boat, and the boatman tried to turn back but the boat was swamped and sank. A pilot motor boat, manned by three men, put out to her help, and rescued one of the four men. The other three were drowned. Two of the rescuers were sons of the boatman who was lost. One of them dived into the sea in a last attempt to save him. - Rewards, £1 10s., and a letter of appreciation to the man who dived overboard.

ABERDARON, CAERNARVONSHIRE. About noon on the 26th March, 1940, an aeroplane made a forced landing on the sea in Aberdaron Bay, and her crew of four took to their rubber boat. A strong N.N.E. breeze was blowing, with a rough sea, and the tide was ebbing strongly. Four men put out in a rowing boat and rescued the airmen, but rescuers and rescued were then in danger of being swept through Bardsey Sound by the strong tide. They were saved by an R.A.F. launch from Pwllheli, which took them all on board. But for the prompt help of the Aberdaron men, who ran a great risk in their rowing boat in that rough sea, the airmen would have been lost.

Three men also put off in a motor boat from Bardsey Island. It arrived after the R.A.F. launch had taken on board the airmen and their rescuers, but it towed in the rescuers' boat. The eight men were landed at Pwllheli at 5.30 P.M. - Rewards, £6 5s.

SHEERNESS, KENT. At about 6 in the evening of 1st April, 1940, three soldiers took an old boat that was lying on the beach at Scrapsgate Minster. The boat was leaking and without gear, but the soldiers thought that they could use shovels as paddles. A fresh S.W. breeze quickly blew the boat seawards. The sea was moderately rough and the men were in a dangerous plight. A fisherman, returning to Sheerness in his motor boat, came to their rescue. - Rewards, 10s.

(See Southend-on-Sea, "Accounts of Services by Life-boats," page 65.)

PORT ERIN, ISLE OF MAN. At about 7.30 in the evening of the 5th April, 1940, the coastguard reported several objects floating about two miles S.W. of the lookout. Mr. T. A. Coole, the honorary secretary of the life-boat station, obtained the services of a motor boat and put out to investigate. He found that the objects were large patches of seaweed, which had the appearance of wreckage. - Rewards, 12s. 6d.

BANFF, BANFFSHIRE. On the morning of the 6th April, 1940, a report was received that a boat was on fire two miles N.W. of Gardenstown. The sea was fairly smooth, with a moderate S.W. wind. Two motor boats, the *Choice*, with a crew of three, and the *Foxglove*, with a crew of ten, put out from Gardenstown and found that the boat, the *Sprig*, was not on fire, but that she had a leak and her engine was giving trouble. They helped her, and later she was towed to Macduff by another motor boat. - Rewards, £1 12s. 6d., and 7s. 6d. for fuel used.

SCARBOROUGH, YORKSHIRE. At 5.50 in the afternoon of the 30th April, 1940, a small rowing boat with four boys on board was capsized about 300 yards from the pier, throwing the boys into the sea. Two motor boats, which were already out, at once went to the rescue. The motor boat *Sceptre* picked up two of the boys from the bottom of the small boat and the motor boat *Constance* picked up the other two from the water, one of the rescuers jumping overboard to their help. - Rewards, £1 to the man who jumped overboard, and 5s. to each of the other seven men : £2 15s. in all.

STAITHES, YORKSHIRE. At about 8.15 A.M. on the 6th May, 1940, the coastguard saw a distress signal flying from the motor fishing coble *Silver Line*, of Whitby, which was about one mile away. Her engine had broken down, her anchors would not hold, and a strong N.W. wind was carrying her on to a rocky shore. Another coble, the *Star of Hope*, which had just arrived in harbour, at once went out to her help. - Rewards, £1 2s. 6d.

JUNE MEETING

HAROLD SWICK, UNST, SHETLANDS. At 7.40 A.M. on the 15th April, 1940, the sub-postmaster at Haroldswick reported to the coastguard that a small ship's boat, with men on board, had been seen in Haroldswick Bay about a mile from the shore. A strong N.E. wind was blowing, in gusts, with sleet showers, and the sea was fairly rough. Two rowing boats, each manned by four men, put out from the shore, and towed the ship's boat clear of rocks. Those on board were survivors from the British steamer *Stancliffe*, which had been torpedoed on the 12th April forty-five miles N.E. of Unst. It was believed that several of her crew had been killed or drowned when she sank ; one of her boats was smashed when being lowered, but twenty-three men had been able to get away in another boat. Six had died in her, and another died after being landed. All, with the exception of a young Norwegian who was steering, were too exhausted to do anything to help themselves, and, but for the help given by the two rowing boats, their boat would have been driven ashore on the rocks near the head of the bay, with the probable loss of most of those on board. - Rewards, £6.

CLOUGHEY, Co. DOWN. On the afternoon of the 26th April, 1940, shouts were heard from the m.v. *Duras*, of Belfast, which had gone ashore near Strangford Bar. The weather was foggy, with a southerly wind and a smooth sea. At the request of the coastguard the harbour master at Portaferry put out in his motor boat, and the Cloughie life-boat was also launched, but the *Duras* got off without help and went on her way. - Rewards, £1 5s.

(See Cloughie, "Accounts of Services by Life-boats," page 66.)

LOCH INVER, SUTHERLANDSHIRE. On the night of the 28th April, 1940, the S.S. *Pizarro*

was in collision about four miles off Loch Inver. The weather was fine. The motor boat *Cutty Sark* put out, with a crew of four men, but could not find the steamer, which made Stornoway under her own power. - Rewards, £2, with £1 for use of boat and 12s. 9d. for fuel.

STRONSAY, ORKNEYS. At about 8.40 in the morning of the 5th May, 1940, an aeroplane was seen to fall into the sea some two miles south of Burghhead. The sea was moderately rough, and a strong S.S.E. wind was blowing. Three men put out in a motor boat and made a search, but could not find the aeroplane. - Rewards, £1 17s. 6d., and 10s. for fuel used.

MARGATE, KENT. At 10.30 on the night of the 13th May, 1940 the Margate police reported that a wireless message had been received asking for a doctor to go to a minesweeper, which was lying in Margate Roads. A light westerly breeze was blowing, and the sea was smooth. A rowing boat, manned by two members of the life-boat crew, took out the doctor and brought the sick man ashore. - Rewards, £1, with 10s. to two men ashore.

SCARBOROUGH, YORKSHIRE. At 2 in the morning of 23rd May, 1940, the coastguard asked the life-boat coxswain to investigate a vessel reported to be very close inshore, off Scalby Ness. The weather was calm with dense fog. The life-boat coxswain put out in his own motor boat and found the S.S. *Frieda*. The captain thanked the coxswain, but said that he needed no help, and was going on his way at daylight. - Rewards, 10s.

FILEY, YORKSHIRE. At 10.30 in the morning of the 29th May, 1940, the coastguard reported that the motor fishing coble *Hilary*, of Filey, had broken down behind Filey Brigg. There was no wind, and the crew of the coble would find it difficult to get her over the Brigg tideway under oars. The motor boat *Blue Bird*, manned by a crew of four, put out and towed in the *Hilary*. - Rewards, £1 10s., with 6s. for fuel used, and 9s. for helpers ashore.

NEWQUAY, CORNWALL. Shortly before 4 in the afternoon of the 2nd June, 1940, Mr. H. P. Thomas, late honorary secretary and now deputy honorary secretary of the life-boat station, received news that an aeroplane had fallen into the sea about four miles north of Newquay Harbour. The weather was fine. Mr. Thomas set out in his own motor boat *Pelindaba*, with the life-boat coxswain and motor-mechanic. They found no survivors, and returned with the wreckage of the aeroplane in tow. - Rewards, £1, with a letter of thanks to Mr. H. P. Thomas.

FILEY, YORKSHIRE. At 8.25 in the morning of the 7th June, 1940, the coastguard above Filey Brigg reported an object, possibly an aeroplane raft, about one and a half miles to the north-east. The weather was

foggy. There was no wind. A motor boat put out, manned by the two life-boat coxswains and two other men. They could not find the raft, but they saw a submarine, and reported it to an armed vessel. The boat returned at 1 P.M. - Rewards, £2 16s. 3d., with 10s. for fuel used and 3s. for a helper ashore.

JULY MEETING

SOUTHEND-ON-SEA, ESSEX About 3.50 in the afternoon of the 25th May, 1940, a small rowing boat, with a man and a woman on board, capsized when they were changing seats about 400 yards off shore. They succeeded in reaching a boat moored about twenty yards away, and clung there until three men, who had put off from the shore in a rowing boat, rescued them. The weather was fine. - Rewards, 15s.

FOLKESTONE, KENT. About 8 in the evening of the 31st May, 1940, the R.A.F. reported that an aeroplane was in distress one mile S. by E. of Folkestone Railway Pier. A motor boat belonging to the Southern Railway was sent out and searched for two hours, but found nothing. - Rewards, £1 5s.

SCARBOROUGH, YORKSHIRE. About 4.20 in the morning of the 4th June the coastguard reported that a Wellington bomber had sent out an SOS some twenty miles E. by N. of Scarborough. The weather was fine and the sea smooth.

The motor fishing boats *Hyperion*, with a crew of five, and *Kingfisher*, with a crew of four, put out, and an hour later it was learned that the aeroplane was safe. It was not possible to recall the boats, and they did not get back until 3 P.M., ten and a half hours after setting out. - Rewards, £9, with £4 for use of boats, and £3 for fuel used.

MARGATE, KENT. Early in the afternoon of the 9th June, 1940, the S.S. *Empire Commerce* had struck a mine, and the Margate life-boat and other vessels had brought in the survivors. The tug *Plumer* arrived at 5.30 P.M. with 13 on board and asked that a boat should come out to land them. Two of the life-boat crew put out in a rowing boat and brought them ashore in six trips. - Rewards, £1 10s.

(See Margate, "Accounts of Services by Life-boats," page 83.)

MONTROSE, ANGUS. About 3 in the afternoon of the 13th June, 1940, two soldiers, members of a bathing party, got into difficulties one mile east of the harbour entrance. The weather was fine, the tide low, and there was a light wind with no sea. A motor boat, manned by the life-boat coxswain and another man, at once put out, but the soldiers were drowned before the boat could reach them. - Rewards, £1 5s., and 2s. for fuel used.

HASTINGS, SUSSEX. At 4.25 in the morning of the 20th June, 1940, a British aeroplane came down in the sea about three-quarters

of a mile from Hastings Pier. The sea was calm and the weather clear. Police and others went out in three boats and rescued the five men of the crew a few minutes before the aeroplane sank. - Rewards, £2 10s.

(See Hastings, "Accounts of Services by Life-boats," page 86.)

SEATON, DEVON. About 2.30 in the afternoon of the 20th June, 1940, a Fairey Battle aeroplane crashed into the sea about one and a half miles south of the River Axe. The weather was fine, with a choppy sea. Three fishermen rowed quickly to the spot and rescued two airmen. The third had been jammed in the fuselage and had gone down with the aeroplane, which had sunk within a few minutes of crashing. - Rewards, £2 5s.

DUNBAR, EAST LoTHIAN. At half past ten on the morning of the 22nd June, 1940, the coastguard reported the naval patrol vessel *Catronia* at anchor a mile off the harbour, with engines broken down. Three men put off in the Institution's dinghy. They found that the vessel was awaiting another patrol vessel to tow her in. - Rewards, 15s.

PORTRUSH, Co. ANTRIM. About 6.45 in the evening of the 23rd June, 1940, information was received that a bather was in difficulties. A moderate W. wind was blowing, with a rough sea. Four men put out in a motor boat, but the bather was drowned before it could reach him. - Rewards, £2, and 8s. for fuel used.

AUGUST MEETING

LANNERCOMBE, SALCOMBE, DEVON. About 7.30 in the evening of the 9th July, 1940, the Latvian steamer *Talvaldis* was attacked by enemy aeroplanes off Start Point. The weather was moderate. The Salcombe motor life-boat was called out, but a Lannercombe motor boat was also sent out, as the steamer was sinking fast. The motor boat, which was manned by three men, arrived before the life-boat and rescued six men from a raft. She then stood by a water-logged boat containing six men until the life-boat arrived and rescued them. All twelve men were taken into the life-boat, which then towed the motor boat back to Lannercombe. One member of the steamer's crew had been killed. - Rewards, £1 10s., and 6s. for fuel used. The master of the steamer had given the three men £1 each.

(See Salcombe, "Accounts of Services by Life-boats," page 88.)

WHITBY, YORKSHIRE. On the 9th July, 1940, several boats put out to fish. All had returned by noon except the coble *Ramlah* and the boat *Eileen*. In the afternoon a strong S.W. off-shore wind got up, with a rough sea and thunder showers, and the two boats were seen about 3 in the afternoon three miles off, showing a distress signal. As the life-boat was under overhaul the motor coble *Margaret* put out, with a crew of three.

She found that the engines of both boats had broken down and towed them in.- Rewards, £1 17s. 6d., and 6s. for fuel used.

BALLYCOTTON, CO. CORK. At 6.20 in the evening of the 10th July, 1940, a sailing punt was capsized in Ballycotton Bay by a heavy squall, and a fisherman, on board, and five visitors, four women and a man, were thrown into the sea. A very strong northerly wind was blowing, with rain and hail. The second-coxswain of the life-boat, John L. Walsh, put out at once, with three other men, in a motor fishing boat, and rescued all six people. - Rewards, a letter of appreciation to Second-coxswain Walsh., whose prompt action prevented the loss of life, £2 10s., and 2s. 6d. for fuel used.

RHYL, FLINTSHIRE. On the evening of the 15th July, 1940, two boys, Gwilym Hughes and Ronald Robinson, both about fifteen years old, went out in a home-made canoe of laths and canvas. The weather was fine, and they drifted out to sea on the ebb tide. They were about half a mile off the pier when, shortly after nine o'clock, the auxiliary coastguard on the pier was told by the police that the boys' canoe appeared to have capsized. He kept them under observation. At 9.15 he thought the boys were in danger, but five minutes later he changed his opinion and came to the conclusion that they were in no difficulty.

Meanwhile at 9.15 someone had rung up Mr. Ernest Jones, the honorary secretary of the life-boat station, to tell him that a boat with boys in it was in distress and was drifting out to sea. He immediately rang up the auxiliary coastguard on the pier and spoke to him and police officers. As the result of this conversation he came to the conclusion, at 9.25, that the boys were in danger, and he immediately instructed the life-boat coxswain, who was at the life-boathouse, to charter a motor boat from Voryd harbour. He did this, instead of ordering a life-boat launch, as he was certain that an ordinary boat would get out to the boys much more quickly than the life-boat, in view of the time needed to assemble the life-boat's crew and launchers, under war-time conditions, when the firing of maroons was forbidden.

It was at 9.25 that Mr. Jones decided to send out help. At 9.35 a motor boat, manned by the coxswain and five men, left the harbour. At 9.45 it had arrived off the pier. About five minutes later it found one of the two boys and rescued him. The other could not be found.

There was very strong feeling in Rhyl about the accident and a protest was sent to the Institution that the life-boat had not been launched. The district inspector was sent down and made a full enquiry. He came to the conclusion that no blame attached to the life-boat station, that Mr. Ernest Jones, the honorary secretary, took the right action in sending out the motor boat instead of the life-boat, and that had he taken any other course both boys instead of only the one boy would have been drowned.

Letters were sent to the president of the

Rhyl branch, and to Mr. E. Jones, expressing the Committee of Management's approval of the action which he had taken, and letters expressing this opinion were sent to the fathers of the two boys and to the *Rhyl Journal*. - Rewards, including 6s. for fuel used, £3 8s. 6d.

LLANDUDNO, CAERNARVONSHIRE. At about noon on the 18th July, 1940, the life-boat coxswain saw an R.A.F. machine fall into the sea near Little Ormes Head. A strong breeze was blowing, with a moderately rough sea. The coxswain at once sent out two of his motor launches, which were afloat, as this was quicker than calling out the life-boat. They were manned by the coxswain himself and four other men. They found the pilot fastened to a parachute, and dead. - Rewards, £2 10s., and 16s. for fuel used.

CEMAES, ANGLESEY. On 21st July, 1940, three men and a little boy put out in the yacht *Eryl* for a sail. The engine was out of order. The three men were without experience in boat sailing. In the evening the boat was seen being carried helplessly eastward by a strong flood tide. A S.W. breeze was blowing, with a choppy sea. Four men, including two ex-officers of the Cemaes life-boat, put out in a motor boat at about 9.15 in the evening, found the yacht east of Porthwen and towed her to Cemaes at 11.30. - Rewards, £4, and 10s. for fuel used.

LLANDUDNO, CAERNARVONSHIRE. About 11.30 in the morning of the 23rd July, 1940, the Ormes Head coastguard reported that two people were in difficulties at Pigeons Cave. The weather was fine. The life-boat coxswain and another man put out in a motor boat and brought them ashore.- Rewards, 10s., and 3s. for fuel used.

NEW QUAY, CARDIGANSHIRE. At 11.38 in the morning of the 1st August, 1940, information was received from the coastguard that an aeroplane had come down in the sea thirteen miles N.W. of New Quay Head. A very light wind was blowing, with a calm sea, and it was decided to send out a motor boat instead of the pulling and sailing life-boat. She was manned by the life-boat coxswain and three other men. She was launched at 12.10 P.M. and did not return until 5.30 P.M. She had found nothing, but other boats, including the Aberystwyth life-boat, took part in the search, and four airmen, two alive and two dead, were picked up. - Rewards, £2 10s., and 12s. 6d. for fuel used.

(See Aberystwyth, "Accounts of Services by Life-boats," page 93.)

SEPTEMBER MEETING

RATHCOURSEY, CO. CORK. While sailing a racing dinghy on the morning of the 23rd July, 1940, a boy and girl were capsized in East Ferry Inlet, Queenstown Harbour. A squally S.W. wind was blowing against the strongly ebbing tide. The accident was seen by Mr. H. Richins, ex-trooper of the Life-Guards, who promptly put out in a rowing

boat and rescued the boy and girl, who were both exhausted. - Rewards, £1.

HAISBOROUGH, NORFOLK. About 3.30 in the morning of the 26th July, 1940, an aeroplane crashed into the sea off Haisborough Gap. The Cromer life-boat and a motor boat both put out to the rescue. The motor boat was manned by two brothers and an R.A.F. officer. They found nothing but wreckage, and then, as the tide ebbed, the dead airmen were found among the wreckage. - Rewards, £1 and 2s. for fuel used.

(See Cromer, "Accounts of Services by Life-boats," page 92.)

FOLKESTONE, KENT. About 4 in the afternoon of the 31st July, 1940, a British aeroplane was seen to fall in flames during an air battle, one hundred yards east of the Victoria Pier. Four men in a motor boat searched for about an hour, but the aeroplane had been burnt out and her crew with her. - Rewards, £1 10s. and 2s. 6d. for fuel used.

BERNERA, ISLE OF LEWIS. Early in the afternoon of the 1st August, 1940, a coast-watcher reported having seen what appeared to be a ship's boat about three miles from the Flannan Isles, and four men put out in a motor boat at 2 o'clock. A fresh S.W. breeze was blowing, with a moderate sea. The four men searched throughout the night, but found nothing, and returned at 8 A.M. the following morning. They had been out for eighteen hours. - Rewards, £6, £1 for use of the boat and £1 10s. for fuel used.

ABERYSTWYTH, CARDIGANSHIRE. At 9.30 in the morning of the 1st August, 1940, the coastguard asked the owner of the motor boat *Emerald Star* to go out to a spot where aircraft were searching for survivors of an aeroplane down in the sea. The weather was fine and the sea smooth. Three men put out in the motor boat. They picked up one airman alive, then another unconscious who could not be revived, and then a third who was very exhausted and whom, with much difficulty, they rescued from a rubber boat. A motor boat from New Quay also went out, and the Aberystwyth life-boat picked up the body of the fourth member of the aeroplane's crew. - Rewards, £3 7s. 6d.

(See Aberystwyth, "Accounts of Services by Life-boats," page 93.)

SHERINGHAM, NORFOLK. At 4.36 in the afternoon of the 7th August, 1940, the Sheringham motor life-boat was called out to an R.A.F. bomber which was down in the sea about six miles N. by W. of Sheringham. The sea was smooth, with a light easterly wind, but it was low water, and as there might be difficulty in getting the life-boat away quickly, a motor boat, with a crew of seven men, also put out. However, the services of neither were needed, as the bomber's crew, of three men were picked up by a trawler. - Rewards, £6 13s. and 10s. for fuel used.

(See Sheringham, "Accounts of Services by Life-boats," page 98.)

ALDEBURGH, SUFFOLK. On the morning Of the 11th August, 1940, while the No. 1 life-boat was under overhaul, and the No. 2 life-boat out on service, a message came that an aeroplane was down in the sea five miles from Shingle Street look-out. A strong N.W. breeze was blowing, with a rough sea. The naval authorities asked that a motor boat might be sent to the rescue, and the *Peggy*, with a crew of four, put out at 12.45 in the afternoon. She searched, but without success, until an R.A.F. speed boat arrived and took over the search. The *Peggy* then returned, arriving at 3.30. - Rewards, £2 and 5s. for fuel used.

KILCUMMIN, Co. MAYO. The Swedish motor ship Canton was torpedoed in the Atlantic, on the 9th August, 1940, seventy miles N.W. of Ireland, while bound from Calcutta to Liverpool. She had a crew of thirty-two. One of her boats, with sixteen men in it, arrived near Kilcummin at 10 in the morning of the 11th August. A north-west wind was blowing at almost gale force; there was a very heavy sea; and the boat was in danger of being wrecked. Eight men put out in a rowing boat and, at great risk to themselves, brought the Canton's boat through the dangerous currents to safety. - Rewards, £8.

SCARBOROUGH, YORKSHIRE. At 2.15 in the morning of the 13th August, 1940, the coastguard reported that distress signals had been seen from an aeroplane on the sea about six miles N.E. of Scarborough. The weather was fine and the sea calm. To save time it was decided to send out a motor boat, instead of the life-boat, and the life-boat's coxswain and motor-mechanic put off in the latter's boat. They searched for four hours, but found nothing. - Rewards, £2 and 7s. 6d. for fuel used.

PORTLAND, DORSET. A fierce air battle took place over the Weymouth and Portland district about mid-day on the 13th August, 1940, and several aeroplanes fell into the sea. The Weymouth life-boat was out searching for airmen for seven hours. One man had been reported swimming off Osmington, and at 1.30 in the afternoon the coastguard asked Mr. Miller, of Osmington, to go out in his motor boat to help in the search. He returned about 3.30 and reported that the airman had been picked up by a naval vessel. - Rewards, 12s. 6d. and 2s. 6d. for fuel used.

(See Weymouth, "Accounts of Services by Life-boats," page 94.)

PORTLAND, DORSET. At 5.30 in the afternoon of the 15th August, 1940, there was an air battle west of Weymouth, and at 9.30 that evening it was reported that cries for help had been heard from the rocks between Blackmor and Portland Bill. Three fishermen put out from Fortuneswell, but found nothing and returned at 12.15 next morning. A search of the cliffs by the coastguard was also without results. - Rewards, £3.

FOLKESTONE, KENT. At 11.30 in the morning of the 15th August, 1940, there was

an air battle over Folkestone, and several aeroplanes were reported down in the sea. Naval vessels put out, as also did two motor fishing boats from Folkestone, and a rowing boat from Sandgate. They had ten men on board. The naval vessels picked up two airmen, and the three boats were not needed. - Rewards, £3 15s. and 10s. for fuel used.

BONCHURCH, ISLE OF WIGHT. At 5.19 in the afternoon of the 16th August, 1940, the coastguard saw a man in a parachute over Sandown drifting seaward. Naval speed boats and a flying boat went out, and Mr. Gould, of Bonchurch, put off in his motor boat with another man. Mr. Gould found nothing and returned, but when he heard that a man had been seen swimming he went out a second time. Finally returning at 8.30 without having found anything. - Rewards, £1.

PORTRUSH, Co. ANTRIM. On 16th August, 1940, two motor boats, with nine men on board, took part with the life-boat in an unsuccessful search for eight survivors from a Swedish vessel who were reported adrift on a raft. - Rewards, £5 12s. 6d. and £1 17s. 6d. for fuel used.

(See Portrush, "Accounts of Services by Life-boats," page 99.)

VENTNOR, ISLE OF WIGHT. About 2.30 in the afternoon of the 18th August, 1940, aeroplanes were reported to be down off Dunnose Head. The Bembridge life-boat put out to their help and various other vessels, including private boats owned by Messrs. Spencers, of Ventnor, and Mr. Gould, of Bonchurch. Messrs. Spencers sent out two boats, which rescued a German pilot. Mr. Gould made two trips, but found nothing. - Rewards, Messrs. Spencers, £2 ; Mr. Gould, £1 5s.

(See Bembridge, "Accounts of Services by Life-boats," page 100.)

WATCHET, SOMERSET. About 8.30 in the evening of the 18th August, 1940, information was received at the life-boat station that four soldiers were marooned on the cliffs near their camp at St. Audries Bay, and four men were sent out in a shore-boat as more suitable than the life-boat. A naval patrol boat towed her up channel and the men closely examined the shore, but they could see nobody. They returned at 10.30 P.M. - Rewards, £2 5s.

PORTHDINLLAEN, CAERNARVONSHIRE. About 2.15 in the afternoon of the 19th August, 1940, the life-boat coxswain, who was at the boathouse, had his attention called to the sailing dinghy *Redskin*, which had capsized in the bay about a mile away. A moderate northerly wind was blowing, with a choppy sea. With the second coxswain and another man, he at once put off in a rowing boat, and rescued three people, who were clinging to the upturned dinghy. - Rewards, £1 10s.

BONCHURCH, ISLE OF WIGHT. On the afternoon of the 24th August, 1940, a

German airman came down by parachute in the sea about a mile and a half off Luccombe. Mr. Gould, of Bonchurch, put out with another man in a motor boat, but failed to reach the airman who was being driven along in the water by the wind. He was rescued by a naval launch. Two rowing boats put out, manned by soldiers, and Mr. Gould towed them into Shanklin. - Rewards, £1.

HERNE BAY, KENT. About 4 in the afternoon of the 24th August, 1940, an explosion was heard to the north of Reculver and a few minutes later a man was seen coming down by parachute. A motor boat, manned by three men, put out from Herne Bay and picked up a German airman. - Rewards, £1 2s. 6d. and 2s. 6d. for fuel used.

(See Margate, "Accounts of Services by Life-boats," page 100.)

HOLY ISLAND, NORTHUMBERLAND. At 2.25 in the afternoon of the 25th August, 1940, the coastguard saw a sailing boat capsize in the narrows about half a mile from the Island. He telephoned Mr. R. Kyle, who, with three other men, ran down to the shore and put out in a rowing boat. A strong westerly wind was blowing. The four men found two young men clinging to the upturned boat, and but for the promptitude of their rescuers they would almost certainly have lost their lives. - Rewards, £1 10s.

PORTRUSH, Co. ANTRIM. At 4.16 in the afternoon of the 28th August, 1940, the coastguard reported a small boat in difficulties near the Carr Rocks, with the people on board waving for help. A moderate westerly wind was blowing, with a moderate sea. A coastguard and other men put out in a motor boat and towed this boat, and another boat, into Portrush harbour. - Reward, a letter of thanks.

CASTLETOWN, ISLE OF MAN. At 7.45 in the evening of the 29th August, 1940, the Castletown coastguard reported a small motor boat in difficulties in Castletown bay. The motor had broken down and the boat, with four boys aboard, was being carried out to sea. A strong westerly wind was blowing, with a rough tideway. Two men put off at once in a motor yacht, and brought in the boys and their boat. - Rewards, £1.

LLANDUDNO, CAERNARVONSHIRE. About 3 in the afternoon of the 31st August, 1940, the life-boat coxswain was told that signals of distress were being shown by two rowing boats, which had been caught in a strong S.W. wind, with a moderate sea running. Three life-boatmen put off at once in a motor launch and brought in the two boats. There were two people in each boat, all very exhausted. - Rewards, £1 2s. 6d. and 2s. 6d. for fuel used.

OCTOBER MEETING

FOLKESTONE, KENT. About mid-day on the 26th August, 1940, an aeroplane was seen down in the sea a mile from Copt Point,

and three men put out in a rowing boat and succeeded in rescuing one German airman, who was transferred to a motor torpedo boat which had come out from Dover. - Rewards, £1 2s. 6d.

HERNE BAY, KENT. Shortly after mid-day on the 26th August, 1940, aeroplanes were seen to crash off Reculver and Herne Bay, and three parachutes to be coming down. About four in the afternoon another aeroplane crashed off Herne Bay, and another man came down in the sea by parachute. Five men from Herne Bay put out in three motor boats and a rowing boat and rescued three British and two German airmen. - Rewards, £2 15s. and 7s. 6d. for fuel used.

HERNE BAY, KENT. About 1.30 in the afternoon of the 31st August, 1940, an aeroplane was seen to crash, and a parachute to descend, one mile N.E. of Reculver. The sea was smooth, with a light wind. A boatman at once launched his motor boat and made an unsuccessful search. Margate life-boat also put out but found nothing. - Rewards, 7s. 6d. and 2s. 6d. for fuel used.

(See Margate, "Accounts of Services by Life-boats," page 101.)

HERNE BAY, KENT. At 10.10 in the morning of the 3rd September, 1940, a parachute was seen coming down about seven miles N.E. of Reculver. The weather was fair. Four men put out in a motor boat. Then, about 10.45, an aeroplane was seen to crash one and a half miles N.W. of Reculver, and two airmen to bale out. The boat, making for the first parachutist, was close by and rescued two German airmen. The Margate life-boat had also put out, and she rescued the man in the first parachute. - Rewards, £1 10s. and 2s. 6d. for fuel used.

(See Margate, "Accounts of Services by Life-boats," page 102.)

HERNE BAY, KENT. At 3.30 in the afternoon of the 5th September, 1940, an aeroplane which was being chased by British aircraft was seen to crash 200 yards west of Margate Hook Beacon. The weather was fair. Three men went out in a motor boat, but only found oil coming to the surface. Margate life-boat also went out and picked up some wreckage. - Rewards, £1 2s. 6d. and 2s. 6d. for fuel used.

(See Margate, "Accounts of Services by Life-boats," page 102.)

LYTHAM - ST. ANNE'S, LANCASHIRE. At 2 in the afternoon of the 5th September, 1940, a soldier telephoned from the Custom House, Lytham, that a sailing canoe had capsized in the channel. The life-boat and her crew were at a shipyard and the news was passed on to them. The coxswain and another life-boatman at once ran to see where the accident was, while the second-coxswain and other life-boatmen put out in the boarding boat. They found the canoe, which had righted itself. There was no one in her, but a short distance away they picked up a woman. She was unconscious and all efforts failed to

revive her. She was brought in, and then the coxswain took out the boarding boat again and brought in the canoe, but he could not find the body of a man who had also been in the canoe. - Rewards, a letter of thanks.

HERNE BAY, KENT. At 5.20 in the evening of the 7th September, 1940, an aeroplane was seen to crash about one mile north of Reculver. The weather was fair. Two men put out in a motor boat, but found only wreckage. The Margate life-boat was also out and rescued a German airman. - Rewards, 15s. and 2s. 6d. for fuel used.

(See Margate, "Accounts of Services by Life-boats," page 103.)

PORTAFERRY, Co. DOWN. About 6 in the evening of the 7th September, 1940, the *Valkyrie*, a yacht of the Snipe class, with a crew of three aboard, was seen trying to beat up against a N.N.W. wind of almost gale force and a strong tide. She failed and was carried out of Strangford Lough. Two men put off in a motor boat, but when outside the bar they saw her three miles out, drifting south. Not having enough petrol to overtake her they returned and reported to the coastguard. The Cloughie life-boat was then launched, but the *Valkyrie* made Kil-lough unaided. - Rewards, £1 10s. and 13s. for fuel used.

(See Cloughie, "Accounts of Services by Life-boats," page 106.)

TENBY, PEMBROKESHIRE. About 5 in the evening of the 15th September, 1940, two men were out fishing in the sailing boat *Sunflower*. A squally N.W. wind was blowing, and she capsized. A man was sent out in a motor boat to the rescue, but failed to find the *Sunflower*. The accident, however, had been seen by another man, who was close by in his sailing boat, with a party. He went into the sea and at some risk and difficulty succeeded in getting one of the two men of the *Sunflower* into his boat. The man was unconscious and all efforts to revive him failed. The other man was not found. - Rewards, £1 10s. and 4s. for fuel used.

BRANCASTER, NORFOLK. About 1.30 in the morning of the 17th September, 1940, the coastguard reported that a man in a parachute had been seen over Tichwell Marshes, driving towards the sea, and that the parachute had fallen into the sea some 300 yards from the shore. The telephone wires had been damaged by barrage balloons which had broken adrift, and this caused delay, but at four o'clock two men put out in a motor boat from Brancaster Staithes. They searched from four to eight o'clock, but found nothing, and it was learned later that what had been hanging from the parachute was not a man but an explosive canister. - Rewards, £1 5s. and 5s. for fuel used.

NEW QUAY, CARDIGANSHIRE. About 4 in the afternoon of the 18th September, 1940, the open sailing boat *Wennol* capsized, when lobster-fishing about a mile and a half west of New Quay Head, throwing her crew of

two men into the sea. A strong westerly breeze was blowing, with a heavy sea. Three men put out to the rescue in the motor boat *Elgan*, but the two men swam ashore and climbed the cliffs. The *Elgan* then tried to save the *Wennol* but was unable to do it, and the *Wennol* was eventually washed ashore badly damaged. - Rewards, £1 2s. 6d. and 2s. 6d. for fuel used.

NOVEMBER MEETING

MARGATE, KENT. About eight, in the morning of 12th June, 1940, two men and a boy, who were out fishing in a motor boat near the East Margate buoy, saw two aeroplanes fighting seven miles to the N.E., and one of the aeroplanes diving into the sea. They hauled in their gear at once and went to the rescue. After searching for two hours they picked up two German airmen and landed them at Margate. - Rewards, £2 for loss of fishing and 10s. for fuel used.

TREE, ARGYLLSHIRE. About 8.50 in the morning of the 12th August, 1940, a ship's boat was sighted off Hough Skerries. A south-westerly breeze was blowing, with a heavy swell. Six men put out in a motor boat, picked up the ship's boat, three miles off shore, with no one on board, and brought her in. - Rewards, £2 10s.

MARGATE, KENT. On the morning of the 12th August, 1940, the minesweepers *Pyrope* and *Tamarisk* were attacked by German aeroplanes and sank. Two men out fishing in a motor boat, about a mile west of East Margate Buoy, saw the action some three miles to the north east of them. After the attackers had left, the fishing boat hauled her gear and went to the spot. Margate life-boat had been launched, and rescued twenty-seven survivors, and the motor boat only picked up one man and put him on board the life-boat. - Rewards, £1 5s. for loss of fishing and 5s. for fuel used.

(See Margate, "Accounts of Services by Life-boats," page 94.)

ROSSCARBERY, CO. CORK. At 1.45 in the afternoon of the 21st August, 1940, four young men put out in a small rowing boat for pleasure. When they were about half a mile from the pier a very strong northerly wind sprang up. They tried to get back and broke two oars. Their boat drifted helplessly out to sea. Four men put out in a boat and reached the drifting boat when she was nearing the rocks off Galley Head. At considerable risk in the rough sea they towed her to the beach, as it was impossible to get back to Rosscarbery. - Rewards, £3.

HAYLING ISLAND, HAMPSHIRE. About 6.30 in the morning of the 27th August, 1940, two men, father and son, were out in the Emsworth Channel, in a motor fishing boat, when they saw an airman floating near the Thorney side. They picked him up, and while one man gave him artificial respiration the other continued to search for other airmen about the entrance to Chichester Harbour.

He could see nothing, so the two men landed the rescued airman at Sandy Point, and he was taken to hospital, while a naval officer continued the search in a motor boat. - Rewards, £1 10s. and 2s. 6d. for fuel used. The rewards were given back to the Institution.

MARGATE, KENT. Just before 1 in the afternoon of the 28th August, 1940, an aeroplane fell into the sea two miles north of Foreness Point. The Margate life-boat went out, but two men who were fishing in a motor boat, two miles N.E. of Longnose Buoy, had seen the crash. They buoyed their gear, went to the aeroplane, which was some fifty yards away, picked up two sur-

- Rewards, £1 5s. for loss of fishing and 2s. 6d. for fuel used.

(See Margate, "Accounts of Services by Life-boats," page 98.)

MARGATE, KENT. About 9 in the morning of the 31st August, 1940, a German aeroplane dived into the sea some four miles north-east of Margate jetty. Two men on their way to the fishing grounds in a motor boat picked up one survivor and landed him at Margate. - Rewards, £1 5s. for loss of fishing and 3s. for fuel used.

ILFRACOMBE, DEVON. About 11 in the morning of the 5th September, 1940, a man got into difficulties on Haggington Cliffs, Hele Bay. The weather was fair. Gwyn H. Cornish, a boy of fifteen, was out in the bay in his small dinghy when he saw the man's plight and signalled to another man to go to the coastguard station for help. After a coastguard had got down to the trapped man and lowered him to the beach, Cornish took his boat in through the rocks, got the man on board and then put him ashore at an accessible spot. Cornish was reported to have given similar help on other occasions. - Reward, a framed letter of thanks.

HERNE BAY, KENT. About mid-day on the 15th September, 1940, a German aeroplane crashed into the sea about three miles N.E. of Whitstable pier. Four men in two motor boats put out from Herne Bay, but found nothing. - Rewards, £1 10s. and 5s. for fuel used.

FOLKESTONE, KENT. Shortly before ten in the morning of the 23rd September, 1940, a German aeroplane came down in the sea about half-way between the pier of the Southern Railway and Copt Point. Two men in a fishing boat, which was near, went at once to the rescue, and an army officer and a lance-corporal jumped into the sea from Folkestone pier, and swam to the aeroplane. The lance-corporal reached it first, found that the pilot was badly wounded, and helped him into the fishing boat which had now arrived. - Rewards, 15s. and 2s. 6d. for fuel used.

FRESHWATER, ISLE OF WIGHT. On the afternoon of the 24th September, 1940, a

German aeroplane came down in the sea off Black Wood Point. A man put off in his motor boat and searched for survivors, but found only a patch of oil. - Rewards, 10s.

FOLKESTONE, KENT. About 12.30 in the afternoon of 27th September, 1940, a British aeroplane was reported to be down in the sea 300 yards east of the pier of the Southern Railway. The pilot of another aeroplane had seen it, and landed on the beach. He at once joined six men who were preparing to launch two boats. One of the boats found the pilot, but he was dead. - Rewards, £2 5s.

HASTINGS, SUSSEX. While on their way to the fishing grounds in Rye Bay about 9 in the morning of the 27th September, 1940, two men in a motor boat saw a patch of smoke some distance away. The weather was fair. They went to investigate and at about 10.45 found a German airman. They picked him up and brought him ashore. - Rewards, 15s., £3 for loss of fishing and. 10s. for fuel used.

HELMSDALE, SUTHERLAND. About 5.15 in the evening of 2nd October, 1940, a British aeroplane was seen to crash into the sea and sink, and the coastguard asked a boatman to go out to the rescue. The tide was low, and the man's motor boat was aground, but he and four other men with some difficulty got her afloat, found a rubber dinghy three miles out., and rescued an airman from it. He was unhurt, but wet, through, and they supplied him with dry clothes. - Rewards. £5 and 2s. 6d. for fuel used.

BONCHURCH, ISLE OF WIGHT. About 11 at night on the 11th October, 1940, the Admiralty trawler *Warwick Deeping* was in distress some two miles south of St. Catherine's Point after being attacked from the air. Two men put out in a motor boat and found that the crew of the trawler, twenty-five in number, had got away in the ship's boat and a Carley float. The two men picked them up and brought them ashore. They also brought in the ship's boat, the float, a Lewis gun and rifles and handed them to the naval authorities. The Bembridge life-boat was also launched. - Rewards, £5.

(See Bembridge, "Accounts of Services by Life-boats," page 114.)

DECEMBER MEETING

DUNGENESS, KENT. About 11.30 in the morning of the 26th September, 1940, an R.A.F. pilot baled out from his aeroplane and came down in the sea five miles S.W. by W. of Galloways. The weather was moderate. Four men in two motor boats, who were out fishing, went at once to his rescue. One boat picked up the airman, but her propeller was fouled and the other boat took her in tow. The men ran some risk of air-attack. - Rewards, £2, £3 for loss of fishing and 5s. for fuel used.

WARRENPOINT, CO. DOWN. About noon on the 20th October, 1940, a coast preventive

officer engaged two boatmen, father and son, to take him out, in their pulling boat, to a steamer some three hundred yards from the jetty at Warrenpoint. They tied the boat to the steamer, and the officer and elder boatman went aboard her. When they got back into the boat, they were unable to release her from the steamer, which was now travelling at half speed, and she capsized, throwing the three men into the sea. After some time the son succeeded in getting to the boat, and the other two managed to keep afloat, by holding on to an oar and some wood. Fortunately the sea was calm. A boatman on the jetty put out alone in his rowing boat. He found the officer and older boatman exhausted and only half conscious. Unaided, with great difficulty and at great risk of capsizing his boat, he got them both into her and then picked up the young man. - Rewards, £1.

KILLYBEGS, CO. DONEGAL. In the early morning of 29th October, 1940, the motor fishing boat *Orient Star* was homeward bound for Killybegs. She had a crew of seven. A strong S.E. gale was blowing, with a rough sea. About two o'clock her engine failed. The men tried to anchor, but the anchor would not hold, and the boat was carried towards the cliffs of Carrigan Head. They made signals of distress, and five men put out in a motor fishing boat *Naomh Colum*. She shipped heavy seas and, at considerable risk to themselves, the five men succeeded in rescuing the crew of the *Orient Star* before she foundered. - Rewards, £5 and 5s. for fuel used.

CAPE CLEAR, CO. CORK. About 5.30 in the morning of 5th November, 1940, the steam trawler *Rendlesham*, of Lowestoft, struck a submerged rock on the N.W. point of Cape Clear Island. She had a crew of eleven men, and was loaded with fish. A moderate S.W. wind was blowing, but the sea was very rough. Where the *Rendlesham* struck was about a mile from the harbour. The news of the wreck reached Cape Clear about eight o'clock in the morning, and thirteen men put out in a motor boat and two punts. By the time they arrived the trawler was submerged; six of her crew were drowned; and the other five were clinging, exhausted, to the mast and rigging. At risk to themselves in that rough sea, the men in the three boats rescued them, and then put them on board the Irish patrol boat *Fort Rannock*, which took them to Crookhaven. News of the wreck had reached the life-boat station at Baltimore still later, and by the time the life-boat arrived the men had been rescued. She brought back some of the rescuers from Crookhaven to Cape Clear. - Rewards, a framed letter of thanks to one of the rescuers, Mr. Kieran Cotter, a letter of thanks to another of the rescuers, the Rev. Father Patrick F. O'Donovan, C.C., £11 8s. and £5 for damage to boat, oars and line.

(See Baltimore, Accounts of Services by Life-boats," page 124.)

VENTNOR, ISLE OF WIGHT. About 2.30 in the afternoon of the 7th November, 1940,

a British aeroplane came down in the sea off Woody Point. Two boats put out, but they found only pieces of the aeroplane, which they brought ashore. - Rewards, £2.

HAYLING ISLAND, HAMPSHIRE. About 12.45 in the afternoon of the 10th November, 1940, two boys, between 10 and 12 years old, pushed a boat from the water's edge and got into her. They were boys who had been evacuated to Hayling Island from an inland town on account of air-raids and they had no experience of boats. There was only one sound oar in the boat. She got caught by the strong ebbing tide and drifted toward a sandbank at the entrance to Chichester harbour. A very heavy squall came up, and four fishermen, who had rowed under Hayling Island to get shelter from the squall, saw the boys, went to their help, and reached them just before their boat grounded. They took the boat in tow, but it needed all the men's efforts to row against the tide and the squall, and the boys would undoubtedly have been drowned but for their help. - Rewards, £3.

FOLKESTONE, KENT. About 9.30 A.M. on the 15th November, 1940, a German aeroplane came down in the sea one and a half miles S.E. of Copt Point. Two Folkestone fishing boats, one with a crew of four and the other with a crew of five, put out. All they found was a dead body. - Rewards, £4 10s. and 10s. for fuel used.

NEW BRIGHTON, CHESHIRE. At 2.30 in the afternoon of the 23rd November, 1940, the S.S. *Biafra*, lying off New Brighton, sounded a succession of blasts. The life-boat's boarding boat, manned by a whole and a part-time mechanic, put out. As they reached the *Biafra* one of the steamer's own boats was picking up a man in the water. He was unconscious. Another man was in the river, and the two boats searched but could not find him. The boarding boat then towed the ship's boat to the *Biafra*, and brought the unconscious man ashore. The two men had either fallen or jumped overboard. - Rewards, 5s. to part-time mechanic.