

Services by the Life-boats of the Institution and by Shore-boats during 1941

During the year life-boats were launched **747** times. Of these launches **481** 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

1941	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	71	221	2	1
February	88	248	8	17
March	90	132	3	1
April	77	131	9	11
May	53	27	7	2
June	41	24	5	10
July	39	71	3	10
August	50	152	7	
September	59	46	6	36
October	74	140	5	3
November	71	91	6	20
December	34	34	3	8
Totals	747	1317	64	128

In August of this year the first of the auxiliary rescue-boat stations was opened at Killybegs in Eire, but no service was done by an auxiliary rescue-boat until 1942.

Thirty-seven Medals for Gallantry

WALTON AND FRINTON, ESSEX

On the 19th January, 1941, the Walton and Frinton life-boat rescued the crew of three of the sailing barge *Martha*, of Rochester.

COXSWAIN THOMAS H. BLOOM was awarded the bronze medal.

MOTOR MECHANIC THOMAS C. BROOKE was awarded the bronze medal.

NEWCASTLE, CO. DOWN

On the 19th January, 1941, the Newcastle life-boat gave help to the motor vessel *Hoperidge*, of Newcastle-on-Tyne.

COXSWAIN PATRICK MURPHY was awarded the bronze medal.

THE MUMBLES, GLAMORGANSHIRE

On the 20th January, 1941, The Mumbles life-boat rescued the crew of ten of the S.S. *Cornish Rose*, of Liverpool.

COXSWAIN WILLIAM J. GAMMON was awarded the bronze medal.

MOTOR MECHANIC ROBERT T. WILLIAMS was awarded the bronze medal.

BALLYCOTTON, CO. CORK

On the 30th January, 1941, the Ballycotton life-boat rescued the eight survivors of the crew of the S.S. *Primrose*, of Liverpool.

COXSWAIN PATRICK SLINEY was awarded the bronze medal.

NEWCASTLE, CO. DOWN

On the 30th January, 1941, the Newcastle life-boat landed the crew of fourteen of the motor ship *Sandhill*, of Newcastle-upon-Tyne.

COXSWAIN PATRICK MURPHY was awarded a clasp to his bronze medal.

MOTOR MECHANIC ROBERT AGNEW was awarded the bronze medal.

THE HUMBER, YORKSHIRE

On the 27th February, 1941, the Humber life-boat rescued the crew of eight of the balloon ship *Thora*.

COXSWAIN ROBERT CROSS was awarded a clasp to his bronze medal.

DUNMORE EAST, CO. WATERFORD

On the 28th February, 1941, the Dunmore East life-boat rescued the crew of seven of the motor trawler *Ibis*.

SECOND COXSWAIN PATRICK POWER was awarded the bronze medal.

BOULMER, NORTHUMBERLAND

On the 27th March, 1941, the Boulmer life-boat rescued two men from the salvage vessel *Iron Axe*, who were aboard the S.S. *Somali* when she blew up.

COXSWAIN JAMES CAMPBELL was awarded the bronze medal.

FLEETWOOD, LANCASHIRE

On the 5th August, 1941, the Fleetwood life-boat rescued the crew of eight of the motor vessel *Stella Marie*, of Thorshavn.

COXSWAIN JEFFREY WRIGHT was awarded the silver medal.

MOTOR MECHANIC SYDNEY NORMAN HILL was awarded the silver medal.

CROMER, NORFOLK

On the 6th August, 1941, the Cromer life-boats rescued sixteen of the crew of the S.S. *Oxshott*, thirty-one of the crew of the S.S. *Gallois*, nineteen of the crew of the S.S. *Deerwood*, twenty-two of the crew of the S.S. *Paddy Hendly*, and eight of the crew of the S.S. *Taara*.

COXSWAIN HENRY G. BLOGG was awarded a second clasp to his gold medal.

SECOND COXSWAIN JOHN J. DAVIES, sen. was awarded the silver medal.

MOTOR MECHANIC HENRY W. DAVIES was awarded a second clasp to his bronze medal.

SECOND COXSWAIN LESLIE J. HARRISON was awarded a second clasp to his bronze medal.

MOTOR MECHANIC HAROLD V. LINDER was awarded the bronze medal.

GREAT YARMOUTH AND GORLESTON, NORFOLK

On the 6th August, 1941, the Great Yarmouth and Gorleston life-boat rescued the crew of twenty-three of the S.S. *Aberhill*, of Methil.

COXSWAIN CHARLES A. JOHNSON was awarded the silver medal.

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

CROMER, NORFOLK

On the 26th October, 1941, the Cromer life-boat rescued the forty-four survivors of the crew of the S.S. *English Trader*, of London.

COXSWAIN HENRY G. BLOGG was awarded a third clasp to his silver medal.

SECOND COXSWAIN JOHN J. DAVIES, sen. was awarded a third clasp to his bronze medal.

MOTOR MECHANIC HENRY W. DAVIES was awarded a third clasp to his bronze medal.

ASSISTANT MOTOR MECHANIC JAMES W. DAVIES was awarded a second clasp to his bronze medal.

BOWMAN WILLIAM T. DAVIES was awarded a clasp to his bronze medal.

LIFE-BOATMAN JOHN J. DAVIES, jun. was awarded a clasp to his bronze medal.

LIFE-BOATMAN SIDNEY C. HARRISON was awarded a clasp to his bronze medal.

SIGNALMAN EDWARD W. ALLEN was posthumously awarded a second clasp to his bronze medal.

SIGNALMAN HENRY T. DAVIES was awarded the bronze medal.

LIFE-BOATMAN WILLIAM H. DAVIES, was awarded the bronze medal.

LIFE-BOATMAN ROBERT C. DAVIES was awarded the bronze medal.

LIFE-BOATMAN JAMES R. DAVIES was awarded the bronze medal.

GREAT YARMOUTH AND GORLESTON, NORFOLK

On the 26th October, 1941, determined efforts were made by the Great Yarmouth and Gorleston life-boat to give help to the crew of the S.S. *English Trader*, of London.

COXSWAIN CHARLES A. JOHNSON was awarded a third clasp to his bronze medal.

SHERINGHAM, NORFOLK

On the 30th October, 1941, the Sheringham life-boat rescued fifteen of the crew of the S.S. *Eaglescliffe Hall*, of Montreal.

COXSWAIN JAMES E. DUMBLE was awarded the bronze medal.

SHOREHAM HARBOUR, SUSSEX

On the 16th November, 1941, the Shoreham Harbour life-boat rescued the crew of twenty-one of H.M. Minesweeper *President Briand*, and also the life-boat coxswain, who was on board as pilot.

SECOND COXSWAIN JAMES T. UPPERTON, acting as coxswain, was awarded the silver medal.

MOTOR MECHANIC HENRY PHILCOX was awarded the bronze medal.

RAMSEY, ISLE OF MAN

On the 20th November, 1941, the Ramsey life-boat rescued the crew of thirteen of the steam trawler *Strathairlie*, of Aberdeen.

COXSWAIN JOHN COMISH 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

1941	Time of Launching		Persons rescued from shipwreck
Jan. 3.	10.20 a.m.	A fishing boat of Arranmore. Arranmore life-boat escorted boat.	
" 6.	5.45 p.m.	Fishing boat <i>Sceptre</i> , of Scarborough. Scarborough life-boat saved boat and rescued - - - - -	3
" 10.	2.40 a.m.	Motor vessel <i>De Ruyter</i> , of Rotterdam. Holyhead life-boat stood by vessel.	
" 13.	3.30 p.m.	S.S. <i>Greyfriar</i> , of Newcastle. Skegness life-boat gave help.	
" 15.	10.10 a.m.	S.S. <i>Lieutenant Robert Mory</i> , of Belfast. Cromer No. 1 life-boat gave help and landed 19.	
" 15.	12.15 p.m.	S.S. <i>Faxfleet</i> , of Goole. Wells life-boat landed 7 and stood by vessel.	
" 15.	4.45 p.m.	Barge <i>Ferret</i> , of London. Southend-on-Sea life-boat stood by vessel.	
" 15.	10.20 p.m.	Steam trawler <i>Stalker</i> , of Grimsby. The Humber life-boat landed 11.	
" 18.	11.15 a.m.	A German aeroplane. Lerwick life-boat landed 10.	
" 18.	1.30 p.m.	Fishing fleet of Fraserburgh. Fraserburgh life-boat escorted boats.	
" 18.	2.30 p.m.	Fishing boats <i>Castlebrae</i> and <i>Kitty Mackay</i> , of Peterhead. Peterhead life-boat escorted boats.	
" 19.	2.5 a.m.	Barge <i>Martha</i> , of Rochester. Walton and Frinton life-boat -	3
" 19.	6.45 a.m.	Motor vessel <i>Hoperidge</i> , of Newcastle. Newcastle, Co. Down, life-boat stood by vessel and gave help.	
" 20.	5.30 a.m.	S.S. <i>Saint Kenneth</i> , of Dublin. Dun Laoghaire life-boat crew	11
" 20.	6.58 a.m.	S.S. <i>Cornish Rose</i> , of Liverpool. Mumbles life-boat - - - -	10
" 20.	11.5 a.m.	Schooner <i>Windermere</i> , of Dublin. Kingstown life-boat - - -	4
" 20.	1.27 p.m.	Motor ketch <i>Floretta</i> , of Chester. Holyhead life-boat - - -	3
" 21.	10.45 a.m.	Motor vessel <i>Empire Daffodil</i> , of Gt. Yarmouth. Aberdeen No. 1 life-boat escorted vessel.	
" 21.	2.45 p.m.	S.S. <i>Hoperidge</i> , of Newcastle. Newcastle, Co. Down, life-boat gave help.	
" 21.	10.50 p.m.	Steam trawler <i>Thomas Deas</i> , of Milford Haven. Port Askaig life-boat gave help.	
" 22.	11.25 a.m.	H.M. Tug <i>St. Syrus</i> . The Humber life-boat landed 10 and picked up a dead body.	
" 24.	1.45 p.m.	Motor fishing boat <i>Rosa</i> , of Montrose. Montrose No. 1 life-boat stood by boat.	
" 25.	8.40 a.m.	S.S. <i>Spey</i> , of Newcastle. Amble life-boat - - - - -	5
" 25.	3.34 p.m.	S.S. <i>Meriones</i> , of Liverpool. Cromer No. 1 life-boat - - - -	101
" 26.	8.30 a.m.	Steam trawler <i>Loddon</i> , of Lowestoft. Rosslare Harbour life-boat - - - - -	1
" 27.	11.15 a.m.	S.S. <i>Belgia</i> , of Gothenburg. Walton and Frinton life-boat gave help.	
" 27.	2.5 p.m.	Steam trawler <i>Loddon</i> , of Lowestoft. Rosslare Harbour life-boat - - - - -	8
" 28.	9.55 a.m.	S.S. <i>Sandenburgh</i> , of Rotterdam. Hartlepool life-boat landed 8.	
" 28.	12.30 p.m.	Motor vessel <i>Sandhill</i> , of Newcastle-on-Tyne. Newcastle, Co. Down, life-boat stood by vessel.	
" 29.	1.40 a.m.	S.S. <i>Alhena</i> , of Rotterdam. Cloughey life-boat - - - - -	29
" 29.	6.40 a.m.	S.S. <i>Eibergen</i> , of Rotterdam. Sunderland life-boat escorted vessel.	
" 29.	8.0 a.m.	S.S. <i>Alhena</i> , of Rotterdam. Donaghadee life-boat - - - -	15
" 29.	11.15 a.m.	S.S. <i>Belgia</i> , of Gothenburg. Walton and Frinton life-boat gave help.	
" 30.	6.15 a.m.	S.S. <i>Alhena</i> , of Rotterdam. Donaghadee life-boat gave help.	
" 30.	8.15 a.m.	S.S. <i>Alhena</i> , of Rotterdam. Cloughey life-boat gave help and rescued - - - - -	17
" 30.	9.30 a.m.	A naval vessel. Cloughey life-boat landed an injured man.	
" 30.	9.30 a.m.	Motor vessel <i>Sandhill</i> , of Newcastle-on-Tyne. Newcastle, Co. Down, life-boat landed 14.	
" 30.	10.20 a.m.	A raft, from S.S. <i>Beemsterdijk</i> , of Rotterdam. Dunmore East life-boat - - - - -	3

		Time of Launching		Persons rescued from shipwreck
1941	Jan. 30.	noon	S.S. <i>Belgia</i> , of Gothenburg. Walton and Frinton life-boat gave help.	
	" 30.	3.15 p.m.	S.S. <i>Primrose</i> , of Liverpool. Ballycotton life-boat - - - -	8
	" 31.	11.0 a.m.	Motor vessel <i>Sandhill</i> , of Newcastle-on-Tyne. Newcastle, Co. Down, life-boat gave help.	
	" 31.	11.25 a.m.	Barrage balloon carrier <i>Saturnus</i> . Douglas life-boat saved vessel.	
	" 31.	2.40 p.m.	S.S. <i>Athena</i> , of Rotterdam. Cloughey life-boat gave help.	
Feb.	1.	9.15 a.m.	S.S. <i>Belgia</i> , of Gothenburg. Walton and Frinton life-boat gave help.	
	" 1.	9.30 a.m.	S.S. <i>Athena</i> , of Rotterdam. Cloughey life-boat gave help.	
	" 1.	4.30 p.m.	S.S. <i>Kia</i> , of Estonia. St. Ives life-boat landed 10 and a dead body, also saved a ship's boat.	
	" 2.	midnight	S.S. <i>Heire</i> , of Oslo. Penlee life-boat stood by vessel.	
	" 5.	10.0 a.m.	S.S. <i>Politician</i> , of Liverpool. Barra Island life-boat - - - -	50
	" 6.	12.20 a.m.	S.S. <i>Empire Breeze</i> , of Sunderland. Amble life-boat - - - -	42
	" 6.	12.55 p.m.	S.S. <i>Baron Renfrew</i> , of Ardrossan. Tobermory life-boat gave help.	
	" 7.	9.40 p.m.	Motor vessel <i>Scottish Co-operator</i> , of Leith. Maryport life-boat gave help.	
	" 8.	6.0 a.m.	S.S. <i>Thala</i> , of London. Barra Island life-boat saved 3 boats and rescued - - - -	37
	" 8.	6.40 a.m.	S.S. <i>G. MacLaren</i> , of Cardiff. Port Askaig life-boat gave help.	
	" 8.	7.50 p.m.	Fishing boat <i>Thankful</i> , of Scarborough. Scarborough life-boat saved boat and rescued - - - -	4
	" 9.	noon	S.S. <i>Thala</i> , of London. Barra Island life-boat gave help.	
	" 9.	4.10 p.m.	A British aeroplane. Wick life-boat - - - -	1
	" 11.	11.12 p.m.	S.S. <i>Cantick Head</i> , of Leith. Fraserburgh life-boat took out a doctor.	
	" 12.	6.20 a.m.	A British aeroplane. Wick life-boat picked up a dead airman.	
	" 13.	3.50 p.m.	S.S. <i>Westcliffe Hall</i> , of Montreal. Whitby No. 1 life-boat gave help.	
	" 14.	11.35 a.m.	S.S. <i>Belgia</i> , of Gothenburg. Walton and Frinton life-boat landed a salvage party.	
	" 14.	1.30 p.m.	S.S. <i>Dromara</i> , of Belfast. Wick life-boat - - - -	13
	" 14.	10.5 p.m.	H.M. Tug <i>Attentif</i> . Aberdeen No. 1 life-boat gave help.	
	" 15.	7.30 a.m.	S.S. <i>Paris</i> , of London. Whitby No. 1 life-boat - - - -	22
	" 15.	11.20 a.m.	A British aeroplane. Skegness life-boat salvaged wreckage.	
	" 16.	8.30 a.m.	S.S. <i>Coryton</i> , of Cardiff. North Sunderland life-boat - - - -	12
	" 16.	9.30 a.m.	S.S. <i>Coryton</i> , of Cardiff. Holy Island life-boat - - - -	27
	" 18.	3.0 p.m.	S.S. <i>Casamance</i> , of Dunkirk. Redcar life-boat gave help.	
	" 18.	3.35 p.m.	Walton and Frinton life-boat disposed of a floating mine.	
	" 19.	12.10 p.m.	S.S. <i>Fulham II</i> , of London. Tynemouth life-boat - - - -	20
	" 20.	7.15 a.m.	S.S. <i>Fort Medine</i> , of Swansea. Mumbles life-boat saved 2 ship's boats.	
	" 20.	8.40 p.m.	Tenby life-boat rescued a soldier fallen over a cliff - - - -	1
	" 21.	1.45 a.m.	Fishing smack <i>Merite</i> . Peterhead life-boat gave help.	
	" 22.	11.35 a.m.	H.M. Minesweeper <i>Erimo</i> . Mumbles life-boat stood by vessel.	
	" 27.	noon	Fishing boat <i>Little Flower</i> , of Howth. Howth life-boat landed 3 men from Lambay Island.	
	" 27.	3.20 a.m.	S.S. <i>Venus</i> , of Rotterdam. The Humber life-boat gave help.	
	" 27.	6.30 a.m.	Barge <i>Martinet</i> , of Poole. Aldeburgh No. 2 life-boat - - - -	8
	" 27.	10.0 a.m.	S.S. <i>Dynamo</i> , of Hull. Gt. Yarmouth and Gorleston life-boat gave help.	3
	" 27.	12.45 p.m.	H.M. Trawler <i>Monimia</i> , of Peterhead. Peterhead life-boat stood by vessel.	
	" 27.	4.45 p.m.	H.M. Trawler <i>Francolin</i> . Great Yarmouth and Gorleston life-boat landed an injured man.	
	" 28.	5.5 a.m.	S.S. <i>Margaret Lockington</i> , of Dundalk. Newcastle, Co. Down, life-boat stood by vessel.	
	" 28.	6.0 a.m.	S.S. <i>Dynamo</i> , of Hull. Great Yarmouth and Gorleston life-boat gave help.	
	" 28.	11.15 a.m.	Motor trawler <i>Ibis</i> , of Ostende. Dunmore East life-boat - -	7
	" 28.	11.20 a.m.	Motor vessel <i>Cabenda</i> , of London. The Mumbles life-boat landed 11.	
	" 28.	5.50 p.m.	A rowing punt of Ringsend. Poolbeg life-boat saved punt and rescued - - - -	1
	" 28.	6.30 p.m.	S.S. <i>Dynamo</i> , of Hull. Great Yarmouth and Gorleston life-boat gave help.	

			Persons rescued from shipwreck
1941	Time of Launching		
Mar. 1.	9.15 a.m.	Motor trawler <i>Ibis</i> , of Ostende. Dunmore East life-boat gave help.	
" 2.	5.10 a.m.	Motor vessel <i>Houtman</i> , of Rotterdam. Plymouth life-boat landed 1 and gave help.	
" 8.	2.50 a.m.	A small boat from S.S. <i>Corduff</i> , of London. Cromer No. 1 life-boat - - - - -	13
" 8.	8.15 a.m.	S.S. <i>Kenton</i> , of Newcastle. Cromer No. 1 life-boat saved 2 boats.	
" 8.	2.45 p.m.	{ S.S. <i>Falkvik</i> , of Sweden. Penlee life-boat landed 1. S.S. <i>Margo</i> , of Cardiff. Penlee life-boat landed 4 and a dead body.	
" 9.	3.20 p.m.	S.S. <i>Flimston</i> , of London. Hartlepool life-boat - - - - -	38
" 11.	noon	S.S. <i>Flimston</i> , of London. Hartlepool life-boat gave help.	
" 11.	1.0 p.m.	S.S. <i>Kenton</i> , of Newcastle. Cromer No. 2 life-boat salvaged gear.	
" 13.	2.50 p.m.	S.S. <i>Essex Lance</i> , of London. Cromer No. 1 life-boat gave help.	
" 13.	6.45 p.m.	S.S. <i>Essex Lance</i> , of London. Great Yarmouth and Gorleston life-boat landed 2.	
" 13.	9.15 p.m.	S.S. <i>Ullapool</i> , of West Hartlepool. New Brighton No. 1 life-boat landed 14.	
" 13.	11.20 p.m.	Tug <i>Bulger</i> , of Leith. Cresswell pulling and sailing life-boat landed 12.	
" 14.	3.10 a.m.	S.S. <i>Empire Breeze</i> , of Sunderland. Cresswell pulling and sailing life-boat stood by vessel.	
" 14.	11.45 a.m.	S.S. <i>Essex Lance</i> , of London. Cromer No. 1 life-boat gave help.	
" 14.	noon	S.S. <i>Flimston</i> , of London. Hartlepool life-boat gave help.	
" 15.	12.30 p.m.	S.S. <i>Essex Lance</i> , of London. Cromer No. 1 life-boat gave help.	
" 15.	1.10 p.m.	{ S.S. <i>Empire Breeze</i> , of Sunderland. Cresswell pulling and sailing life-boat gave help.	
" 15.	10.15 p.m.	{ S.S. <i>Empire Breeze</i> , of Sunderland. Cresswell pulling and sailing life-boat gave help.	
" 16.	10.15 a.m.	S.S. <i>Essex Lance</i> , of London. Cromer No. 1 life-boat gave help.	
" 16.	10.15 p.m.	S.S. <i>Essex Lance</i> , of London. Cromer No. 1 life-boat gave help.	
" 16.	11.10 p.m.	Steam trawler <i>Thomas Booth</i> , of Milford. Rosslare Harbour life-boat gave help.	
" 18.	6.55 p.m.	S.S. <i>Iris</i> , of Amsterdam. Porthdinllaen life-boat landed 1.	
" 20.	7.40 p.m.	S.S. <i>Cieszyn</i> , of Gdynia. Coverack life-boat saved a boat and rescued - - - - -	27
" 22.	noon	S.S. <i>Flimston</i> , of London. Hartlepool life-boat gave help.	
" 23.	11.45 a.m.	S.S. <i>Flimston</i> , of London. Hartlepool life-boat gave help.	
" 25.	2.0 a.m.	A British aeroplane. Buckie life-boat picked up a dead body and wreckage.	
" 26.	12.35 a.m.	S.S. <i>Kentwood</i> , of London. Cromer No. 1 life-boat stood by vessel.	
" 26.	11.25 a.m.	An aeroplane. Appledore life-boat salvaged wreckage.	
" 26.	12.20 p.m.	An aeroplane. Ilfracombe life-boat salvaged wreckage.	
" 26.	9.0 p.m.	S.S. <i>Faraday</i> , of London. Angle life-boat landed 56.	
" 27.	12.20 a.m.	Amble life-boat took a sealed message to Coquet Island.	
" 27.	1.55 a.m.	S.S. <i>Somali</i> , of Glasgow. North Sunderland life-boat gave help.	
" 27.	4.15 a.m.	S.S. <i>Somali</i> , of Glasgow. Holy Island life-boat gave help.	
" 27.	6.10 a.m.	S.S. <i>Somali</i> , of Glasgow. Boulmer life-boat gave help and rescued - - - - -	2
" 27.	11.50 a.m.	A British aeroplane. Blackpool life-boat salvaged wreckage.	
" 28.	6.20 a.m.	S.S. <i>Melrose Abbey</i> , of Hull. Newburgh life-boat - - - - -	47
" 28.	3.55 p.m.	S.S. <i>Flimston</i> , of London. Hartlepool life-boat gave help.	
" 29.	5.0 p.m.	S.S. <i>Flimston</i> , of London. Teesmouth life-boat - - - - -	5
" 31.	6.10 p.m.	{ S.S. <i>Kalso</i> , of Holland. Falmouth life-boat stood by vessel. Motor vessel <i>Karanan</i> , of Holland. Falmouth life-boat gave help. S.S. <i>Vhiestroom</i> , of Amsterdam. Falmouth life-boat gave help.	
Apl. 1.	12.30 a.m.	A whaler from H.M.S. <i>Pomerol</i> , of Brixham and H.M. Examination Ketch <i>Flag Jack</i> . Torbay life-boat escorted boats.	
" 1.	6.50 p.m.	H.M. Trawler <i>Valesca</i> . Cromer No. 2 life-boat landed 1	
" 2.	2.40 p.m.	H.M. Trawler <i>Camond Island</i> . St. Abbs life-boat - - - - -	11
" 3.	8.51 p.m.	S.S. <i>Cairnie</i> , of Methil. Aberdeen No. 1 life-boat - - - - -	7
" 3.	midnight	S.S. <i>Emile Francqui</i> , of Antwerp. Broughty Ferry life-boat -	8
" 4.	11.15 a.m.	Fishing cobles of Whitby. Whitby No. 1 life-boat escorted boats.	
" 4.	5.25 p.m.	S.S. <i>Emile Francqui</i> , of Antwerp. Broughty Ferry life-boat -	37
" 5.	3.25 p.m.	Fishing boat of Sheringham. Sheringham life-boat saved boat and rescued - - - - -	3
" 10.	11.50 a.m.	Barge <i>Rowland</i> , of London. Southend-on-Sea life-boat saved vessel.	

		Time of Launching		Persons rescued from shipwreck
Apl.	10.	5.45 p.m.	A British aeroplane. Margate life-boat - - - - -	3
"	13.	3.0 p.m.	Two rowing boats from R.A.F., Torquay. Torbay life-boat saved two boats and rescued - - - - -	3
"	13.	9.35 p.m.	H.M. Tug <i>St. Oliver</i> , of Holyhead. Beaumaris life-boat saved vessel and rescued - - - - -	31
"	14.	6.50 p.m.	H.M. Trawlers <i>Madden</i> and <i>Tamora</i> . Cromer No. 2 life-boat took doctor out to trawlers and landed 4 injured men.	
"	15.	12.30 a.m.	Donaghadee life-boat took out armed guard to search coastal defences at Mew Island.	
"	16.	4.20 a.m.	S.S. <i>Amiens</i> , of Swansea. St. Ives life-boat landed 2.	
"	17.	6.30 p.m.	Motor vessel <i>Carita</i> , of Chester. Douglas life-boat escorted vessel.	
"	18.	2.8 a.m.	Steam trawler <i>Donalda</i> , of Grimsby. The Humber life-boat stood by vessel.	
"	20.	1.10 p.m.	A British aeroplane. Appledore life-boat - - - - -	4
"	20.	2.10 p.m.	An aeroplane. Margate life-boat salvaged rubber dinghy.	
"	21.	11.0 a.m.	S.S. <i>Belgia</i> , of Gothenburg. Walton and Frinton life-boat salvaged gear.	
"	22.	8.40 a.m.	A ship's boat. Ferryside life-boat saved boat.	
"	23.	11.30 a.m.	A British aeroplane. St. Ives life-boat picked up a dead body.	
"	23.	12.55 p.m.	H.M. Motor Drifter <i>Dol-Fyn</i> . Weymouth life-boat gave help.	
"	24.	6.40 p.m.	A British aeroplane. Margate life-boat - - - - -	1
"	26.	12.45 p.m.	S.S. <i>Ethel Radcliffe</i> , of London. Great Yarmouth and Gorleston life-boat - - - - -	20
"	26.	12.45 p.m.	S.S. <i>Corrie</i> , of Belfast. Great Yarmouth and Gorleston life-boat gave help.	
"	28.	12.10 a.m.	H.M.S. <i>Patia</i> . Boulmer life-boat picked up 5 dead bodies.	
"	28.	5.15 a.m.	A German aeroplane. Boulmer life-boat salvaged a rubber dinghy.	
"	28.	11.30 a.m.	H.M.S. <i>Patia</i> . Amble life-boat picked up 10 dead bodies.	
"	28.	11.30 a.m.	S.S. <i>Belgia</i> , of Gothenburg. Walton and Frinton life-boat salvaged gear.	
"	29.	11.0 a.m.	A ship's boat. Ballycotton life-boat salvaged boat.	
"	29.	3.50 p.m.	A fishing boat of Newquay. Newquay, Cornwall, life-boat saved boat and rescued - - - - -	3
"	30.	11.0 p.m.	H.M. Destroyer <i>Erne</i> . Fraserburgh life-boat gave help.	
May	1.	8.20 a.m.	A British aeroplane. Cromarty life-boat picked up a dead body.	
"	1.	1.30 p.m.	A small boat, of Holland. Aldeburgh No. 1 life-boat saved boat and rescued - - - - -	2
"	5.	1.0 a.m.	Motor vessel <i>Marie-Flore</i> , of Antwerp. Padstow No. 1 life-boat helped to save vessel and saved a ship's boat.	
"	6.	6.30 p.m.	S.S. <i>Radstock</i> , of Bridgwater. Wells life-boat gave help.	
"	7.	5.40 a.m.	A British aeroplane. The Humber life-boat picked up 2 dead bodies.	
"	7.	5.30 p.m.	A German aeroplane. Eyemouth life-boat salvaged a rubber dinghy and gear.	
"	7.	5.35 p.m.	A German aeroplane. St. Abbs life-boat picked up a dead body.	
"	8.	4.45 a.m.	H.M.S. <i>Viva II</i> . St. Ives life-boat landed 5.	
"	8.	9.10 a.m.	Examination vessel <i>Thistle</i> , of Lowestoft. Lowestoft life-boat -	1
"	11.	4.45 a.m.	A R.A.F. Launch. Great Yarmouth and Gorleston life-boat gave help.	
"	13.	1.50 a.m.	Egremont landing stage. New Brighton No. 2 life-boat gave help.	
"	15.	10.25 a.m.	Five fishing cobs, of Filey. Filey life-boat escorted cobs.	
"	17.	2.0 a.m.	S.S. <i>Archangel</i> , of Harwich. Fraserburgh life-boat escorted vessel and rescued - - - - -	1
"	17.	8.55 a.m.	S.S. <i>Archangel</i> , of Harwich. Peterhead life-boat escorted vessel and rescued - - - - -	18
"	17.	5.7 p.m.	S.S. <i>Ala</i> , of Oslo. Shoreham Harbour life-boat landed 3 and gave help.	
"	19.	4.45 p.m.	Fishing cable <i>Sarah Elizabeth</i> , of Bridlington. Bridlington life-boat saved boat and rescued - - - - -	3
"	19.	6.45 p.m.	S.S. <i>Winkfield</i> , of Glasgow. Southend-on-Sea life-boat landed 54.	
"	20.	8.19 p.m.	A British aeroplane. St. David's life-boat gave help and salvaged a parachute.	
"	22.	7.0 a.m.	Steam drifter <i>Golden Rod</i> , of Peterhead. Peterhead life-boat escorted vessel.	
"	22.	10.45 a.m.	A rowing boat of Moelfre. Moelfre life-boat saved boat and rescued - - - - -	2
"	23.	6.25 p.m.	S.S. <i>Bidassoa</i> , of Falmouth. St. Ives life-boat gave help.	

		Time of Launching		Persons rescued from shipwreck
1941				
May	23.	8.45 p.m.	Motor vessel <i>Iftena</i> , of Holland. Troon life-boat gave help.	
June	2.	4.30 p.m.	A rowing boat of Youghal. Youghal life-boat saved boat and rescued - - - - -	2
	3.	1.50 a.m.	S.S. <i>Royal Fusilier</i> , of Leith. Amble life-boat gave help and saved a ship's boat.	
	4.	5.40 p.m.	A British aeroplane. Fraserburgh life-boat salvaged wreckage.	
	6.	2.6 a.m.	S.S. <i>Queensbury</i> , of London. Montrose No. 1 life-boat landed 12.	
	6.	9.14 a.m.	H.M. Motor Launch No. 155. The Lizard life-boat gave help.	
	9.	2.50 a.m.	Steam trawler <i>Remagio</i> , of Grimsby. Holy Island life-boat -	9
	11.	2.45 p.m.	S.S. <i>Baron Carnegie</i> , of Ardrossan. St. David's life-boat picked up 7 dead bodies.	
	12.	11.50 a.m.	Fishing cobbles <i>Guide Me</i> , <i>Brighter Hope</i> , <i>Silver Line</i> , <i>Freda</i> , <i>Rosamund</i> , <i>Margaret</i> , and <i>Cutty Sark</i> , of Whitby. Whitby No. 1 life-boat escorted cobbles.	
	13.	1.30 a.m.	S.S. <i>Dalemoor</i> , of London. Aberdeen No. 1 life-boat gave help.	
	13.	1.15 p.m.	Fishing cobbles <i>Silver Line</i> , <i>Rosamund</i> , <i>Cutty Sark</i> , and <i>Brighter Hope</i> , of Whitby. Whitby No. 2 pulling life-boat escorted vessels.	
	17.	7.40 a.m.	H.M. Motor Torpedo Boat <i>Naraya</i> . Coverack life-boat saved boat and rescued - - - - -	10
	20.	2.15 a.m.	H.M. Trawler <i>Resmilo</i> . Peterhead life-boat landed 24.	
	21.	7.40 a.m.	H.M. Destroyer <i>Whitshed</i> . Great Yarmouth and Gorleston life-boat landed 1.	
	21.	5.0 p.m.	Motor boat <i>Boy</i> , of Peterhead. Peterhead life-boat saved boat and rescued - - - - -	2
	25.	3.15 a.m.	A British aeroplane. Clacton-on-Sea life-boat salvaged rubber dinghy and rescued - - - - -	1
	26.	9.45 a.m.	An aeroplane. Wells life-boat salvaged gear.	
July	4.	4.5 p.m.	A rubber dinghy. Margate life-boat salvaged rubber dinghy.	
	10.	3.26 a.m.	S.S. <i>Swint</i> , of Oslo. Padstow No. 1 life-boat landed a body and rescued - - - - -	10
	11.	5.35 a.m.	Steam trawler <i>Suzette</i> , of Aberdeen. Peterhead life-boat - -	12
		1.20 p.m.		
		11.0 p.m.		
	12.	3.30 p.m.		
	13.	6.27 a.m.	S.S. <i>Collingdoc</i> , of Newcastle. Southend-on-Sea life-boat - -	19
	13.	12.38 p.m.	Fishing boats <i>Two Pals</i> and <i>Boy Ben</i> , of Hastings. Hastings life-boat escorted boats.	
	13.	5.5 p.m.	A British seaplane. Peterhead life-boat saved seaplane and rescued - - - - -	3
	15.	2.45 a.m.	Motor fishing smack <i>Energy</i> , of Trangisvaag, Faroe Islands. Fraserburgh life-boat - - - - -	6
	15.	2.5 p.m.	S.S. <i>St. Clears</i> , of Newport. Dunbar life-boat gave help.	
	16.	1.30 a.m.	H.M. Minesweeper <i>Lord Darling</i> . Whitby No. 1 life-boat - -	21
	24.	8.15 a.m.	An aeroplane. Cromer No. 1 life-boat saved a rubber dinghy and picked up a dead body.	
	27.	9.0 a.m.	S.S. <i>Empire Ptarmigan</i> , of London. Dunbar life-boat stood by vessel.	
Aug.	1.	4.35 p.m.	Longstone Lighthouse. Holy Island life-boat landed 3.	
	2.	11.0 a.m.	Longstone Lighthouse. Holy Island life-boat took out bomb disposal squad and a lightkeeper.	
	2.	5.50 p.m.	A sailing yacht of Millisle. Donaghadee life-boat saved yacht.	
	5.	9.0 a.m.	Motor fishing vessel <i>Emulate</i> . Peel life-boat stood by vessel.	
	5.	12.50 p.m.	Motor vessel <i>Stella Marie</i> , of Thorshavn, Faroe Islands. Fleetwood life-boat rescued - - - - -	8
	5.	4.30 p.m.	Fishing boat <i>John Francis</i> , of Newcastle. Newcastle, Co. Down, life-boat saved boat and rescued - - - - -	2
	6.	8.10 a.m.	S.S. <i>Oxshott</i> , of London. Cromer No. 1 life-boat - - - - -	16
			S.S. <i>Gallois</i> , of Rouen. Cromer No. 1 life-boat - - - - -	31
			S.S. <i>Deerwood</i> , of London. Cromer No. 1 life-boat - - - - -	19
			S.S. <i>Paddy Hendly</i> . Cromer No. 1 life-boat - - - - -	22
	6.	8.25 a.m.	S.S. <i>Aberhill</i> , of Methil. Great Yarmouth and Gorleston life-boat - - - - -	23
	6.	9.15 a.m.	S.S. <i>Taara</i> , of Parnu, Estonia. Cromer No. 2 life-boat - - -	8
	6.	9.45 a.m.	S.S. <i>Oxshott</i> , of London, S.S. <i>Gallois</i> , of Rouen, S.S. <i>Deerwood</i> , of London, S.S. <i>Paddy Hendly</i> , and a trawler. Lowestoft life-boat stood by vessels.	
	7.	3.0 a.m.	S.S. <i>Oxshott</i> , of London, S.S. <i>Gallois</i> , of Rouen, S.S. <i>Deerwood</i> , of London, S.S. <i>Paddy Hendly</i> , and a trawler. Great Yarmouth and Gorleston life-boat took out an Admiralty salvage officer.	

		Time of Launching		Persons rescued from shipwreck
1941	Aug. 13.	1.50 p.m.	Wreck of the S.S. <i>Barnhill</i> , of London. Eastbourne life-boat	7
			A British aeroplane. Barrow life-boat	5
	15.	10.35 a.m.	A motor boat of Haverigg, and a rowing boat of Barrow. Barrow life-boat saved two boats and rescued	3
	21.	6.51 p.m.	A British aeroplane. Porthdinllaen life-boat gave help.	
	23.	10.10 a.m.	Motor boat <i>Busy Bee</i> , of Barnstaple. Appledore life-boat saved boat and rescued	1
	23.	11.0 a.m.	A motor launch of Caldý Island. Tenby life-boat saved launch and rescued	5
	27.	12.45 p.m.	Rowing boat <i>Rover</i> , of Porthdinllaen. Porthdinllaen life-boat saved boat and rescued	1
	29.	3.45 p.m.	Tobermory life-boat took a sick woman to Oban, thereby saving her life	1
	30.	3.55 p.m.	A British aeroplane. Appledore life-boat picked up a dead body.	
Sept.	3.	8.10 p.m.	H.M. Minesweeper <i>Ceresio</i> . Weymouth life-boat saved vessel.	
	3.	8.15 p.m.	H.M. Trawler <i>Olvin</i> . Swanage life-boat gave help.	
	4.	10.30 a.m.	S.S. <i>Isbjörn</i> , of Stavanger. Port Askaig life-boat saved vessel.	
	7.	10.7 p.m.	S.S. <i>Trsat</i> , of Cardiff. Fraserburgh life-boat	14
	7.	11.47 p.m.	H.M. Balloon Drifter <i>Marcia</i> . Blyth life-boat	7
	8.	9.15 a.m.	S.S. <i>Auk</i> , of Greenock. Port Askaig life-boat gave help.	
	8.	7.55 p.m.	Fishing boat <i>Happy Days</i> , of Lowestoft. Lowestoft life-boat saved boat and rescued	3
	10.	12.15 p.m.	H.M. Drifter. Port Askaig life-boat saved a ship's boat and picked up 2 dead bodies.	
	15.	7.5 a.m.	Motor vessel <i>Pontfield</i> , of Newcastle. Cromer No. 1 life-boat gave help.	
	16.	11.52 a.m.	A British aeroplane. Clacton-on-Sea life-boat gave help.	
	17.		S.S. <i>Teddington</i> , of London. Cromer No. 1 life-boat gave help.	
	18.		S.S. <i>Teddington</i> , of London. Cromer No. 1 life-boat gave help.	
	19.		S.S. <i>Teddington</i> , of London. Cromer No. 1 life-boat gave help.	
	20.		S.S. <i>Teddington</i> , of London. Cromer No. 1 life-boat gave help.	
	20.	9.15 a.m.	A ship's boat from S.S. <i>Daru</i> , of Liverpool. Dunmore East life-boat saved boat.	
	21.	6.35 a.m.	A British aeroplane. Flamborough life-boat salvaged gear and aeroplane's log.	
	21.		S.S. <i>Teddington</i> , of London. Cromer No. 1 life-boat gave help.	
	21.	12.15 p.m.	Meteorological balloon. Blackpool life-boat salvaged balloon.	
	22.		S.S. <i>Teddington</i> , of London. Cromer No. 1 life-boat gave help.	
	23.	10.0 a.m.	S.S. <i>J. B. Paddon</i> , of London. Cromer No. 1 life-boat landed an injured man.	
	23.		S.S. <i>Teddington</i> , of London. Cromer No. 1 life-boat gave help.	
	24.	3.20 a.m.	S.S. <i>Bereby</i> , of Newcastle-on-Tyne. Newcastle, Co. Down, life-boat gave help.	
	24.		S.S. <i>Teddington</i> , of London. Cromer No. 1 life-boat gave help.	
	24.	5.30 p.m.	Motor boat <i>Runda</i> , of Norway. Longhope life-boat saved boat and rescued	10
	25.		S.S. <i>Teddington</i> , of London. Cromer No. 1 life-boat gave help.	
	27.	3.15 p.m.	S.S. <i>Bereby</i> , of Newcastle-on-Tyne. Newcastle, Co. Down, life-boat	12
	29.		S.S. <i>Teddington</i> , of London. Cromer No. 1 life-boat gave help.	
	29.	6.0 p.m.	Barra Island life-boat landed 5 cattlemen from Pabbay Island.	
	30.		S.S. <i>Teddington</i> , of London. Cromer No. 1 life-boat gave help.	
Oct.	1.		S.S. <i>Teddington</i> , of London. Cromer No. 2 life-boat gave help.	
	2.		S.S. <i>Teddington</i> , of London. Cromer No. 1 life-boat gave help.	
	3.		S.S. <i>Teddington</i> , of London. Cromer No. 1 life-boat gave help.	
	4.	10.0 p.m.	Launch, from W.R.N.S. Camp, H.M.S. <i>Glendower</i> . Pwllheli life-boat saved launch and rescued	7
	5.		S.S. <i>Teddington</i> , of London. Cromer No. 1 life-boat gave help.	
	6.	11 35 a.m.	H.M. Minesweeper <i>Nodzu</i> . Cullercoats life-boat stood by vessel.	
	6.		S.S. <i>Teddington</i> , of London. Cromer No. 1 life-boat gave help.	
	7.		S.S. <i>Teddington</i> , of London. Cromer No. 1 life-boat gave help.	
	8.	3.45 a.m.	Trawler <i>Recinia</i> , of Milford Haven. Barrow life-boat stood by vessel.	
	8.		S.S. <i>Teddington</i> , of London. Cromer No. 1 life-boat gave help.	
	9.		S.S. <i>Teddington</i> , of London. Cromer No. 1 life-boat gave help.	
	10.	10.45 a.m.	Fishing cobs <i>Freda</i> , <i>Brighter Hope</i> , <i>Dorothy</i> , and <i>Enterprise</i> , of Whitby. Whitby No. 1 life-boat escorted cobs.	
	11.	10.40 a.m.	British aeroplane. Skegness life-boat saved rubber dinghy and rescued	5

		Time of Launching		Persons rescued from shipwreck
1941	Oct. 11.	10.45 a.m.	Tug <i>Empire Henchman</i> , of London. Sunderland life-boat landed 1.	
	" 11.	5.40 p.m.	Motor vessel <i>Pontfield</i> , of Newcastle. Sunderland life-boat	22
	" 14.	12.40 a.m.	Trawler <i>Solan</i> , of Hull. Rosslare Harbour life-boat escorted vessel.	
	" 14.		S.S. <i>Teddington</i> , of London. Cromer No. 1 life-boat gave help.	
	" 15.	6.10 p.m.	Trawler <i>Pride of Rosslare</i> , of Dublin. Dunmore East life-boat saved vessel and rescued	2
	" 15.		S.S. <i>Teddington</i> , of London. Cromer No. 1 life-boat gave help.	
	" 16.	5.46 a.m.	British aeroplane. Cromer No. 1 life-boat landed a dead body.	
	" 16.	6.45 a.m.	Fishing vessel <i>Karen Maria</i> , of Whitehaven, and another. Maryport life-boat escorted vessels.	
	" 17.	4.15 p.m.	Galway Bay life-boat took a priest and a doctor to a sick woman on Inisheer Island.	
	" 17.	8.32 p.m.	Motor launch <i>Constance</i> , of Mostyn. Hoylake life-boat	7
	" 17.		S.S. <i>Teddington</i> , of London. Cromer No. 1 life-boat gave help.	
	" 18.	12.45 a.m.	Defence vessel <i>Andre Marcel</i> . Southend-on-Sea life-boat saved vessel and rescued	7
	" 18.	1.40 p.m.	Fishing cobles <i>Windsor Lad</i> and <i>Joan and Mary</i> , of Filey. Filey life-boat escorted cobles.	
	" 18.	4.40 p.m.	S.S. <i>Laurent Meeus</i> , of Ghent. Fleetwood life-boat gave help.	
	" 18.	4.45 p.m.	S.S. <i>Laurent Meeus</i> , of Ghent. Barrow life-boat stood by vessel.	
	" 18.		S.S. <i>Teddington</i> , of London. Cromer No. 1 life-boat gave help.	
	" 19.	10.39 p.m.	A British aeroplane. Coverack life-boat salvaged gear.	
	" 19.		S.S. <i>Teddington</i> , of London. Cromer No. 2 life-boat gave help.	
	" 20.	12.30 a.m.	S.S. <i>Boy Jermyn</i> , of Grimsby. Holy Island life-boat stood by vessel.	
	" 20.	4.45 a.m.	Steam trawler <i>Leo</i> , of Grimsby. Peterhead life-boat gave help.	
	" 20.	9.35 a.m.	H.M. Minesweeper <i>Guide-on</i> . Whitehills life-boat escorted vessel.	
	" 20.	11.0 a.m.	S.S. <i>Rusk</i> . Rosslare Harbour life-boat landed a sick man and 3 dead bodies.	
	" 21.	12.55 p.m.	Motor boat <i>Dronze</i> , of Howth. Dun Laoghaire life-boat saved boat and rescued	2
	" 21.		S.S. <i>Teddington</i> , of London. Cromer No. 2 life-boat gave help.	
	" 22.	2.30 a.m.	H.M. Trawler <i>Alder</i> . Fraserburgh life-boat	20
	" 22.	1.55 p.m.	Fishing cobles <i>Ramlah</i> , <i>Freda</i> , and <i>Rosamund</i> , of Whitby. Whitby No. 1 life-boat escorted cobles.	
	" 22.		S.S. <i>Teddington</i> , of London. Cromer No. 2 life-boat gave help.	
	" 26.	8.15 a.m.	S.S. <i>English Trader</i> , of London. Cromer No. 1 life-boat	44
	" 26.	8.45 a.m.	Patrol vessel <i>Robina Ingles</i> . Amble life-boat	4
	" 27.	1.5 p.m.	A British aeroplane. Sheringham life-boat rescued five Polish airmen	5
	" 29.	6.35 a.m.	H.M. Trawler <i>Flotta</i> . Peterhead life-boat stood by vessel.	
	" 30.	10.28 a.m.	S.S. <i>Eaglescliffe Hall</i> , of Montreal. Sheringham life-boat	15
	" 30.	11.45 a.m.	A barrage balloon. Minehead life-boat salvaged balloon.	
	" 31.	7.55 a.m.	S.S. <i>Eaglescliffe Hall</i> , of Montreal. Sheringham life-boat gave help.	
Nov.	1.	11.0 a.m.	Fishing boats <i>Thankful</i> , <i>Sceptre</i> , <i>Dahlia</i> , <i>Alex</i> , <i>Evelyn Margaret</i> , of Scarborough. Scarborough life-boat escorted boats and reported floating mine.	
	" 2.	9.45 a.m.	H.M. Trawler <i>Loch Hope</i> . Hartlepool life-boat helped to save vessel.	
	" 4.		S.S. <i>Teddington</i> , of London. Cromer No. 2 life-boat gave help.	
	" 4.	noon	Fishing cobles <i>Matthew</i> and <i>Edward</i> , <i>Joan</i> and <i>Mary</i> , and <i>Dorothy Rose</i> , of Filey. Filey life-boat escorted boats.	
	" 6.	11.45 a.m.	Motor vessel <i>Sumatra</i> . Beaumaris life-boat took out a doctor.	
	" 6.	12.45 p.m.	A parachute. Donaghadee life-boat salvaged parachute.	
	" 6.	9.35 p.m.	H.M. Trawler <i>Flotta</i> . Peterhead life-boat landed 9.	
	" 6.		S.S. <i>Teddington</i> , of London. Cromer No. 1 life-boat took out officials.	
	" 9.	12.30 p.m.	S.S. <i>Rosehill</i> , of Cardiff. Poolbeg life-boat stood by vessel.	
	" 10.	2.45 p.m.	Fishing smack <i>Langnes</i> , of Faroe Islands. Thurso life-boat	7
	" 10.	5.20 p.m.	H.M. Trawler <i>Commander Holbrook</i> . Great Yarmouth and Gorleston life-boat landed an injured man.	
	" 10.	7.20 p.m.	S.S. <i>Marie Chandris</i> . Falmouth life-boat landed 5.	
	" 10.	8.56 p.m.	S.S. <i>Winona</i> . Great Yarmouth and Gorleston life-boat gave help.	
	" 11.	2.55 a.m.	S.S. <i>Jan</i> . Holyhead life-boat stood by vessel.	

		Time of Launching		Persons rescued from shipwreck
1941	Nov. 12.	6.3 p.m.	S.S. <i>Monmouth Coast</i> , of Liverpool. Dunmore East life-boat landed 2 injured men.	
	„ 13.	7.35 p.m.	A R.A.F. boat. Ilfracombe life-boat saved boat and rescued -	4
	„ 16.	1.5 a.m.	Naval drifter <i>President Briand</i> . Shoreham Harbour life-boat stood by vessel.	
	„ 16.	8.45 a.m.	Steam trawler <i>Dandora</i> , of Aberdeen. Courtmacsherry life-boat escorted vessel.	
	„ 16.	9.45 a.m.	Naval drifter <i>President Briand</i> . Shoreham Harbour life-boat	22
	„ 16.	9.20 p.m.	<i>Hopper No. 2</i> , of Birkenhead. Maryport life-boat saved vessel and rescued - - - - -	5
	„ 17.	7.32 p.m.	Barge <i>Saltcote Belle</i> . Clacton-on-Sea life-boat stood by vessel.	
	„ 18.	5.0 p.m.	Fishing boats <i>Sheila</i> and <i>Peggy II</i> , of Filey. Filey life-boat gave help.	
	„ 20.	7.45 a.m.	Steam trawler <i>Strathairlie</i> , of Aberdeen. Ramsey life-boat -	13
	„ 21.	1.5 a.m.	S.S. <i>Kerrymere</i> , of Eire. Rosslare Harbour life-boat stood by vessel.	
	„ 21.	3.5 p.m.	Fishing boats <i>Joy</i> and <i>Shield</i> , of Lowestoft. Lowestoft life-boat escorted boats.	
	„ 22.	8.25 a.m.	H.M. Drifter <i>Rowantree</i> . Lowestoft life-boat - - - - -	15
	„ 22.	10.30 a.m.	H.M. Motor Launch <i>No. 219</i> . Stornoway life-boat gave help.	
	„ 22.	10.30 a.m.	Motor schooner <i>Windermere</i> , of Arklow. Wicklow life-boat landed 5.	
	„ 22.	4.45 p.m.	S.S. <i>Lochearn</i> , of Oban. Barra Island life-boat landed 15.	
	„ 22.	7.30 p.m.	Patrol boat <i>Joseph</i> , of Dover. Newhaven life-boat saved boat and rescued - - - - -	12
	„ 23.	10.50 a.m.	Steam trawler <i>Nordale</i> , of Scarborough. Barrow life-boat gave help.	
	„ 23.	2.0 p.m.	A British aeroplane. Kirkcudbright life-boat gave help.	
	„ 24.	10.30 a.m.	S.S. <i>Blair Nevis</i> . Great Yarmouth and Gorleston life-boat gave help.	
	„ 24.	3.50 p.m.	Fishing coble <i>Spray</i> , of Whitby. Whitby No. 1 life-boat saved coble and rescued - - - - -	4
	„ 27.	12.19 a.m.	A British aeroplane. Wells life-boat helped to rescue - - -	6
	„ 30.	4.0 p.m.	British aeroplane. Barmouth life-boat salvaged gear.	
	„ 30.	9.40 p.m.	Fishing boat of Arklow. Arklow life-boat saved boat and rescued - - - - -	3
Dec.	1.	12.40 p.m.	Lerwick life-boat brought a sick child from Fair Isle to Lerwick, thereby saving her life - - - - -	1
	„ 3.	12.35 a.m.	Tuskar lighthouse. Rosslare Harbour life-boat landed 2 injured men and gave help.	
	„ 6.	2.55 p.m.	Motor fishing coble <i>Boys Own</i> , of Flamborough. Flamborough life-boat gave help.	
	„ 7.	11.45 a.m.	S.S. <i>Sado</i> , Haugesund. Thurso life-boat saved vessel and rescued - - - - -	17
	„ 8.	6.36 a.m.	S.S. <i>Gertie</i> , of Liverpool. Rosslare Harbour life-boat saved boat and rescued - - - - -	11
	„ 9.	10.0 a.m.	Aith life-boat brought a sick woman from Foula to Aith.	
	„ 23.	10.30 a.m.	Fishing coble <i>Zephyr</i> , of Whitby. Whitby No. 1 life-boat saved the coble and rescued - - - - -	3
	„ 25.	4.15 p.m.	A rowing boat of Lowestoft. Lowestoft life-boat - - - - -	2
	„ 25.	8.0 p.m.	S.S. <i>Charles Parsons</i> , of London. Hartlepool life-boat landed an injured man and stood by vessel.	

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 - - - - - 747

Of these launches 481 were to vessels and aeroplanes in distress through attack by the enemy or from other causes due to the war, and 266 were to vessels in distress from other causes.

Lives rescued.

Lives rescued by life-boats - - - - - 1,317

Lives rescued by shore-boats, and in other ways, for whose rescue the Institution gave rewards - - - - - 128

Total number of lives rescued - - - - - 1,445

Of the 1,317 lives rescued by life-boats 553 were from vessels and aeroplanes in distress through attack by the enemy or on account of the war, and 764 from vessels in distress from other causes.

Persons landed.

Persons landed who had been, or might have been, in danger or distress - - - - - 353

Vessels and boats helped.

Vessels and boats which life-boats saved or helped to save from destruction - - - - - 64

Vessels and boats which life-boats stood by, escorted to safety, or helped - - - - - 180

Accounts of Services by Life-boats

JANUARY

Launches 71. Lives rescued 221.

JANUARY 3RD. - ARRANMORE, CO. DONEGAL. A fishing boat was caught in a S.E. gale with a very rough sea. The motor life-boat *K.T.J.S.* was launched at 10.20 A.M., found the boat five miles off, and escorted her to safety. She returned to her station at 12.10 P.M. - Rewards, £8 8s.

JANUARY 6TH. - SCARBOROUGH, YORKSHIRE. At 5.15 P.M. information was received from an escort vessel, through the coastguard, that a fishing boat was in distress seven miles to the N.E. It was very cold, with a moderate wind and sea. At 5.45 P.M. the motor life-boat *Herbert Joy II* was launched. She found the motor fishing boat *Sceptre*, with a crew of three. Her engine had broken down, and she was in danger from mines and sea traffic in the darkness. The life-boat towed her in, arriving at 9 P.M. - Property salvage case.

JANUARY 10TH. - HOLYHEAD, ANGLESEY. At 2.8 A.M. the coastguard reported a ship ashore in Cymeran Bay, near Rhos-neigr. A N.E. breeze was blowing, with a smooth sea. It was bitterly cold. The motor life-boat *A.E.D.* was launched at 2.40 A.M., and found the motor vessel *De Ruyter*, of Rotterdam. The life-boat stood by until, just before 7 A.M., the vessel refloated. She then guided her out to sea and, after receiving the thanks of the master, returned to her station at 9.30 A.M. - Rewards, £17 1s. 6d.

JANUARY 13TH. - SKEGNESS, LINCOLNSHIRE. At 2.26 P.M. the Admiralty salvage officer at The Humber asked for the services of the life-boat to take him and his party out to the wreck of a collier, the *S.S. Grey Friar*, of Newcastle, which had been bombed at Chapel St. Leonards. Survivors of her crew had been rescued by a minesweeper, but two bodies were on board, and tugs were standing by. A light N.N.W. wind was blowing, with a ground swell. The life-boat *Anne Miles* was launched at 3.30 P.M., put the party on board, and returned to her station at 6.15 P.M. - Expenses paid by Naval Authorities.

JANUARY 15TH. - CROMER, NORFOLK. The coastguard reported a steamer ashore half a mile N.E. of Palling, and at 10.10 A.M. the No. 1 motor life-boat *H. F. Bailey* was launched. A strong easterly wind was blowing, with a moderate sea, and the weather was cold. The life-boat reached the vessel about noon to find that she had got off and that a tug had her in tow. She was the *S.S. Lieutenant Robert Mory*, of Belfast, formerly of Boulogne, a vessel of over 3,000 tons, in ballast from London for Sunderland, with a crew of twenty-seven. A second tug

arrived and joined in the tow. After towing northwards for a time the tugs altered course for Yarmouth Roads as it was feared that the steamer would not keep afloat long enough to reach The Humber. The life-boat kept with them and at 1.30 she took on board eleven of the steamer's crew. From them she learnt that the *Lieutenant Robert Mory* was one of six vessels that had grounded on the Haisborough Sands, and that all of them had refloated on the rising tide. At about 5 P.M. ten more of the crew were transferred to the life-boat, followed later by the captain and five officers. They reached Yarmouth Roads at 10.15 P.M. where a salvage tug, which had been summoned by wireless, came out to take charge of the steamer. The life-boat landed nineteen of her crew and put the other eight on board again. She then made for Gorleston, as the weather was too heavy for her to be taken up the slipway at Cromer. - Property salvage case.

JANUARY 15TH. - WELLS, NORFOLK. At 11.49 A.M. the coastguard reported a ship apparently aground about four miles east of the look-out at Wells. A strong E.N.E. wind was blowing, and the sea was rough. The motor life-boat *Royal Silver Jubilee 1910-1935* was launched at 12.15 P.M. and found the *S.S. Faxelet*, of Goole, ashore north of Stiffkey. She had gone aground on the Haisborough Sands, and had got off, but she was leaking so badly that her master had beached her at Stiffkey to save her from sinking. She had a crew of sixteen. The life-boat took off seven of them and landed them at Wells life-boathouse. She returned at once to the wreck and stood by until after high water. The seas had then moderated and the captain decided to remain with his ship. The life-boat returned to her station at 9.45 P.M.. - Rewards, £35 8s.

JANUARY 15TH. - SOUTHEND - ON - SEA, ESSEX. During the afternoon the Naval Control informed the life-boat coxswain that a barge was burning flares close to the Grain Spit. Half a gale was blowing from the N.E., with a rough sea. The motor life-boat *J. B. Proudfoot*, on temporary duty at the station, was launched at 4.45 P.M. She found the barge *Ferret*, of London, with a crew of two, but she did not need help. The life-boat stood by until the *Ferret* was in a safe position, and returned to her station at 6 P.M. - Rewards, £10 11s. 6d.

JANUARY 15TH. - THE HUMBER, YORKSHIRE. At about 10.5 P.M. the Royal Naval Shore Signal Station reported a vessel sounding S.O.S. to the N.W. of the Gate Ship. A moderate N.W. breeze was blowing, with a slight sea. It was very cold. Accompanied by the naval salvage officer, the motor life-boat *City of Bradford II* put out at 10.20 P.M. She spoke several vessels all of which had

heard an explosion and the S.O.S., and at 11.45 P.M. came up with the minesweeper *Lady Stanley*, which had on board the crew of eleven men of the steam trawler *Stalker*, of Grimsby. The trawler had been damaged by a mine dropped by parachute from a German aeroplane. The life-boat took the eleven men off the *Lady Stanley* and landed them at Grimsby. The trawler herself was taken in tow by a tug and beached in a sinking condition. The life-boat returned to her station at 7.10 A.M. - Paid permanent crew : Rewards, 18s.

JANUARY 18TH. - LERWICK, SHETLANDS. At 10.25 A.M. the naval officer in charge at Lerwick asked for the services of the life-boat to bring three wounded German airmen from Fair Isle, where their Heinkel bomber had been shot down. The day before an R.A.F. launch had gone to Fair Isle, but had been unable to return owing to bad weather. A moderate E.S.E. gale was blowing, with a heavy sea and snow showers. The motor life-boat *Lady Jane and Martha Ryland* was launched at 11.10 A.M. and reached Fair Isle at 4.45 P.M., to find that the launch had made a second attempt to leave, had had to put back and had been wrecked. The life-boat took on board the three German airmen, a naval master-at-arms and guard, one army officer, one sick-bay petty officer, two sick-bay attendants and four bags of mail. Leaving at 5.30 P.M. she reached her station again at 11.20 P.M. When she was south-east of Ness Head she saw a floating mine and reported it by wireless. - Rewards, £22 16s.

JANUARY 18TH. - FRASERBURGH, ABERDEENSHIRE. While the fishing fleet was at sea an E.S.E. gale had come up, with a heavy sea, and the harbour entrance was dangerous. At 1.30 P.M. the motor life-boat *John and Charles Kennedy* was launched, escorted all the fleet into the harbour, and returned to her station at 4.20 P.M. - Rewards, £8 1s. 6d.

JANUARY 18TH. - PETERHEAD, ABERDEENSHIRE. An easterly gale was blowing with a heavy sea, and at 2.20 P.M. the coastguard reported that some small fishing boats were still at sea. The motor life-boat *Julia Park Barry of Glasgow* was launched at 2.30 P.M. and came up with the motor fishing boat *Castlebrae*, two miles S.E. of Peterhead. She escorted her through the heavy sea at the entrance to the bay, and going out again found the motor fishing boat *Kitty Mackay* four miles to the S.E., and escorted her into harbour. She returned to moorings at 4.45 P.M. - Rewards, £6 14s. 6d.

BRONZE MEDAL SERVICE AT WALTON AND FRINTON

JANUARY 19TH. - WALTON AND FRINTON, ESSEX. In the early morning flares were seen burning about half a mile north of the pier at Walton, close to the beach. A

south-easterly gale was blowing, with squalls of rain and snow ; the night was very dark ; a heavy sea was running dead on shore. The motor life-boat *E.M.E.D.* put off from her moorings at the end of the pier at five minutes past two, and in a quarter of an hour she found the barge *Martha*, of Rochester. The barge had anchored, but her anchor had not held, and she had gone ashore stern first. There she lay in six feet of water, with the seas breaking right over her. Her crew of three men could be seen in the fore rigging. Handling the life-boat very skilfully the coxswain brought her alongside the barge, and in spite of the high seas held her there long enough for the three men to jump aboard her from the barge's rigging. Then he brought her safely out of the breakers, undamaged, although in the shallow water her keel had struck the bottom three times. She was back at her station again just before three in the morning.

It was a skilful and courageous rescue, and the Institution made the following awards :

To COXSWAIN THOMAS H. BLOOM, the bronze medal for gallantry, with a copy of the vote inscribed on vellum ;

To THOMAS CLAUDE BROOKE, the motor-mechanic, the bronze medal for gallantry, with a copy of the vote inscribed on vellum ;

To the coxswain and each member of the crew a special reward of £2, in addition to the reward on the ordinary scale of £2 17s. 6d. ; standard rewards to crew and launchers, £19 12s. 6d. ; additional rewards to crew, £16 ; total rewards, £35 12s. 6d.

BRONZE MEDAL SERVICE AT NEWCASTLE

JANUARY 19TH-21ST. - NEWCASTLE, CO. DOWN. At 6.45 in the morning the motor life-boat at Newcastle, Co. Down, *L. P. and St. Helen*, was launched in a blinding snow-storm to the help of the motor vessel *Hoperidge*, of Newcastle-upon-Tyne. A gale was blowing from the east, and the sea was very rough. With the help of her searchlight the life-boat found the vessel, which was

ashore at Minerstown, in Dundrum Bay, between two reefs of rock. By signal lamps the *Hoperidge* asked the life-boat to come alongside. She then said that she was in immediate need of a doctor, and passed to the life-boat an urgent message for the Admiralty. The life-boat anchored and dropped down towards the land. The second coxswain then waded ashore, no easy thing to do in the snow-storm and heavy surf ; telephoned to an army camp for a doctor ; and handed the message for the Admiralty to the coastguard. When the army doctor and an orderly arrived it was impossible to get out to the life-boat from the beach, but the second coxswain found a spot partly protected from the gale, where the life-boat could be run on a flat shelving rock. He guided her to it. There the coxswain, by keeping his engines running, was able to hold the life-boat's head on the rock, but the assistant motor-mechanic had to jump over to help the second-coxswain before it was possible for them to get the doctor and his orderly aboard.

With great difficulty, and at great risk, the coxswain brought the life-boat alongside the stranded *Hoperidge*, for at one moment, as the seas rushed in, she was filled with water, and the next, as they washed back, she was almost stranded herself.

She put the doctor and his orderly aboard, stood by, took them off again, and at 1.30 that afternoon landed them at Newcastle. She had then been out for nearly six hours.

The crew had a hurried hot meal and at two o'clock in the afternoon put out again, taking the honorary secretary of the life-boat station and another doctor with her. On her way she met the S.S. *Stanleigh* entering Dundrum Bay and standing into danger. The life-boat told her where she was, advised her to make for the Isle of Man for shelter, and gave her the course. Then she returned to the *Hoperidge*, put the honorary secretary and doctor on board, and stood by until high water. It was then safe to leave the *Hoperidge*, and the life-boat returned to Newcastle at 6.30 in the evening.

Two days later she again went out to help in an attempt, which was unsuccessful, to refloat the *Hoperidge*. The gale was moderating, but there was a heavy sea. The life-boat was out for nearly six hours.

The first service was very skilfully carried out in very severe weather, and the Institution made the following awards :

To COXSWAIN PATRICK MURPHY, he bronze medal for gallantry, with a copy of the vote inscribed on vellum ;

To SECOND-COXSWAIN WILLIAM MURPHY, the thanks of the Institution inscribed on vellum ;

To THOMAS MCCLELLAND, the assistant motor-mechanic, a reward of £2 in addition to the ordinary scale reward of £3 6s. ;

To the coxswain and each member of the crew, except Thomas McClelland, a reward of £1 in addition to the ordinary scale reward of £3 6s.

Standard rewards to crew and launchers, £47 11s. 4d. ; additional rewards to crew, £8; total rewards, £55 11s. 4d.

Standard rewards to crew and helpers for the second service, £54 0s. 6d.

JANUARY 20TH. - DUN LAOGHAIRE, CO. DUBLIN. While bound for Dublin laden with coal the S.S. *Saint Kenneth*, of Dublin, sprang a leak, but succeeded in reaching Dun Laoghaire Harbour on the night of the 19th January. While she was being beached she nearly ran down the motor life-boat *Dunleary II* at her moorings and the life-boatmen had to move the *Dunleary II* to a safer position. The steamer was made secure, but at 5.15 A.M. next morning the harbour master asked for the life-boat's help to get the crew of eleven off the steamer as she had partly refloated at high water, had parted her ropes and was being carried nearer the shore. A whole easterly gale was blowing, with a heavy sea and driving sleet, and it was found to be too rough for the crew to go out to the life-boat at her moorings in the boarding boat. Instead they got a line to the steamer from the shore, and rigged tackle by which they were able to haul her boat to the shore and back again several times, until the whole of the steamer's crew of eleven had been rescued by 7.45 A.M. - Rewards, £16 18s.

BRONZE MEDAL SERVICE AT THE MUMBLES

JANUARY 20TH. - THE MUMBLES, GLAMORGANSHIRE. Just before

seven o'clock in the morning signals of distress in Swansea Bay could be seen from The Mumbles, and the motor life-boat *Edward Prince of Wales* was launched. It was still pitch dark, and the darkness was increased by mist and squalls of rain. A whole gale was blowing from the south-east and there was a heavy breaking sea.

All that the life-boat had to guide her was a feeble morse lamp on the vessel in distress, and she found her in the nick of time. The vessel was the steamer *Cornish Rose*, of Liverpool, of 700 tons. She had two anchors down, but they were dragging, and her windlass was not working. She was very near the shore and was rolling heavily. Her master had given up hope of saving her, and was just on the point of abandoning her. She might strike at any moment, and he feared that she would at once break up. She had only a fifteen-foot boat, and even had her crew succeeded in reaching the shore in her, lives would almost certainly have been lost when they attempted to land in the heavy seas.

The coxswain of the life-boat saw that the only thing to be done was to go alongside without delay. This he did with great skill and boldness, and at great risk. The life-boat was shipping so much water that her crew was in danger of being washed out of her, and the ordinary perils of the sea were greatly increased by the coast defences.

At this point these defences consisted of iron rails driven into the foreshore and sticking out of it. The foreshore was thickly set with them. From the life-boat they could not be seen. Her crew knew that they were there. They knew that had she struck one of them it would have ripped her open.

In spite of these dangers the life-boat came safely alongside the *Cornish Rose*. One by one the ten men of the steamer's crew jumped into her, and twenty minutes later she was making for Swansea again. She arrived just before nine o'clock in the morning.

It was a very bold and skilful rescue, and the Institution made the following rewards :

To COXSWAIN WILLIAM JOHN GAMMON, the bronze medal for gallantry,

with a copy of the vote inscribed on vellum ;

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

To the coxswain and each member of the crew, a special reward of £1 in addition to the ordinary scale reward of £1 8s. 6d. Standard rewards to crew and launchers, £17 9s. 11d. ; additional rewards to crew, £8 ; total rewards, £25 9s. 11d.

JANUARY 20TH. - DUN LAOGHAIRE, CO. DUBLIN. At 10.15 A.M. red flares were seen from the schooner *Windermere*, of Dublin, which was at anchor in Dun Laoghaire harbour. A whole easterly gale was blowing, with a heavy sea and snow. The schooner had a crew of four and was laden with malt for Dublin from New Ross. She had been storm-bound since the previous day and had dragged her anchor about four hundred yards. The motor life-boat *Dunleary II* left her moorings at 11.5 A.M., rescued the four men, and was back again at 11.45 A.M. - Rewards, £8 10s.

JANUARY 20TH. - HOLYHEAD, ANGLESEY. A heavy easterly gale was blowing, with a rough sea and violent squalls of hail and snow, and the life-boat coxswain and motor-mechanic had been on the alert for some time when, at 1.2 P.M., the coastguard reported a ketch flying a distress signal close to Trinity Perch Rocks. The motor life-boat A.E.D. was launched at 1.27 P.M. and found the motor ketch *Florette*, of Chester, yawing about very dangerously, with one of her anchor chains parted. At the second attempt the life-boat got alongside and rescued the crew of three, after having been struck and slightly damaged by the ketch. She returned to her station at 2.8 P.M. - Rewards, £3 16s.

JANUARY 21ST. - ABERDEEN. At 10.25 A.M. Findon coastguard reported a vessel two miles S. by E. flying a distress signal, and the No. 1 motor life-boat *Emma Constance* was launched at 10.45 A.M. A moderate E.S.E. gale was blowing, with a heavy broken sea. The life-boat found the motor vessel *Empire Daffodil*, of Great Yarmouth, bound for Leith in ballast. Her engine had broken down and she wanted a tug. The life-boat sent a message, by morse, to the coastguard and then returned to stand by the *Empire Daffodil*. Her crew were able to repair the engine, and, escorted by the life-boat, the vessel reached Aberdeen and was safely berthed at 3.30 P.M. - Rewards, £7 16s. 6d.

JANUARY 21ST. - PORT ASKAIG, ARGYLLSHIRE. At about 10.10 P.M. the Kilchoman coastguard telephoned that a trawler was ashore in the Sound of Islay. The night was dark, with an easterly gale and a

rough sea. The motor life-boat *Charlotte Elizabeth* was launched at 10.50 P.M., and at 11.30 P.M. found the trawler *Thomas Deas*, of Milford Haven. She was laden with fish, and had a crew of fourteen. Another trawler arrived, and the life-boat passed a tow line to her, but it parted. The weather was too severe for the second trawler to make another attempt at a tow and she went on her way. The life-boat stood by until day-break, and then helped the *Thomas Deas* to get out a kedge anchor. With this she pulled herself off on the high tide. The life-boat returned to her station at 12.5 P.M. on the 22nd January. The Fleetwood Steam Trawlers' Mutual Insurance Association made a gift of £50 to the life-boat crew, who gave £4 of it to the Institution. - Rewards, £21 17s. 6d.

JANUARY 22ND. - THE HUMBER, YORKSHIRE. At 11.15 A.M. several loud explosions were heard, which proved to be delayed action mines. At the same time the Admiralty salvage tug *St. Syrus* struck a mine when passing the Boom Gateway, and started to sink. A light S. wind was blowing and the sea was smooth. The motor life-boat *City of Bradford II* was launched at 11.25 A.M., but the Gate Vessel had already sent her boat out to pick up survivors, of whom there were ten, and had put them on board the minesweeper *Fitzgerald*. The life-boat searched, but found only the dead body of the commander of the *St. Syrus*. She then took on board the ten rescued men from the minesweeper, landed them at Grimsby, and returned to her station at 1.50 P.M. - Paid permanent crew : Rewards, 13s. 6d.

JANUARY 24TH. - MONTROSE, ANGUS. At about 1.30 P.M. the sea began to make with the ebb tide, and soon it was breaking across the bar. The weather was cold, and a fresh E.S.E. wind was blowing. As the motor fishing boat *Rosa*, of Montrose, was still at sea, the No. 1 motor life-boat *The Good Hope* was launched at 1.45 P.M., as the *Rosa* could only enter the harbour at great risk. She escorted her safely in and returned to her station at 3.30 P.M. - Rewards, £9 12s. 6d.

JANUARY 25TH. - AMBLE, NORTH-UMBERLAND. The motor life-boat *Frederick* and *Emma* was launched at 8.40 A.M. to the help of the coastal steamer *Spey*, of Newcastle, which had run ashore on the rocks at the north side of Coquet Island. An E.S.E. gale was blowing, with a heavy sea, and mines, which had been broken adrift by the rough seas, were floating about. At the third attempt the life-boat succeeded in firing a line over the *Spey*, and rescued her crew of five with the breeches buoy. One of them had a narrow escape. He fell out of the buoy, but was hauled into the life-boat with the help of a boathook. The life-boat returned at 11.30 A.M. - Rewards, £11 6s.

JANUARY 25TH. - CROMER, NORFOLK. In the early morning of the 22nd January,

the S.S. *Meriones*, of Liverpool, stranded on the Haisborough Sands three-quarters of a mile east by north of the South Middle Haisborough Buoy. She was a vessel of 9,500 tons, and was bound for Hull to complete loading before sailing for Australia. She had 101 men on board, crew and stevedores, many of them Chinese. She also had two racehorses on board. The life-boat station knew nothing of this until, at 9 at night on the 24th January, a request came for the coxswain to go to Great Yarmouth to discuss with the chief salvage officer the possibility of salvaging the vessel. This he did next morning, and with the salvage officer went out in the salvage tug *Richard Lee Barber* to examine the steamer. With them went the marine superintendent of the China Mutual Steam Navigation Co., the owners of the *Meriones*. The tug was taking out salvage pumps, as the steamer's No. 6 hold was full of water. A moderate E.N.E. wind was blowing, with a moderate sea. The weather was overcast and misty, and it was very cold.

As the tug was approaching the sands, the steamer was attacked by German aeroplanes, but they were driven off by other ships in the neighbourhood, and the marine superintendent immediately sent a wireless call from the tug for the Cromer life-boat. This was not the first attack. One had been made at 2.15 in the afternoon, when one of the steamer's gunners was wounded, and a third was made at four o'clock, but although the bombs fell very near the steamer no damage was done, and no one, besides the gunner, was hurt. Altogether 23 bombs were dropped in three attacks.

The message for help was received at Cromer at 3.16 P.M., and at 3.34 the No. 1 motor life-boat *H. F. Bailey* was launched with the second-coxswain in command. She reached the *Meriones* about 6.30 in the evening and at once took on board from the tug her own coxswain. She also took the marine superintendent off the tug and put him on board the steamer. She then stood by. Meanwhile the wind and sea had been increasing, and after some time the *Meriones* hailed her. It had been decided to abandon ship, for by this time the crew had been washed out of their quarters and the two horse-boxes had broken loose.

There was a rough, broken sea on the sands where the *Meriones* lay, and through this the life-boat went in the darkness, and got under the steamer's lee. Ropes were thrown to her to make her fast alongside. They were 4-inch ropes, and in the rise and fall of the seas they broke so often that the life-boat had to wait until two larger ropes were thrown to her, one 6-inch and the other 9-inch. With these the life-boat made fast, and the work of rescue began. Several oil-bags were lowered on the water from the steamer to flatten out the seas, but it was not an unmixed help, for each time a sea broke over the life-boat it coated her decks with oil until it was almost impossible to move about on them.

So, in the darkness, the work of rescue went on until the life-boat had taken off about half the steamer's crew. She put them on board the naval tug *St. Mullion*, which

had anchored outside the sands, returned to the steamer and made fast again. She meant now to take off the remainder of the crew, but when she had got 40 of them on board the 9-inch and 6-inch ropes parted, so she took the men already rescued to the tug *Richard Lee Barber*, which was anchored inside the sands. Again she made fast alongside, and rescued eight officers who alone remained of the 101 men. Before they left the steamer they shot the two horses. It was then one o'clock in the morning. The life-boat had now on board, besides her own crew, the eight officers of the *Meriones*, the ship's doctor and an injured man on a stretcher. The coxswain set a course for the Cockle Gat, but in the darkness, which was now increased by rain and sleet, the coxswain was not certain of his position, and knowing that a heavy sea was running, both on the shore and on the surrounding sandbanks he thought it more prudent to anchor until daylight. There the life-boat waited, in the bitter cold, for 5 1/2 hours. As the light came the coxswain was able to fix his position as two miles north of Winterton Steeple, and the life-boat made for Yarmouth, where she arrived at 10.15. There the life-boat learned that, as soon as day came, the *Meriones* had again been attacked from the air and this time had been set on fire, but that afterwards the aeroplane had been shot down by H.M.T. *Galvani*. After a meal the crew left for Cromer by motor bus, arriving home at 2.15 in the afternoon of the 26th. The easterly swell, which made it impossible for the life-boat to get on her slipway at Cromer, continued for several days, and it was not until the afternoon of January 30th that the life-boat was back again at her station.

The flag officer in command at Great Yarmouth expressed his appreciation of the life-boat's work. The rescued crew made a collection among themselves and each member of the life-boat's crew received a gift of money. The Liverpool and London Underwriters, through the owners, made a gift to the Institution of £25 10s.

It was a long and very arduous service, in bad weather and bitter cold, and the Institution made an increase in the usual money reward on the standard scale to each member of the crew. Standard rewards to crew and helpers, £61 6s. 6d.; additional rewards to crew, £28; total rewards, £89 6s. 6d.

JANUARY 26TH. - ROSSLARE HARBOUR, CO. WEXFORD. At 8.5 A.M. the coast watching station at Greenore Point reported a vessel in distress two and a half miles N.E. of Greenore. A moderate S.E. wind was blowing, with a moderate sea. The motor life-boat *Mabel Marion. Thompson* was launched at 8.30 A.M., and found the steam trawler *Loddon*, of Lowestoft, with a crew of nine. She had been holed by a submerged wreck, and the life-boat stood by until her skipper had safely beached the trawler. The life-boat then took off the skipper and returned to her station at 12.30 P.M. On the following day the weather had got worse and the life-boat put out again at 2.5 P.M., rescued the remaining eight

members of the crew, and landed them at 3.45 P.M. - Property salvage case.

JANUARY 27TH, 29TH, and 30TH. FEBRUARY 1ST and 14TH, and April 21ST and 28TH. - WALTON AND FRINTON, ESSEX. On Sunday the 20th January the S.S. *Belgia*, of Gothenburg, was bombed by German aeroplanes and set on fire. Her crew abandoned her and eventually got ashore two miles S.W. of Walton Pier. The Admiralty salvage officer then asked for the help of the life-boat in attempting to refloat the steamer, and on the 27th the motor life-boat *E.M.E.D.* put off with fire pumps, firemen and a salvage party. The pumps were put in the boarding boat which was towed by the life-boat. Next day the weather was too rough for any salvage work to be done, but the life-boat helped again on the 29th and 30th of January and the 1st February. She was out from 11.15 A.M. to 6.30 P.M. on the 27th; 11.15 A.M. to 3.30 P.M. on the 29th; 12 noon to 3.30 P.M. on the 30th; and 9.15 A.M. to 4.30 P.M. on the 1st February. All attempts to refloat the steamer on these days failed, but on the 14th February the weather was better, and the help of the life-boat was again requested. She left at 11.35 A.M. and stood by until 1.30 P.M., when the steamer was refloated. As she was to be towed to Harwich the life-boat took off the salvage party and landed them at Walton Pier at 3.30 P.M.

On the 21st April, the life-boat's motor boarding boat took out the salvage officer, a diver and equipment, and they found the *Belgia*'s anchor and cable, which they buoyed. The boarding boat was out from 11 A.M. till 6 P.M. On the 28th April she was again called out, and she guided a drifter to the cable and anchor and the drifter took them on board. The boarding boat returned to her station at 5.30 P.M. - Expenses for all launches defrayed by Admiralty.

JANUARY 28TH. - HARTLEPOOL, DURHAM. At 8.20 A.M. information was received from the coastguard that a vessel was aground at Seaton Carew. A moderate E.S.E. gale was blowing, with a heavy sea, but the vessel did not appear to be in any immediate danger. As, however, she continued to sound her whistle the motor life-boat *The Princess Royal (Civil Service No. 7)* was launched at 9.55 A.M. She found the S.S. *Sandenburgh*, of Rotterdam, on Longscar Rocks, but she could not go alongside, for the steamer was high and dry, and the crew could have walked ashore. The life-boat returned to harbour at 10.45 A.M., intending to go out to the steamer again later. Then a request for her help came from the naval salvage officer, who was sending out two tugs, and the life-boat put off at 2.15 P.M. The tugs could not get near the *Sandenburgh* as there was now a swell on the Longscar Rocks, and the life-boat cruised round until 3.15 P.M. She then took off three British and five Dutch members of the crew, but the remaining thirteen Dutch members of the crew decided to stand by the ship. The eight men were landed at 4.10 P.M. - Rewards, £10.

BRONZE MEDAL SERVICE AT NEWCASTLE

JANUARY 28TH, 30TH and 31ST.-NEWCASTLE, CO. DOWN. At 12.30 in the afternoon of the 28th, the motor life-boat *L. P. and St. Helen* was launched to the help of the motor vessel *Sandhill*, of Newcastle-on-Tyne, which had been badly damaged the day before, off the English coast, by a mine. It had exploded near her stern and had put everything out of action. None of the machinery was working ; the main engine had been lifted from its bed ; and the oil fuel had over-run the engine-room. A south-easterly gale was blowing, with a very rough sea, and it had carried the disabled ship across the Irish Sea.

The seas were breaking right into the harbour, and it was a hard business for the life-boat to get out, but she succeeded, and found the *Sandhill* at anchor four miles south of Newcastle and a mile and a half off the land. She was in a very dangerous position, on a lee shore, but her anchors were holding. The life-boat stood by her for an hour, and then returned to her station after arranging with the captain to put out again at once if he sent up a flare. She got back to her station at 3.30 in the afternoon.

Next day in the evening it was arranged by signal that, if the gale did not moderate, the life-boat should go out again on the following day, the 30th. So far from moderating the gale increased, and at 9.30 in the morning the life-boat put out. She found the *Sandhill* still with her anchors down, but they were dragging and she was now within a mile of the rocks.

It was both difficult and dangerous to go alongside her in the very heavy seas, for she was sheering wildly and rolling heavily. Added to this, she had an eighteen-inch belting round her, which would smash the life-boat unless she were very carefully handled.

In spite of these difficulties, the coxswain brought the life-boat alongside and took off the captain and three of the crew. She returned to harbour with them, and then put out again at once, as a message had been received that

nine soldiers were adrift in a collapsible boat in Dundrum Bay. She searched for them for two hours, but could find nothing and returned to harbour. It was now 2.45 in the afternoon and the gale had been increasing all day. The life-boat at once put out again to go to the help of the ten men still aboard the *Sandhill*, which had now drifted still closer to the rocks. Again the life-boat went alongside the sheering, rolling ship. Her fenders were almost cut to pieces by the ship's belting, and the life-boat herself was damaged, but she succeeded in rescuing the ten men. For over a mile on her way home she was plunging through very heavy breakers, and had to use her drogue all the way. She arrived at her station at six in the evening.

The next day the gale was moderating, and though the *Sandhill* had dragged her anchors nearer to the rocks she was still afloat. A tug had arrived, and the *Sandhill's* crew decided to return to her. The life-boat took them out again, put them aboard, and then helped the tug to get the ship in tow. When she returned, she had been out for over fifteen hours during the three days of that gale.

It was a difficult service carried out very skilfully in severe weather, and the Institution made the following awards :

To COXSWAIN PATRICK MURPHY, a clasp to the bronze medal for gallantry, which he had won eleven days before, with a copy of the vote inscribed on vellum ;

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

To each of the other five members of the crew, WILLIAM MURPHY, second-coxswain, WILLIAM J. LENAGHAN, bowman, THOMAS MCCLELLAND, assistant motor-mechanic, PATRICK MCCLELLAND and PATRICK ROONEY, the thanks of the Institution inscribed on vellum ;

To the coxswain and each member of the crew a special reward of £1 in addition to the rewards on the ordinary scale of 19s. for the launch on the 28th, £1 8s. 6d. for the launch on the 30th, when the crew were

landed, and 19s. for the launch on the 31st when the crew were put back on the *Sandhill*, making a total reward to each man of £4 6s. 6d. Standard rewards to crew and launchers : for the first launch, £23 6s. 6d. ; for the second, £32 12s. 8d. ; for the third launch, £21 9s. 9d. ; additional rewards to crew, £7 ; total rewards, £84 8s. 11d.

JANUARY 29TH-31ST and FEBRUARY 1ST. - CLOUGHEY, AND DONAGHADEE, CO. DOWN. At 12.50 A.M. information came to the Cloughey station from the coastguard at Tara that the S.S. *Alhena*, of Rotterdam, of 5,000 tons, laden with government stores and bound from Liverpool for Port Said, was in distress on North Rock, two miles inside South Rock Light-vessel. A S.E. wind of almost gale force was blowing, with a heavy sea. The Cloughey motor life-boat *Herbert John* was launched at 1.40 A.M., some of the launchers going into the sea up to their necks, and the life-boat found the *Alhena* in a dangerous position with 61 passengers and crew on board. With difficulty the coxswain took the life-boat alongside and rescued ten passengers and a member of the crew who was sick. She landed them on the beach in the shelter of Slans Point, as she could not get back to her station, and returning to the steamer took off and landed 18 members of the crew. Then she went out a third time. It was now between ten and eleven in the morning.

Meanwhile at 7.40 A.M. a message from Cloughey called out the Donaghadee motor life-boat *Civil Service No. 5*, and she left her station at eight o'clock. She reached the *Alhena* at 10 A.M., while the Cloughey life-boat was landing the men rescued on her second trip, and after standing by for a time she rescued 15 people. She landed them at Donaghadee at four in the afternoon, and her crew stood by for another hour. They were then told that the life-boat would not be needed again.

Just after the Donaghadee life-boat left the *Alhena* with the 15 people she had rescued, the Cloughey boat arrived at the steamer for the third time and arranged with her to stand by throughout the night, but this was found later not to be necessary, and she returned to her station at 5.55 P.M.

At 11.30 that night the naval authorities informed both the stations that they would be sending trawlers in the morning to take off mails and that they would be glad of the services of the life-boats. The Donaghadee life-boat put out at 6.15 in the morning of the 30th, and transferred mails, and several cases addressed to "the King of Egypt", to the trawler. She then returned to her station, arriving at four in the afternoon.

The Cloughey life-boat put out at 8.15 in the morning, and was employed in taking naval officers, customs officials and others to and from the wreck. In addition she brought ashore an injured sailor from one of the

trawlers. Later it was decided that the seventeen men remaining on board the *Alhena* should be taken off. This the Cloughey life-boat did, putting them on board the two trawlers. She also put a life-boatman on each trawler to act as pilot, and returned to her station at five in the afternoon.

On the next day, January 31st, the Cloughey life-boat was launched at 2.40 in the afternoon, and was engaged until 6.30 P.M. in bringing off papers and luggage. Again on February 1st she was out from 9.30 in the morning until 5.30 in the afternoon taking customs officials to the wreck and bringing luggage ashore. - Rewards : An increase in the ordinary money reward on the standard scale was made to each member of the Cloughey crew for the service on 30th January and to the helpers for the service both of the 29th and 30th January. 29th January, standard rewards to crew and helpers, £37 0s. 9d. ; 30th January, standard rewards to crew and helpers, £12 0s. 6d. ; additional rewards to crew and helpers, £22 ; January 31st and February 1st, property salvage cases. Total rewards to Cloughey, £71 1s. 3d.

Standard rewards to the Donaghadee crew and helpers for January 29th, £7 1s. 6d. ; additional rewards to crew and helpers, £4 5s. ; standard rewards to crew and helpers for January 30th, £10 4s. 6d. Total rewards to Donaghadee, £21 11s.

Total rewards for the services, £92 12s. 3d.

JANUARY 29TH. - SUNDERLAND, DURHAM. At about 6.10 A.M. the coastguard reported a ship sinking about three miles off Whitburn. A south-east wind was blowing, with a moderate sea. The motor life-boat *Edward and Isabella Irwin* was launched at 6.40 A.M. and found the S.S. *Eibergen*, of Rotterdam. She was able to get into port under her own steam, and so the life-boat escorted her, arriving at 9.55 A.M. - Rewards, £11 6s. 6d.

JANUARY 30TH. - DUNMORE EAST, CO. WATERFORD. During the morning the coastwatchers at Brownstown Head telephoned the civic guard that a raft had been seen with three men on it. The information was passed to the life-boat station, and the motor life-boat *Annie Blanche Smith* was launched at 10.20 A.M. A strong S.E. breeze was blowing, with a very rough sea. The life-boat found the raft three hundred yards from the shore on the west side of Tramore Bay. The three men had been without food or drink for four days, and were almost helpless with exhaustion. At considerable risk, D. Murphy, the bowman, jumped on to the raft to help the men into the life-boat, and they were landed at 1.30 P.M. They were survivors of the S.S. *Beemsterdijk*, of Rotterdam, a vessel of several thousand tons, which had been mined. The St. David's, Pembrokeshire, life-boat had gone out to the help of the same steamer on 26th January. - Rewards, £9 14s. 6d.

(See "Accounts of Services by Life-boats," St. Davids, page 24.)

BRONZE MEDAL SERVICE AT BALLYCOTTON

JANUARY 30TH. - BALLYCOTTON, CO. CORK. In the early morning of the 27th of January, 1941, many mines came ashore in Ballycotton Bay, on the south coast of Ireland, and four of them exploded, doing considerable damage to the village of Ballycotton. All day long they were drifting in along the coast, and the Ballycotton coxswain and crew stood by. That day, however, they were not wanted.

Three days later, at noon on the 30th, mines were again reported to be in the bay, and most of the inhabitants of Ballycotton left the village and went inland. Just after three in the afternoon the honorary secretary of the life-boat station received a message from the look-out post on Flat Head, seventeen miles away, that a ship's boat was two miles south of Flat Head and that its crew were trying to row off land. The life-boat crew were attending an Air Raid Precautions meeting. They were summoned at once and taken to the life-boat house in motor cars. At 3.15 in the afternoon the motor life-boat *Mary Stanford* was launched.

A strong wind was blowing from the south-south-east, with a heavy confused sea which was breaking three miles off the land. There was a thick fog, and the crew knew that mines were drifting in the bay. Fortunately, after a time, the fog lifted, but the sea got worse.

The life-boat passed the Daunt Rock Lightship, leaving it a mile on the port hand, and when she was two miles west by south of it, steering for Flat Head, the coxswain saw smoke to the southward. He thought it must be a mine exploding. If a mine had exploded, something had hit it. He altered course and made for the smoke. He had been going a mile on the new course when he saw a boat on the top of a wave. The smoke had come from a flare which the men on board her had lighted, for they had seen the life-boat before she saw them.

The boat belonged to the S.S. *Primrose*, of Liverpool. The steamer had turned turtle at 9.30 in the morning when she was about four miles east-

south-east of Daunt Rock. The mate had been drowned in attempting to cut away a raft, but the other eight men of the crew had got away in the ship's boat.

As the life-boat came near the boat the life-boatmen could see that she was waterlogged. Only six inches of her gunwale were above the water. Three men at the oars were trying to keep her head to the seas and five others were lying exhausted across the thwarts. The life-boat's coxswain told his crew to get grapnel irons and heaving lines ready. He intended to run up alongside and haul the men aboard.

When the life-boat was still fifty yards away, the three men at the oars turned their boat to row towards her, but at that moment a heavy sea broke over her and filled her. She sank, and the life-boat's coxswain thought that all her men had gone, but her air cases brought her to the surface again, and he took the life-boat right alongside her. He had to handle the life-boat very carefully, for if, in that sea, she had rolled over on the boat she would have sunk her at once. The grapnel irons were thrown; the boat was hauled close to the life-boat; and the eight men were dragged on board. They were drenched, exhausted and suffering from cramp, but still alive. It was then 5.15.

Brandy, biscuits and chocolate were given to them, and clothes which the life-boatmen took off themselves. First aid was also given to two of the men, one with very severe cramp and the other with a cut hand. Then the life-boat made for Ballycotton. She arrived at 7.10 in the evening, and the rescued men were given into the care of the Red Cross and the Shipwrecked Mariners' Society. The doctor who examined them said that, in another two hours, they would have been beyond his aid. Had the life-boat not found them, they would never have been able to reach the shore by themselves. They did not think that they could have reached it, exhausted as they were by their long struggle with the heavy seas, and with only three men able to row; and had they come near to it - a lee shore with

the tide setting into it - their boat would have been smashed to pieces in the breakers under the cliffs of Flat Head.

It was a skilful and gallant rescue, and the life-boat, in the heavy seas and fog, ran great danger of being blown up by a mine. The Institution made the following awards :

To COXSWAIN PATRICK SLINEY, 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 £1 in addition to the ordinary scale reward of £2 7s. each. Standard rewards to crew and helpers, £17 0s. 3d. ; additional rewards to crew, £8 ; total rewards, £25 0s. 3d.

JANUARY 31ST. - DOUGLAS, ISLE OF MAN. At 11 A.M. the Ramsey life-boat station reported that a vessel with a barrage balloon attached was drifting towards Maughold Head, but that owing to the state of the tide the Ramsey life-boats could not launch. A north-easterly wind was blowing, with a moderate sea. The Douglas motor life-boat *Manchester and Salford* was launched at 11.25 A.M., and at 1.5 P.M. found the motor vessel *Saturnus*, almost aground at Port Moor. She had been on fire. Her wheel-house and the hatches of the hold had been completely destroyed and her crew had abandoned her. Two naval officers had gone on board her, and they were there when the life-boat arrived. The engine-room was still smouldering but the engines were running. The officers had stopped them, and then found that they could not start them again. The life-boat took the *Saturnus* in tow, and brought her into Douglas at 5.30 P.M. Tributes were paid by the naval and air force officers to the excellent work of the life-boat crew. - Property salvage case.

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

JANUARY 2ND. - SKEGNESS, LINCOLN-SHIRE. An aeroplane had been reported down in the sea, but nothing was found.- Rewards, £21 19s. 6d.

JANUARY 3RD. - SOUTHEND - ON - SEA, ESSEX. A vessel had been mined, but her crew were rescued by a tug. - Rewards, £4 18s. 6d.

JANUARY 4TH. - HASTINGS, SUSSEX. A red flare had been reported and men and women launchers worked hard and well in the darkness to get the life-boat down to the water through ten inches of snow, but she found nothing. - Rewards, £22 19s. 9d.

JANUARY 4TH. - BARRA ISLAND, HEBRIDES. A strange-looking ship had

been reported at anchor, but she was found to be a motor trawler which did not need help. - Rewards, £14 7s. 6d.

JANUARY 7TH. - BALLYCOTTON CO. CORK. Machine-gun fire from aircraft thought to be attacking fishing vessels had been heard, but no vessels in need of help were found. - Rewards, £6 17s. 6d.

JANUARY 8TH. - CLACTON - ON - SEA, ESSEX. A Trinity House vessel was blown up by a mine, but sixteen of her crew were lost and eighteen were picked up by a patrol drifter. A search of the wreckage by the life-boat was without result. - Rewards, £7 14s. 6d.

JANUARY 9TH. - SELSEY, SUSSEX. An aeroplane was reported to have crashed, but nothing except oil was found. - Rewards, £20 3s. 6d.

JANUARY 10TH. - BARMOUTH, MER-IONETHSHIRE. A British aircraft had crashed into the sea, but no survivors were found and an attempt to tow the aeroplane into shallow water failed. - Rewards, £17 5s.

JANUARY 11TH. - TORBAY, DEVON. A naval rating finding himself unable to row back to his motor launch had boarded a yacht and shouted for help, but a boat belonging to the launch took him off.- Rewards, £6 19s. 6d.

JANUARY 11TH. - PEEL, AND PORT ERIN, ISLE OF MAN. Amber-coloured rockets had been seen and the Peel life-boat went out. Later a red flare was seen in the direction of the life-boat and the Port Erin life-boat put out, but nothing was found.- Rewards : Peel, £11 10s. ; Port Erin, £7 12s. 6d.

JANUARY 11TH. - ARRANMORE, CO. DONEGAL. A steamer had been in collision, but she was taken in tow by a destroyer. - Rewards, £26 15s.

JANUARY 16TH. - SOUTHEND - ON - SEA, ESSEX. A motor vessel had gone ashore, but her crew got off without help. - Rewards, £13 19s.

JANUARY 16TH. - HARTLEPOOL, DURHAM. A British aeroplane had crashed into the sea in a mined area, but the life-boat was recalled and naval vessels went out.- Rewards, £6 12s.

JANUARY 18TH. - WICK, CAITHNESS-SHIRE. Fishing boats were making for harbour in bad weather, but got in without help.- Rewards, £6 13s.

JANUARY 18TH. - CAMPBELTOWN, ARGYLLSHIRE. The Dutch S.S. *Prinses Juliana*, of Flushing, had been reported in difficulties near the shore, but she was found not to be in need of help. - Rewards, £4 17s. 6d.

JANUARY 19TH. - WHITBY, YORKSHIRE. A trawler had stranded under the cliffs at Kettleless, but her crew were rescued from the shore by the coastguard life-saving apparatus. - Rewards, £4 13s. 6d.

JANUARY 19TH. - WALTON AND FRINTON, ESSEX. An unknown steamer had been bombed by enemy aeroplanes and set on fire, but her crew were rescued by a naval vessel. - Rewards, £26 18s.

JANUARY 20TH. - ROSSLARE HARBOUR, CO. WEXFORD. On the afternoon of the 20th January the Athlone Broadcasting Station asked listeners to inform the life-boat authorities that a vessel was in distress. She was the Greek steamer *Eleni*, of Ithaca, in difficulties off Raven Point. Coxswain J. Wickham, who was ill in bed, got up and went out in the life-boat, but collapsed. The life-boat found nothing, and the steamer sent a message cancelling her call as she had been helped by another vessel. - Partly permanent paid crew. Rewards, £2 7s.

JANUARY 25TH. - MARGATE, KENT. A boat with men aboard had been reported, and the life-boat went out to investigate, but found that the "boat and men" were a damaged raft with pieces of wood sticking up from it. - Rewards £7 12s.

JANUARY 26TH. - BRIDLINGTON, YORKSHIRE. A French motor life-boat bound for Bridlington for service as a rescue boat under the Admiralty had been disabled by her engine breaking down. The life-boat passed quite close to her in the darkness, but her crew thought the sound of the life-boat's engine was an enemy seaplane and they would not signal. The life-boat did not find her, and the boat went ashore without injury to her crew of four. - Rewards, £24 7s. 6d.

JANUARY 26TH. - ST. DAVID'S, PEMBROKESHIRE. January 26th was a Sunday, and Dr. Joseph Soar, Mus.Doc., organist at St. David's Cathedral and the honorary secretary of the life-boat station, received a telephone message at the Cathedral during the morning service, through the police, which came from the Milford Haven naval base. The message asked for the life-boat to go out to a vessel, the *Beemsterdijk*, which had been reported as sinking after striking a mine, but naval vessels had also gone out and had found the vessel, and the life-boat was recalled. - Rewards, £19 13s.

(See "Accounts of Services by Life-boats," Dunmore East, 30th January, 1941, page 21.)

JANUARY 27TH. - HOWTH, CO. DUBLIN. An unknown aeroplane had been reported by the Dublin military authorities to be down in the sea, but nothing was found. - Rewards, £10 13s.

JANUARY 28TH. - STORNOWAY, ISLAND OF LEWIS. Flares had been reported but no vessel in distress was found. - Rewards, £12 6s. 3d.

JANUARY 28TH. - CROMER, NORFOLK. A steamer had been reported aground on the Haisborough Sands, but could not be found and must have refloated and gone on her way. - Rewards, £38 3s. 6d.

JANUARY 29TH. - BARROW, LANCA-SHIRE. A trawler had gone aground, but she refloated and did not need help. - Rewards, £4 19s. 6d.

JANUARY 30TH. - ALDEBURGH, SUFFOLK. The coastguard had seen what appeared to be a rubber boat with a man in it, but it was found to be a Carley float. - Rewards, £29 6s.

FEBRUARY

Launches 88. Lives rescued 248.

FEBRUARY 1ST. - ST. IVES, CORNWALL. At 4.6 P.M. the naval authorities at Penzance sent a message through the coastguard asking for the life-boat to go out with a doctor and bring in from a steamer shipwrecked men whom she had picked up. A fresh N.E. breeze was blowing, with a slight sea. With a doctor and ambulance men on board, the motor life-boat *Caroline Oates Aver* and *William Maine* was launched at 4.30 P.M., and in the bay found the S.S. *Isleman* with ten men on board belonging to the S.S. *Kia*, of Gloucester, formerly of Estonia, whom she had rescued from the ship's boat. The *Kia* had been attacked and left sinking, and her crew had abandoned her. The life-boat landed ten men and then went out and brought in a ship's boat with a dead seaman aboard, returning to her station at 6.15 P.M. - Rewards, £16 3s. 6d.

FEBRUARY 2ND. - SENNEN COVE, AND PENLEE, CORNWALL. At 5.17 P.M. the coastguard reported a vessel was in distress, and the motor life-boat *The Newbons* was launched at 6 P.M. A strong N.E. gale was blowing, with a very rough sea. The life-boat found the S.S. *Heire*, of Oslo, three miles W.N.W. of The Brissons. She had lost her propeller, was waiting for a tug, and did not need the life-boat's help. The life-boat returned to her station at eight in the evening and stood by. At 11.4 P.M. a message came that the steamer had fired a red rocket, and was thought to be ashore on the Shark's Fin, near the Longships. The weather had now got worse. The Sennen Cove life-boat could not be launched, and the Penlee life-boat station was informed. Penlee also received the news through the coastguard, at about 11.30 P.M., and the motor life-boat *W. and S.* left at midnight. She found the *Heire* in a very dangerous position, still waiting for a tug, and stood by her until 9 next morning when the tug arrived. The life-boat continued to stand by until the *Heire* was safely in tow, and then returned to her station, arriving at noon. She had been out over twelve hours. It was a long and arduous service in bitter weather and the Penlee crew were thanked by the resident naval officer at Penzance. A gift of £16 was made

to them by the master and crew of the *Heire*.
- Rewards, Sennen Cove, £20 15s. ; Penlee,
£26 19s. 6d.

FEBRUARY 5TH and 6TH. - BARRA ISLAND, HEBRIDES. At 9 A.M. information was received through the coastguard that a vessel was ashore south of Barra Island, and the motor life-boat *Lloyd's* was launched at 10 A.M. Half a gale was blowing from the south-west, with a rough sea. The life-boat found the S.S. *Politician*, of Liverpool, in Barra Sound on the east aide of Eriskay. She was a 10,000-ton steamer, bound laden to Jamaica from Liverpool. The life-boat rescued her crew of fifty and took them to Castlebay, arriving at 8.0 in the evening. At nine the following morning the life-boat took the captain and crew out again to see what hope there was of refloating the ship, but it was found that she was likely to become a total wreck, and the life-boat returned at 7.30 P.M. - Rewards, £21 5s., and £24 1s. 6d.

FEBRUARY 6TH and 12TH, and MARCH 7TH. - AMBLE, NORTHUMBERLAND. At 11.45 P.M. on the 5th February the coastguard reported a vessel ashore at Druridge Bay, and the motor life-boat *Frederick and Emma* was launched 35 minutes later. A moderate breeze was blowing, but the sea was rough. The life-boat found the S.S. *Empire Breeze*, of Sunderland, ashore on Bondicar Rocks, south of Hauxley. She was a vessel of 9,500 tons, with a crew of 42, laden with coke for America from Scotland, and on her maiden voyage. She was badly holed and the life-boat rescued and brought ashore 34 men. Going off again, the life-boat rescued the remainder of the crew, except the captain who still refused to abandon ship. A third trip was made at 11.30 A.M. and after much persuasion the captain consented to leave and was brought ashore at 4.25 P.M. The life-boat also brought with her some of the rescued crew's belongings. Salvage operations were started, and on the 12th February, when a S.E. gale was blowing, with a rough sea, the naval salvage officer asked the life-boat to go out and bring ashore the salvage party on board the *Empire Breeze*. At 3.30 P.M. the motor life-boat *Elizabeth Newton*, on temporary duty at the station, was launched, but the salvage party refused to leave the steamer and the life-boat returned at 4.50 P.M.

On the 7th March the steamer caught fire, and the life-boat went to her at 11 P.M., but the salvage party on board had got the fire under control, and the life-boat returned to her station at 12.45 A.M. - Rewards : first launch, £22 12s. ; second launch, no expense to the Institution ; third launch, £15.

(See "Accounts of Services by Life-boats," Cresswell, page 36.)

FEBRUARY 6TH. - TOBERMORY, ARGYLLSHIRE. At 11.50 A.M. information was received from a resident of Ulva, *Baron Renfrew* to Bunessan. The life-boat returned to her station at 9.30 P.M. - Rewards, £17 19s. 6d.

FEBRUARY 7TH. - MARYPORT, CUM-

FEBRUARY 8TH. - PORT ASKAIG, ARGYLLSHIRE. At 4.35 A.M. the South-end coastguard informed the life-boat station that a vessel was in distress south of Colonsay. A strong southerly wind was blowing, and it was dark and foggy. The motor life-boat *Charlotte Elizabeth* was launched at 6.40 A.M., and with the help of her radio telephone found the vessel two miles west of Ardskenish Point. She was the S.S. *G. MacLaren.*, of Cardiff, of about 7,000 tons, disabled by the loss of her rudder and propeller. She was at anchor. The life-boat stood by until a tug arrived, and took the steamer in tow, and she piloted them into deep water, and the life-boat returned to her station, arriving at 8.15 P.M. - Rewards, £10 12s. 6d.

FEBRUARY 8TH. - SCARBOROUGH, YORKSHIRE. The fishing boat *Thankful*, of Scarborough, with four men on board, did not return during the afternoon, as expected, and another fishing boat went out to look for her, but failed to find her. At 6.30 P.M. the Burniston coastguard reported distress flares, and the motor life-boat *Herbert Joy II* went out at 7.50 P.M. A light S.S.W. wind was blowing, and the sea was smooth. The life-boat found the *Thankful* four miles N.E. of Scarborough. She was leaking badly and in danger of sinking. The life-boat took her in tow and reached harbour at 9.30 P.M. The crew of the *Thankful* had to keep baling and pumping all the way home. - Property salvage case.

FEBRUARY 9TH. - WICK, CAITHNESS-SHIRE. At 3.50 P.M. the coastguard reported a British aeroplane in difficulties, and a few minutes later the news came that the aeroplane was down in the sea. Her position was given at sixteen miles east of Wick. A S.W. breeze was blowing, with a choppy sea. The motor life-boat *City of Edinburgh* was launched at 4.10 P.M., and found an exhausted airman floating on a rubber dinghy. The life-boat took him on board and then made a thorough search for the two other members of the crew, but could not find them. She arrived back at her station at 8 P.M. - Rewards, £16 9s.

FEBRUARY 11TH. - FRASERBURGH, ABERDEENSHIRE. At 10.35 in the evening the coastguard at Kinnaird Head reported that a vessel at sea was signalling by morse lamp, and a few minutes later that the signal was for a doctor. The life-boat *John and Charles Kennedy* put out at 11.12 P.M., with a doctor on board, and Captain A. Stephen, the honorary secretary of the station. A light southerly wind was blowing, and the sea was calm. The life-boat found the vessel about a mile east of Fraserburgh. She was the S.S. *Cantick Head*, of Leith. The doctor and Captain Stephen went on board and found that the steamer had been attacked by enemy aeroplanes when thirty miles north of Fraserburgh and that her captain had been badly wounded by bullets. The steamer came into Fraserburgh, and the life-boat returned to her station, arriving at 12.50 next morning. - Rewards, £14 9s. 6d.

FEBRUARY 12TH. - WICK, CAITHNESS-SHIRE. At 5.45 A.M. information was received that a British aeroplane, some twenty miles due east, was making for Wick. A few minutes later it was reported that she was down in the sea two miles S.E. of Sarclet Head. A fresh S.E. breeze was blowing, with a short swell. The motor life-boat *City of Edinburgh* was launched at 6.20 A.M. and searched without success until, about 11 A.M., she found the body of an airman floating close to the cliffs at Whaligoe. The life-boat returned with the body at 1 P.M. - Rewards, £8 11s.

FEBRUARY 13TH. - WHITBY, YORK-SHIRE. At 3.5 in the afternoon the coastguard telephoned that German aeroplanes had dropped bombs and later that a vessel was reported to be firing red flares. At 3.50 the No. 1 motor life-boat *Mary Ann Hepworth* was launched. A light north-east wind was blowing, with a moderate sea. The life-boat found that the vessel which had been firing the red flares was the S.S. *Westcliffe Hall*, of Montreal. Her steering gear had been put out of order, and she had a large hole in her side and an unexploded bomb on board. What she wanted was a tow, so the life-boat fetched a patrol ship. A destroyer also came up. The life-boat got a hawser fixed between the steamer and the patrol ship and then returned to her station, arriving at 6.45 in the evening. The patrol ship later towed the *Westcliffe Hall* into Hartlepool. - Rewards, £10 11s. 3d.

FEBRUARY 14TH. - WICK, CAITHNESS-SHIRE. At 1.6 P.M. the coastguard reported the S.S. *Dromara*, of Belfast, in difficulties off Wick Bay, and the motor life-boat *City of Edinburgh* was launched at 1.30 P.M., taking a pilot with her. A moderate S.E. gale was blowing, with a very heavy swell. She found the *Dromara* listing heavily, and as it seemed impossible for her to make harbour, the life-boat escorted her while she steamed south, hoping to reach more sheltered waters. When off Hillman Head, however, she took a heavier list, her engines stopped, and she began to drive ashore. Going alongside the life-boat took off two elderly members of the crew by breeches buoy. Then she came under the ship's quarter, and rescued the remaining eleven members of the crew. She herself was damaged by being flung against the steamer. She arrived back at Wick at 3.30 P.M. - Rewards, £7 14s. 6d.

FEBRUARY 14TH. - ABERDEEN. At 9.35 P.M. the naval authorities asked for the assembly of the life-boat crew, as H.M. tug *Attentif* was reported three miles S.E. of Girdleness, with her stokehold flooded. A strong E.S.E. wind was blowing, with a very heavy sea. The No. 1 motor life-boat *Emma Constance* was launched at 10.5 P.M., but it was not until 1.45 A.M. that she found the tug, which was then five miles N.E. of Girdleness. The *Attentif* asked the life-boat to return to Aberdeen with an urgent message for a tug. This she did, arriving at 2.40 A.M., and later the *Attentif* was towed in. - Rewards, £14 11s. 6d.

FEBRUARY 15TH. - WHITBY, YORKSHIRE. At 6.45 A.M. the coastguard reported a vessel in distress at Robin Hood's Bay, and at 7.30 A.M. the No. 1 motor life-boat *Mary Ann Hepworth* was launched. A light S.E. wind was blowing, with a moderate sea. The life-boat found the S.S. *Paris*, of London, hard aground off Stoupe Beck, with a cargo of coal for London and a crew of twenty-two. She had been in collision some hours earlier and had been run aground. She was damaged below the water line and her fore deck was awash. The life-boat rescued seventeen of the crew, and landed them at Whitby at 10 A.M. She put out again at 10.20 taking with her Lloyd's agent. The captain eventually decided to abandon the *Paris*, and the life-boat rescued him and the remaining five members of his crew, landing them at Whitby at 3.45 P.M. - Rewards, £9 9s.

FEBRUARY 15TH. - SKEGNESS, LINCOLNSHIRE. At 10.50 A.M. information was received from the Chapel St. Leonard's coastguard that an aeroplane was down in the sea two miles east of the look-out. A light S.W. wind was blowing, and the sea was smooth. The motor life-boat *Anne Allen* was launched at 11.20 A.M., and after a long search was guided by a British aeroplane to a spot where she found some articles of clothing, some wreckage, and some fragments of an airman. The life-boat returned at 3.35 P.M., taking with her some of the clothing and wreckage, and handed them over to the Royal Air Force to be identified. Later it was learnt that the aeroplane belonged to the American Eagle Squadron and that the pilot was their famous Ace. Both going and returning the life-boat came under fire from troops who were practising with an automatic gun and the crew had to lie down on the deck. - Rewards, £9 2s. 6d.

FEBRUARY 16TH. - NORTH SUNDERLAND, AND HOLY ISLAND, NORTH-UMBERLAND. At 8.10 in the morning the coastguard reported to the North Sunderland life-boat station that a ship was ashore on the Farne Islands. She was the S.S. *Coryton*, of Cardiff, of nearly 3,000 tons, and she was loaded with grain. She was bound for Hull from New Brunswick, and carried a crew of forty. The North Sunderland life-boat W.R.A. was launched at 8.30. A light southerly wind was blowing, but the sea was heavy. The life-boat went to the Longstone lighthouse, on the Farne Islands, but did not find the steamer there. Then, at nine o'clock, a message came to the Holy Island life-boat station that a ship was ashore in Budle Bay on the mainland, and at 9.30 the motor life-boat *Milburn* put out. She found the *Coryton*, which came ashore after striking a rock. The *Milburn* brought her captain ashore so that he could communicate with his owners, and when she took him out to the *Coryton* again found the North Sunderland life-boat standing by. The two life-boats then laid out an anchor, and as the steamer's crew did not wish to abandon her, and as the weather was moderate, both life-

boats left at 1.30 P.M. and put into Holy Island. Before they left, however, the captain asked them to take any orders which might have come for him from his owners and, in any case, to come out again to the steamer at five in the afternoon. The sea was making and he was afraid that he would have to abandon ship. Both life-boats put out again at 4.45, and reached the *Coryton* half an hour later. By this time a heavy sea was running, and the life-boats took off her whole crew, 27 being rescued by the Holy Island boat and 12 by the North Sunderland boat. The captain himself would not leave his ship, although the Holy Island coxswain strongly advised him to do so and told him he was in a very dangerous position. As he could not be persuaded the life-boats returned to Holy Island without him, arriving at 6.30 that evening. The next day the body of the *Coryton*'s captain was found on Ross Sands. He had evidently been washed overboard in the night. Owing to the heavy weather the North Sunderland life-boat remained at Holy Island for two days and then returned to her own station on February 18th. - Rewards : North Sunderland, £25 8s. 3d. ; Holy Island, £13 1s. 9d.

FEBRUARY 17TH. - HARTLEPOOL, AND SEAHAM, DURHAM, AND REDCAR, AND WHITBY, YORKSHIRE. Shortly after midnight a message came to the Hartlepool honorary secretary's house from the coastguard that the life-boat was wanted. The honorary secretary was on duty with the Observer Corps, and the coastguard at once repeated the message to him there. The coxswain was on duty in an examination vessel and the second-coxswain and crew were called out. Ten minutes later the call was cancelled. At 5 A.M. the call was repeated, and the motor life-boat *The Princess Royal* {Civil Service No. 7} was launched at 6.35, but a wire snapped, the starboard engine lost power, and it was found that the broken wire had got round the propeller and boss. An easterly gale was blowing, with exceptionally heavy seas on the bar, and it was thought not safe for the life-boat to go out on one engine. Attempts to put the trouble right failed, and at daylight it was decided to put the boat back on her slipway. The engine was reversed, the wire cleared and at 10.40 she was ready again for service. The naval officer in charge was informed, and he told the life-boat to stand by for instructions. At 11.55 she was asked to go out to the help of a vessel ashore on the Hummersea Sands. She was the French steamer *Casamance*. The life-boat found her at 3.10 in the afternoon, under the cliffs at Redcliff, with heavy seas going over her. The life-boat hailed her and sounded her klaxon horn, but no reply came from the steamer. She had evidently been abandoned, and the life-boat returned to her station, arriving at 5.30 P.M.

The news that the steamer was ashore was sent also to Whitby, Seaham, Redcar and Runswick and Staithes. At Whitby, Seaham and Redcar the crews were assembled, but the life-boats did not launch. The life-boat at Runswick was off service, but it was

known there that the Hartlepool life-boat had launched, but about eleven in the morning nine fishermen of Staithes were taken to the point on the cliffs nearest to the wreck in a coal waggon, and immediately they were seen the crew of the *Casamance* launched one of the ship's life-boats. It had on board 37 men and the wife of the mate. There was a tremendous current sweeping past the steamer, and it looked as if the men would be unable to manage their boat but, encouraged by the shouts, and guided by the signals, of the fishermen on shore, they succeeded in bringing her safely to the beach, and everyone on board was rescued. Another small boat was then launched from the steamer, with the captain and the remaining eight members of the crew on board, but the boat capsized and all nine were drowned.

The officers and men of the *Casamance* had left their things on board, ready packed, and next day they asked if these might be brought ashore. Confidential papers had also been left on board which the officers were anxious to have. The sea was still rough and only a life-boat could get to the steamer. The naval authorities decided to ask the Redcar life-boat to go out, and at three in the afternoon the motor life-boat *Louisa Polden* was launched. All the personal baggage, the ship's papers, navigational instruments and charts were collected and brought ashore, and the lifeboat returned to her station at 6.30 P.M. - Rewards : Hartlepool, £17 14s. ; Redcar, assembly on the 17th, £6 15s., service on the 18th, £14 12s. 3d. ; Whitby, assembly, £3 ; Seaham, assembly, £1 4s. 6d. ; the nine fishermen of Staithes were rewarded by the Ministry of Shipping.

FEBRUARY 18TH. - WALTON AND FRINTON, ESSEX. During the afternoon the naval authorities asked for the services of the life-boat to destroy a floating mine, and the motor life-boat *E.M.E.D.* was launched at 3.35 P.M. A coastguard and a naval rating were on board with a gun. The sea was moderate with a light S.E. breeze. After they had sunk the mine the life-boat returned to her station at 5.20 P.M. - Expenses paid by the Admiralty.

FEBRUARY 19TH. - TYNEMOUTH, NORTHUMBERLAND. At 11.30 A.M. the life-boat station received a telephone call from the Port War Signal Station that a vessel had been mined east of the North Pier, and the motor life-boat *John Pyemont* was launched at 12.10 P.M. A strong N.N.E. wind was blowing with a rough sea. The life-boat found the *S.S. Fulham II*, of London, a vessel of 2,000 tons, with a crew of twenty-one men. After striking the mine she had drifted on to the Trow Rocks at Marsden. The life-boat went under her lee side, where a heavy sea flung her against the steamer and she was damaged, but she got alongside and took off twenty men. The twenty-first man, the chief engineer, had been killed by the explosion of the mine. The lifeboat returned to Tynemouth with the rescued men at 2.30 P.M. - Rewards, £10 4s.

FEBRUARY 20TH. - THE MUMBLES, GLAMORGANSHIRE. At 6.57 A.M. the coastguard telephoned that a vessel had been mined one and a quarter miles S.E. of Mumbles Head. The motor life-boat *Edward Prince of Wales* was launched at 7.15 A.M. A light northerly wind was blowing, with a choppy sea. The life-boat found that the vessel was the *S.S. Fort Medine*, of Swansea, formerly a French vessel, of over 5,000 tons. There was much wreckage about, but the life-boat saw no survivors. Some, it was known, had been picked up by other boats. She found two empty ship's boats of the *Fort Medine* and towed them in, arriving at her station at 9.30 A.M. - Property salvage case.

FEBRUARY 20TH. - TENBY PEM-BROKESHIRE. At about 8 P.M. information was received, through the coastguard, from the Naval Base at Milford Haven, that a soldier had fallen over the cliff at Cork Bay, near St. Govans Head. The motor life-boat *John R. Webb* was launched at 8.40 P.M., taking a small boat in tow. A light N.N.W. wind was blowing, with a ground swell. The life-boat found the man, badly injured, got him aboard, and brought him to Tenby at 12.50 A.M. A donation was received from the 4th County of London Yeomanry to which the man belonged. - Rewards, £18 18s. 6d.

FEBRUARY 21ST. - PETERHEAD, ABERDEENSHIRE. At 10.40 A.M. the coastguard reported a light E. by S. of Peterhead, and later reported that it was still to be seen, drifting northward. A fresh N.E. breeze was blowing with a moderate sea. The motor life-boat *Julia Park Barry of Glasgow* was launched at 1.45 A.M. and found the smack *Merite*. She was rolling in the swell about a mile off the coast, and had lost her bearings. The light which the coastguard had seen was on deck and was not a signal for help. The life-boat gave the *Merite* her position, and she made for Aberdeen, while the life-boat returned to her station, arriving at 4.30 A.M. - Rewards, £13 3s. 6d.

FEBRUARY 22ND. - THE MUMBLES, GLAMORGANSHIRE. At 11.18 A.M. information was received from the coastguard that the minesweeper *Erimo* had struck a mine about one and a half miles off the Mumbles, and was flying distress signals. A fresh S.E. breeze was blowing and the sea was smooth. The motor life-boat *Edward Prince of Wales* was launched at 11.35 A.M. and found that the *Erimo's* engine had been disabled by the explosion. At the master's request the life-boat stood by, and then escorted her when another vessel towed her to Swansea. The life-boat returned to her station at 2.30 P.M., and later made an unsuccessful search for a ship's boat reported adrift. - Rewards, £8 10s.

FEBRUARY 26TH. - HOWTH, CO. DUBLIN. At 4 P.M. it was reported that the open motor boat *Little Flower*, a local fishing boat, with three men on board, had not returned from fishing, and at 4.30 P.M. the

motor life-boat *R.P.L.* was launched. A southerly gale was blowing, with a heavy sea. The life-boat searched the fishing grounds, from Lambay Island for twelve miles towards the Skerries, but could find nothing and returned to Lambay Island. There she saw three lights on the shore, a signal that the three men were safe on the island, so she returned to her station, arriving at 9.30 P.M. The next day she went out again at noon, took the men off the island, and towed in the *Little Flower*, arriving at her station at 2.30 P.M. - Rewards, first service, £17 11s. 6d.; second service, no expense to Institution.

BRONZE MEDAL SERVICE AT THE HUMBER

FEBRUARY 27TH. - THE HUMBER, YORKSHIRE. About three in the morning the Royal Naval Shore Signal Station on the Humber reported that a mine had exploded in the convoy anchorage north of one of the two gate vessels, which formed part of the boom defence at the mouth of the Humber. The signal station asked the life-boat crew to stand by. Ten minutes later another message came that a vessel had been sunk a quarter of a mile north of the gate vessel. The life-boat was launched at once. A full gale was blowing from the south-south-east, with a heavy sea. The night was very dark, and it was snowing.

The life-boat made for a steamer which had red lights in her rigging, and found her to be the *S.S. Venus*, of Rotterdam, which had fouled the boom defence. Her master asked for tugs, so the coxswain took the life-boat to the gate vessel and asked it to telephone for tugs. He also asked for the position of the vessel that had been reported sunk. It was given as about half a mile to the north. The life-boat went there, but could find nothing, and as she was searching she saw rockets going up a little way off to the north-eastward.

The coxswain knew that many mines had been dropped in this part of the river by enemy aeroplanes only a day or two before. He knew the risk he was running, but he took the risk and made at once for the rockets. They had been fired by the air raid balloon ship *Thora*, which had gone aground on the edge of the Trinity Sands, just inside the mouth of the Humber off

the north bank. Like the life-boat she had been looking for the vessel reported sunk, but her anchor cable had got round her propeller, had damaged her steering gear and had also fouled her balloon cable. Out of control, she had struck the sands and lay there with the seas breaking over her full length from astern. It was now about 4.45 in the morning.

The coxswain took the life-boat through the surf past the *Thora's* weather side, round her bows, where the water was so shallow that the life-boat touched bottom, and under her lee side. A rope was thrown to the *Thora*, and by means of this rope, and by working his engines, the coxswain was able to hold the life-boat - with seas breaking over her - close to the *Thora* long enough for the eight men of her crew to jump aboard. The actual rescue took only a few minutes. Then the life-boat made for Grimsby to land the men, asking by radio telephone for the pier lights to be shown to guide her in. She arrived there shortly before seven that morning and returned to her station at 9.30.

It was not only a skilful, but a very courageous rescue, in circumstances of great danger, and the Institution made the following awards :

To COXSWAIN ROBERT CROSS, a clasp to his bronze medal for gallantry with a copy of the vote inscribed on vellum ;

To the coxswain and each of the seven members of his crew a special reward of £2. Permanent paid crew, rewards, 13s 6d. ; additional rewards, £16 ; total rewards, £16 13s. 6d.

FEBRUARY 27TH. - ALDEBURGH, SUFFOLK. Shortly after 5 A.M. the coastguard reported a vessel making a distress signal two and a half miles S.S.W. of Orfordness, and the No. 2 motor life-boat *Lucy Lavers* was launched at 6.30 A.M., after a way had been cleared through the barbed wire and other defences. A S.S.E. gale was blowing, with a heavy swell. The life-boat found the barge *Martinet*, of Poole, laden with cement for Norwich from London with the seas washing over her, went alongside and rescued the crew of three. Not long afterwards the *Martinet* sank. - Rewards, £25 14s. 6d.

FEBRUARY 27TH. - PETERHEAD, ABERDEENSHIRE. At 7.30 A.M. a message was received from the Naval Base,

through the coastguard, that H.M.T. *Monimia* was ashore in South Bay, Peterhead. A S. by E. gale was blowing, with a very heavy sea. As it was low water it was impossible for the life-boat to get near the wreck, so the coast-guard rocket life-saving apparatus was sent to her help, and rescued five of the crew of twenty men. At 12.45 P.M., by which time it was half flood, the motor life-boat *Julia Park Barry* of *Glasgow* was launched and reached the *Monimia* ten minutes later. Very heavy seas were breaking over the trawler. The life-boat anchored and dropped down on her cable, but the anchor dragged and she nearly came into collision with the wreck. The life-boat was severely buffeted in the broken water; her crew were flung about; and two of them were cut in the face and hands. The life-boat anchored again, and this time got a rope to the trawler with her line-throwing gun and rigged a breeches buoy, but the officer in charge of the trawler decided to remain aboard until low water. The life-boat stood by for a time, and returned to her station at 2.45 P.M. At low water the remainder of the *Monimia's* crew were rescued by the life-saving apparatus. - Rewards, £6 14s. 6d.

FEBRUARY 27TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. At 4.30 P.M. a message came from the Yarmouth coastguard asking for the services of the life-boat to bring ashore an injured man from H.M.T. *Francolin*, off Wellington Pier. It was low water, and as other vessels could not get out of harbour the motor life-boat *Louise Stephens* left her moorings at 4.45 P.M. A strong S. by W. wind was blowing, with a rough sea. The life-boat landed the sick man at the naval sick bay, and returned to her station at 6.15 P.M. - Rewards, £8 13s. 6d.

FEBRUARY 27TH and 28TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. At 9.30 in the morning the Gorleston coastguard telephoned to the life-boat station that the S.S. *Dynamo*, of Hull, was aground on North Bank. She was laden with coals for Yarmouth and had a crew of 15 on board. Another message came that a tug was going to her help, and at 10 A.M. the motor life-boat *Louise Stephens* put out. A southerly gale was blowing, with a very rough sea. The life-boat found the steamer in a dangerous position, with seas breaking over her. She anchored and veered down, but in the heavy seas it was impossible for her to get alongside the steamer, so she hauled out again and fired her line-throwing gun. By this means she got a wire rope from the steamer, but it was not long enough to take to the tug. The life-boat herself was driving ashore, and by this time the tide was falling. No further attempt could be made to get the steamer in tow until the tide flowed again. The life-boat continued to stand by, while the tide fell. As the crew were then in no danger, she returned to her station again at 12.30 P.M.

On the following morning the life-boat was out again at six, and got lines from the *Dynamo* to two tugs. They succeeded in shifting her about one length on this tide, and then, when the tide began to fall and

further efforts had to be suspended, the life-boat remained with the *Dynamo* until low water, and went back to her station at 12.30 P.M. At 6.30 in the evening she was out again for the third time, and again she got lines from the *Dynamo* to the tugs. One of the tugs pulled the bollards out of the *Dynamo*, but by this time the tugs' efforts were successful and the *Dynamo* came afloat at 9.35 that night. When she had made certain that no further help was needed, the life-boat returned to her station, arriving at eleven. - Rewards: first service, £4 17s. 6d; second and third services, property salvage cases.

FEBRUARY 28TH. - NEWCASTLE, CO. DOWN. At 4.15 in the morning the coast-guard telephoned that a steamer was ashore, and the motor life-boat *L. P. and St. Helen* was launched at five minutes past five. A southerly gale was blowing, with a very rough sea and snow showers. The life-boat found the S.S. *Margaret Lockington*, of Dundalk, bound for Newry with a cargo of coal and a crew of nine. She had gone ashore at "Wrek Port". The tide was ebbing, and when the life-boat arrived it had gone down sufficiently for the coastguard life-saving rocket apparatus to rescue the crew from the shore. The life-boat stood by, however, until daylight, as the seas were so heavy that it was impossible to signal to the shore by lamp. When day came the life-boat learned that all the men had been rescued, and returned to her station, arriving at ten that morning. - Rewards, £36 14s. 8d.

FEBRUARY 28TH. - THE MUMBLES, GLAMORGANSHIRE. At 10.56 in the morning the coastguard reported that the motor vessel *Cubenda*, of London, with a crew of twelve, had struck a mine about two and a half miles east of Mumbles Head, and the motor life-boat *Edward Prince of Wales* was launched at 11.20 A.M. A very strong westerly wind was blowing, with a heavy sea. The life-boat found that eleven of the *Cubenda's* crew had been picked up by H.M. minesweeper *Perdant*. The chief engineer had been killed, and his body was recovered by a patrol boat. At the request of the master of the minesweeper, the life-boat went alongside and took off the eleven men. Owing to the heavy seas it was not possible to land them at the slipway so they were taken to Swansea and put ashore at 1 P.M. The life-boat returned to her station an hour later. - Rewards, £6 15s. 6d.

FEBRUARY 28TH. - POOLBEG, CO. DUBLIN. At 5.30 P.M. a resident of Ringsend reported that a small open boat was adrift in the fairway of the River Liffey, east of Pigeon House Fort. A strong S.W. wind was blowing, with a rough sea and an ebbing tide. The motor life-boat *Helen Blake* was launched at 5.50 P.M. and found a boy in a sixteen-foot rowing punt. Both boy and boat were brought in by the life-boat, which returned to her station at 7.45 P.M. - Rewards, £10 2s.

BRONZE MEDAL SERVICE AT DUNMORE EAST

FEBRUARY 28TH and MARCH 1ST.-DUNMORE EAST, CO. WATERFORD. At 11.15 in the morning of the 28th the motor life-boat C. & S., of Dunmore East, was launched to the help of the Belgian motor trawler *Ibis*. A gale from the south-south-west had been blowing the night before, with a very heavy sea. When the life-boat put out, the gale had dropped to a strong breeze, but a heavy ground sea was running. There was a sea mist.

The *Ibis* had been caught by the gale on a lee shore, and had dropped three anchors, but they had dragged, and she had been carried upwards of seven miles, with her anchors down. When the life-boat reached her at one o'clock she was only two hundred yards from the rocky shore, and the seas were breaking right over her. Not only was she in a place of extreme peril for herself, but in a place where it was most difficult for the life-boat to get near her.

She was close to Green Island, a large rock surrounded by many smaller rocks, and she was sheering wildly on her cables. It was only possible for the life-boat to approach her from the weather side, and as her trawl boards were hanging over her weather quarter, and one of her cables was over her weather bows, the only part of her approachable was amidships.

Among those rocks, in those seas, and with the trawler sheering so violently, the life-boat could not approach her direct. The second-coxswain, who was at the wheel, ran her towards the beach, turned her and came up to the trawler's weather side from astern of her. He brought the life-boat alongside amidships, held her there for so long as it took a man to jump, and then sheered off to save the life-boat from being caught under the trawler's cable. Five times altogether he carried out this manoeuvre until all seven of the trawler's crew had jumped into the life-boat. Then he brought her out again and reached Dunmore East, with the rescued men, at 2.40 in the afternoon.

The second-coxswain, who was at

the wheel the whole of the time, handled the life-boat with courage and fine seamanship, and the Institution made the following awards :

To SECOND-COXSWAIN PATRICK POWER, the bronze medal for gallantry, with a copy of the vote inscribed on vellum ;

To the coxswain, second-coxswain and each member of the crew, a reward of £1 in addition to the ordinary scale reward of 19s. Standard rewards to crew, £6 17s. 6d. ; additional rewards to crew, £8 ; total rewards, £14 17s. 6d.

After the rescued men had been landed the life-boat put out again in an attempt to save the vessel. At the same time it had been arranged for a Waterford dredger to go to the *Ibis*, but the dredger did not arrive, and the life-boat returned at 8.15 that evening. Next morning, the 1st of March, she left again at 9.15, and with her help a steam trawler took the *Ibis* in tow after her anchor chains had been cut. The life-boat returned to her station at 8.45 that evening, and at the same time the trawler towed the *Ibis* into Dunmore East harbour.-Property salvage case.

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

FEBRUARY 1ST. - PADSTOW, CORNWALL. A government motor vessel's engine had broken down, but her crew were able to repair it and the vessel made harbour without help. - Rewards, £8 1s. 6d.

FEBRUARY 1ST. - TROON, AYRSHIRE. The Norwegian steamer *John Bakke*, of Haugesund, had run aground, but when the life-boat reached her, her fore part was high and dry and help was not needed. - Rewards, £6 17s. 6d.

FEBRUARY 3RD. - LYTHAM - ST. ANNES, LANCASHIRE. A British aeroplane had been reported down, but later it was found that no aircraft was missing and the life-boat was recalled. A letter of thanks was received from the R.A.F. Station. - Rewards, £15 19s.

FEBRUARY 3RD. - RAMSGATE, KENT. An Admiralty trawler had been bombed during an air raid, but she had sunk before the life-boat could reach her, and a naval vessel had picked up three survivors of her crew and the body of her skipper. - Rewards, £4 19s. 6d.

FEBRUARY 4TH. - BUCKIE, BANFF-SHIRE. An aeroplane had been reported down in the sea off Lossiemouth, but nothing could be found. - Rewards, £11 5s.

FEBRUARY 4TH. - THE HUMBER, YORKSHIRE. A steamer which had been blown up by a mine was found sunk by the stern, but the survivors of her crew had already been picked up by other vessels which were in the neighbourhood. Throughout this service enemy aeroplanes could be seen and heard, and there was intense gunfire. - Paid permanent crew. Rewards, 9s.

FEBRUARY 5TH. - PORTPATRICK, WIGTOWNSHIRE. A motor vessel's engine had broken down, but the vessel got into the shelter of a headland and did not need help. - Rewards, £21 2s. 6d.

FEBRUARY 6TH. - SELSEY, SUSSEX. A British aeroplane had been reported down in the sea, but boats which went out to search were later recalled by order of the commander-in-chief at Portsmouth. - Rewards, £13 13s. 9d.

FEBRUARY 6TH. - CROMER, NORFOLK. A steamer had stranded twenty-two miles east from Cromer, but she refloated before the life-boat reached her. - Rewards, £21 14s. 6d.

FEBRUARY 7TH. - SUNDERLAND, DURHAM. An aeroplane had been reported in the sea, but she had landed safely and the life-boat was recalled. - Rewards, £9 6s.

FEBRUARY 8TH. - NEWHAVEN, SUSSEX. Patrol vessels had been reported missing, but nothing was found and, later, all were accounted for. - Rewards, £10.

FEBRUARY 8TH. - CLACTON-ON-SEA, ESSEX. A British aeroplane had been reported down in the sea, but nothing was found. - Rewards, £13 8s. 6d.

FEBRUARY 9TH. - THURSO, CAITHNESS-SHIRE. A small boat from a patrol ship had been reported missing, but she was picked up by another patrol ship and taken to Scapa. - Rewards, £7 12s.

FEBRUARY 10TH. - PORTRUSH, CO. ANTRIM. A British aeroplane had been reported down at sea, but it had, in fact, managed to land in a field. - Rewards, £5 8s. 6d.

FEBRUARY 10TH. - ST. DAVID'S, PEMBROKESHIRE. Red flares had been reported, but nothing was found and it was thought that a flare on land might have been mistaken for a flare at sea. - Rewards, £13 1s.

FEBRUARY 12TH. - SCARBOROUGH, YORKSHIRE. A British aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £25 15s. 3d.

FEBRUARY 12TH. - SKEGNESS, LINCOLNSHIRE. An aeroplane had been reported down in the sea, but after an unsuccessful search it was learned that the crew had managed to get ashore near Boston. - Rewards, £26 12s. 6d.

FEBRUARY 12TH. - ANSTRUTHER, FIFESHIRE. A steamer had stranded off Crail, but when the life-boat coxswain hailed her he was thanked and told that help was not needed. - Rewards, £9.

FEBRUARY 12TH. - FILEY, YORKSHIRE. An aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £17 10s.

FEBRUARY 16TH. - NEWQUAY, AND PADSTOW, CORNWALL. A steamer had been mined ten miles N.E. of Trevose Head, and the Padstow life-boat put out in the early morning to search. Other vessels helped, but nothing was found except a barrage balloon floating in the sea. Late at night the Newquay life-boat was sent out to look for a ship's boat from the same steamer, but did not find her. - Rewards : Newquay, £35 18s. 3d. ; Padstow, partly permanent paid crew, £13 6s. 6d.

FEBRUARY 16TH. - SKEGNESS, LINCOLNSHIRE. During activity in the air in the early morning red lights had been reported some miles out at sea, but nothing was found. - Rewards, £29 11s. 6d.

FEBRUARY 16TH. - PETERHEAD, ABERDEENSHIRE. A naval trawler had been mined off the Bullars o' Buchan, but nothing was found. - Rewards, £13 3s. 6d.

FEBRUARY 17TH. - FILEY, YORKSHIRE. Flashing lights had been seen at irregular intervals, but no sign of any vessel in need of help was found, although the coxswain took the life-boat in right under the cliffs, and among the sea defences, in heavy seas. - Rewards, £29 8s.

FEBRUARY 19TH. - HASTINGS, SUSSEX. Flashes as from an aeroplane down in the sea had been reported, but nothing was found. - Rewards £41 14s. 6d.

FEBRUARY 19TH. - PWLLHELI, CAERNARVONSHIRE. A British Whitley aeroplane had crashed in Abersoch Bay, but Royal Air Force speedboats rescued five of the crew and picked up two bodies. - Rewards £5 14s.

FEBRUARY 20TH. - SUNDERLAND, DURHAM. A steamer had been mined east of the Tyne Piers, but she was beached and the life-boat was recalled. - Rewards, £7 15s. 6d.

FEBRUARY 20TH. - TYNEMOUTH, AND CULLERCOATS, NORTHUMBERLAND. At 8.13 in the morning the honorary secretary at Tynemouth had a telephone call from the Port War Signal Station that one of

H.M. trawlers had struck a mine about half a mile east of the north pier and needed immediate help. She was the *Marjory Hastie*. A strong wind was blowing, the sea was rough and it was snowing heavily. The honorary secretary replied to the message that he would launch immediately, but when he tried to telephone to the coxswain he found it was impossible. The storm had brought down the telephone wires. He was also told that the roads between Tynemouth and Cullercoats were impassable, blocked by ice and heavy snow. He passed on this information to the Port War Signal Station and said he would try to collect a crew from North Shields. There he got together a scratch crew. The bowman took command of the motor life-boat *John Pyemont*, and the honorary secretary, Mr. E. Selby Davidson, went with the boat. She was launched at 9.5, went to the position given and searched in the blinding snow. She found nothing and went down the coast. There she found the trawler ashore and her crew already rescued by the coastguard life-saving apparatus. She returned to her station at 11 A.M., and was moored, as it was impossible to get her back into the boathouse.

Meanwhile at 8.30 in the morning two army officers from the Tynemouth garrison had arrived at the Cullercoats life-boat station with the same information which had been telephoned to Tynemouth a quarter of an hour before, that a trawler had been mined half a mile east of Tynemouth piers. It had already been arranged with the Cullercoats station and the Tynemouth coastguard that, as the telephone service had been put out of action by the heavy snow fall, signals to launch would be sent by a motor despatch rider. The crew were assembled at once, and at 8.45 the life-boat *Westmorland* was launched. The two army officers who brought the message set a fine example. They took part in the launch, which was very difficult, going out up to the waist in the breaking seas, and one of them was knocked over. Like the Tynemouth life-boat, the Cullercoats boat went to the position given, found nothing, searched down the coast, and found the trawler ashore at Marsden. She was in a position where it was impossible for the life-boat to get alongside. The life-boat made for the Tyne, as it was impossible to return to Cullercoats, arriving at 11.15 A.M. - Rewards : Tynemouth, £12 3s. ; Cullercoats, £18 11s. 6d.

FEBRUARY 22ND. - SKEGNESS, LINCOLNSHIRE. A British Wellington aeroplane had come down in the Wash, but nothing was found in the course of a nine hours' search. - Rewards, £29 11s. 6d.

FEBRUARY 22ND. - ST. IVES, CORNWALL. Morse signals thought to be an S.O.S. had been reported, but no vessel in need of help could be found. - Rewards, £11 10s.

FEBRUARY 24TH. - CROMER, NORFOLK. An aeroplane had been reported in difficulties fifteen miles east of Hais-

borough, but although the life-boat and aeroplanes made a search nothing was found. - Rewards, £18 10s.

FEBRUARY 25TH. - ARKLOW, CO. WICKLOW. Red lights thought to be from an aeroplane had been reported, but nothing could be found. - Rewards, £21 16s.

FEBRUARY 26TH. - BALLYCOTTON, CO. CORK. An unknown trawler had been reported apparently in difficulties S.E. of Capel Island, but nothing could be found. The life-boat crew were called from the Lenten service in Ballycotton church. While searching they passed a floating mine only a few yards away. - Rewards, £13 11s. 6d.

FEBRUARY 26TH. - TENBY, PEMBROKESHIRE. A vessel had been reported sinking after being attacked by a German aeroplane, but a passing merchant vessel picked up the crew. - Rewards, £20 4s.

FEBRUARY 27TH. - ST. ABBS, BERWICKSHIRE. A Whitley bomber had been reported down in the sea, but actually it had come down close to the shore north of Fife Ness. - Rewards, £8 13s. 6d.

FEBRUARY 27TH. - KIRKCUDBRIGHT. The S.S. *Eldey*, of Iceland, had run ashore on the Isle of Whithorn, but the crew were rescued from the shore by the coastguard rocket life-saving appliances. - Rewards, £25 12s.

FEBRUARY 27TH. - MONTROSE, ANGUS. A steamer was reported to have been attacked by enemy aeroplanes, but nothing could be found. - Rewards, £19 9s. 5d.

FEBRUARY 28TH. - THE HUMBER, YORKSHIRE. A bomber aeroplane had been reported down in the sea, but another message came that she " had been accounted for ", and the life-boat was recalled. - Paid permanent crew.

FEBRUARY 28TH. - PWLLHELI, CAERNARVONSHIRE. A ship had been reported in distress off Penrhos, but no trace of any vessel in need of help was found. - Rewards, £13 11s. 6d.

MARCH

Launches 90. Lives rescued 132.

MARCH 2ND. - PLYMOUTH, DEVON. At 4.30 A.M. information was received from the King's Harbour Master that signals of distress were being shewn in Jennycliffe Bay, and the motor life-boat *Robert and Marcella Beck* was launched at 5.10 A.M. A gale was blowing, with a rough sea. The life-boat found the motor vessel *Houtman*, formerly of Rotterdam, with a crew of eight. She had dragged her anchors and gone ashore broadside on. The lifeboat fired a line to her and, helped by the wind veering W.N.W., she was able to get the vessel off the rocks and to a safe anchorage. One member of the vessel's crew

had his hand crushed and the life-boat brought him ashore for treatment when she returned to her station at 8.10 A.M. - Rewards, £9 19s. 6d.

MARCH 8TH. - CROMER, NORFOLK. At about 2.30 in the morning the Cromer coastguard reported that an S.O.S. was being flashed one mile N. by W. from the Haisborough coastguard lookout, and the Cromer No. 1 motor life-boat *H. F. Bailey* was launched at 2.30. A moderate S.E. wind was blowing, with a moderate sea. The life-boat found a small boat, with thirteen men on board, close to the breakers on Haisborough beach. They belonged to the 3,600-ton steamer *Corduff*, of Newcastle-on-Tyne; she had been sunk by an E-boat; some of her crew had been lost; two of them had been taken prisoner to Germany; and two of those in the small boat were injured. The life-boat took the thirteen men on board as quickly as possible and made at once for Cromer, so that the two injured men might be landed and given treatment without delay, but when she reached the slipway, it was impossible, in the sea that was running, to put them ashore at once. In the end they were put ashore at 7.45. A letter of appreciation was received from the Battery Commander at Happisburgh. - Rewards, £28 0s. 6d.

MARCH 8TH and 11TH. - CROMER, NORFOLK. While the No. 1 lifeboat *H. F. Bailey* was still waiting to land the men she had rescued from the S.S. *Corduff*, news came through the coastguard that a ship was ashore four miles S.E. of Cromer. As soon as she had landed the *Corduff's* men at 7.45 A.M. the life-boat refuelled and left again at 8.15 A.M. A moderate S.E. wind was blowing, with a ground swell. The life-boat found the S.S. *Kenton* of Newcastle, which had been attacked. There was no one on board. The life-boat found two ship's boats, both empty and with nothing to show to what vessel they had belonged. She towed them to Cromer, arriving about 10 A.M.

Three days later the naval authorities wished to investigate the wreck of the *Kenton*, and the No. 2 motor life-boat *Harriot Dixon* put out at 1 P.M. It was found that the steamer had broken her back. The life-boat brought ashore two Lewis guns, rifles and ammunition, and returned to her station at 3.30 P.M. - Rewards: No. 1, £13 6s. 6d.; No. 2, Expenses paid by the Admiralty.

MARCH 8TH. - PENLEE, CORNWALL. At 2.28 P.M. the coastguard called for the life-boat to go out to a steamer to bring off some wounded men. A N.E. gale was blowing, with a rough sea. The motor life-boat *W. and S.* was launched at 2.45 P.M., and met the S.S. *Margo*, of Cardiff. When she had anchored in Mounts Bay, the life-boat went alongside, brought off three injured men and one body, and took them to Penzance Harbour, where an ambulance was waiting. A severely wounded man had been left aboard the *Margo*, and the life-boat took out a doctor to him. She then brought ashore to Newlyn Harbour the wounded man and

the captain of the *Margo*. A call for a doctor had come from another steamer, the *Falkvik*, of Sweden. The life-boat took a doctor out to her and brought ashore a man with an injured hand, landing him at 10 P.M. She then took the captain of the *Margo* back to his ship. As the weather was too bad to rehouse her, the life-boat put into Newlyn at 11 P.M., and returned to her station two days later. - Rewards, £30 9s. 6d.

MARCH 9TH - 29TH. - HARTLEPOOL, DURHAM, AND TEESMOUTH, YORKSHIRE. At 7.45 in the morning the coastguard reported a vessel aground. She was the S.S. *Flimston*, of over 4,500 tons, laden with steel and with a crew of 38. She had gone aground S.W. of the south side of the Long Scar Rocks, about two and a half miles south of Hartlepool. The motor life-boat *The Princess Royal* (Civil Service No. 7) was launched at 10.30 A.M. A strong wind was blowing. The life-boat found that the steamer's crew did not wish to leave her, and returned to her station at 12.15 P.M. Two and a half hours later the master sent a message through the coastguard saying that he wished to abandon ship before darkness set in, and the life-boat put out for the second time at 3.20 in the afternoon. A gale was now blowing from the E.N.E., and very heavy seas were pounding on the steamer. The tide was ebbing and she was lying in the shallow broken water on a lee shore close to the rocks. It was not easy to manoeuvre the life-boat through the broken water and among the rocks, but the oil spray was used with good effect, and the coxswain succeeded in getting her under the steamer's lee. There she made fast, and a rope ladder was let down. As the opportunity came, the 38 men either came down the rope ladder, or jumped into the life-boat. They brought the ship's cat and kitten with them. It took a quarter of an hour to rescue the whole crew, and all that time heavy seas were breaking over the wreck and falling into the life-boat. While she was on her way back to the station a sea broke aboard, and one of the crew was nearly swept away. The master of the *Flimston* sent a letter of thanks. It was a good service, very skilfully carried out, and the Institution made the following

The salvage operations were still continuing on March 22nd, and on that day, at the request of the salvage officer of the Admiralty, the life-boat was launched at mid-day to take men out to the steamer, returning at 1.30 in the afternoon. Next day she was again out for the same purpose from 11.45 A.M. to 2.30 P.M., and on the 28th she went out at 3.55 P.M. to bring off the crew and salvage men, returning at 5.30 P.M. On each occasion the weather was such that no other boat could have been used. The launches from the 11th March to the 28th March were paid by the Admiralty.

During the service on the 28th the Hartlepool life-boat's engine had not been working satisfactorily and when, just after three in the afternoon of the 29th, she was again asked to go out, the honorary secretary passed on the call to the Teesmouth station. This time it was a call to rescue the six men still on board the steamer. A strong N.E. wind was blowing, with a rough sea and snow showers. At 5 P.M. the motor life-boat *J. W. Archer* was launched and found that an attempt had been made to rescue the six men from the shore by breeches buoy but only one man had been taken off in this way and he was in a very bad state when he was got ashore. The steamer had wires out in several directions and this made it very difficult to get the life-boat alongside. The coxswain succeeded and rescued the five men, but the life-boat's stern was damaged. The rescued men were landed, and the life-boat returned to her station at 6.55 P.M.-Rewards, £14 9s. 6d.

MARCH 13TH - 16TH. - CROMER, AND GREAT YARMOUTH AND GORLESTON, NORFOLK. At about 2.35 P.M. information came to Cromer from the coastguard that a vessel, which seemed to be sinking, was about two and a half miles N.W. of Cromer, and was being towed towards the beach. A moderate E.S.E. breeze was blowing, with a slight ground swell, and the weather was fine. The No. 1 motor life-boat *H. F. Bailey* was launched at 2.50 P.M. and reached the vessel twenty minutes later. By this time she had been beached. She was the *S.S. Essex Lance*, of London, of 9,000 tons, laden with wheat and flour, and bound from Hull to London. The coxswain went on board the steamer, and found that she had been badly damaged by a near miss from an enemy bomber at 8.30 in the evening of 12th March, and that her crew of forty-four had taken to the boats and spent the night on *H.M.T. Coventry City*. Some of them had returned to her, and when the Cromer life-boat arrived there were nineteen on board. Tugs, which had been sent out early in the morning to attempt to save the vessel, were standing by. At about 4.35 P.M. *H.M.T. Strathranrock* hailed the steamer and told her master that the *Essex Lance* was to be abandoned and that she would take the crew to Yarmouth. The life-boat transferred the nineteen men and their personal belongings from the steamer to the trawler, and then returned to her station and was re-housed at 5.45 P.M.

The trawler made for Yarmouth and

anchored in the roads, and at 6.20 P.M. the police asked the Great Yarmouth and Gorleston life-boat to bring men ashore from her. A moderate E. by S. wind was blowing, and the sea was rough. The motor life-boat *Louise Stephens* was launched at 6.45 P.M., and brought ashore two stretcher cases at 8.15 P.M.

On the following day the Admiralty salvage officer asked for the co-operation of the Cromer life-boat in attempting to save the *Essex Lance*. She left at 11.45 A.M. with a party to examine the steamer, and returned at 2 P.M. Leaving again at 3.15 P.M., she put an armed military guard on board the steamer, and returned again at 7 P.M., bringing with her a salvage officer. Next day, the 15th March, she put out at 12.35 P.M., with various officials, and returned at 5 P.M. At 6.15 she went off again with a salvage officer and officers of the *Essex Lance*, and returned at 8.30 P.M. She again took officials to the steamer on the following morning, the 16th, putting out at 10.10 A.M. and returning at 1 P.M. Further trips were made between 5.30 P.M. and 7.30 P.M., and between 10.15 P.M. and 12.30 A.M. on the 17th. Shortly after the last journey the *Essex Lance* was towed away by tugs. - Rewards : Cromer, first service, 13th March, £19 18s. 6d. ; for services, 14th-16th March, expenses met by the Admiralty ; Great Yarmouth and Gorleston, £14 4s.

MARCH 13TH. - NEW BRIGHTON, CHESHIRE. At 8.55 in the evening the Seacombe Ferry Office sent a message that a vessel had struck a mine off Seacombe Stage, and at 9.15 the No. 1 motor life-boat *William and Kate Johnston* was launched. A moderate E.S.E. wind was blowing, and the sea was choppy. A very heavy air attack was being made on the Mersey, particularly at Wallasey, where the life-boat station is, and over three-quarters of the Wallasey houses were made uninhabitable. The life-boat itself escaped, but its telephone was put out of action and the houses of both the honorary secretary and the assistant secretary were badly damaged by high explosive bombs. There was the additional danger for the life-boat of mines coming up the river on the flood tide, and because of them all other shipping had been forbidden to move. The life-boat reached the spot to find that the vessel, the *S.S. Ullapool*, of West Hartlepool, of about 5,000 tons, had already sunk. Another steamer, the *Walding*, had rescued five of the *Ullapool*'s crew, and told the life-boat that others had drifted up river in a boat. The life-boat went in search of them as far as Eastham, but could not find them and returned to the *Walding*, took off the five men and brought them to Princes Stage, where she landed them. It was then about midnight. At 12.37 A.M. a message came asking for the life-boat to go to *H.M.S. Virginia* which had nine men on board. This the life-boat did, and landed the men at Liverpool. She then returned to her moorings at 1.20, and her crew were back in the boathouse at 1.50. It was then five hours since she had been called out. All

the time bombs had been dropping in the river. In view of the danger run, and the courage shown by the crew, an increase in the usual money reward on the standard scale was made to each member of the crew. - Standard rewards to the crew, £14 11s. 3d. ; additional rewards to the crew, £8 ; total rewards, £22 11s. 3d.

MARCH 13TH - 15TH. - CRESSWELL, NORTHERMBERLAND. On the 5th February the S.S. *Empire Breeze* had stranded on the Bondicar Rocks, and the Amble life-boat had rescued her crew. On the 13th March the *Empire Breeze* was refloated and taken in tow for Blyth by the tug *Bullger* for repairs. The weather was fair, with a light S.E. breeze and a moderate swell, but during the evening the tug struck a mine and sank. Her crew lowered her boat and went aboard the *Empire Breeze*, which then anchored in the bay and signalled by morse lamp to the coastguard. It was now about 8.30 at night. The coxswain was then asked to launch the life-boat and go to the help of the *Empire Breeze*, but he pointed out that it was impossible owing to the coast defences. A place had been made for the life-boat to go through the barbed wire and concrete blocks a quarter of a mile to the north, but not only had this place been filled in again, but it had been reinforced. This had been done without the station being told. The coxswain suggested that the only thing was to call out the life-boat from Newbiggin five miles down the coast. There was much telephoning, and the naval authorities in the end decided, owing to the minefields, it must be the Cresswell and not the Newbiggin life-boat which went out. They then arranged with the army authorities for a breach to be made in the coast defences, and soldiers were sent to do the work.

In the end the pulling and sailing life-boat *Martha* was launched through this breach at 11.20 P.M., the soldiers helping. An air-raid alert had sounded at 8.50 and the "raiders passed" signal at 4.35 next morning. The life-boat reached the *Empire Breeze* fifty minutes later, and took off the crew of twelve men of the tug. Four of them were scalded or injured in other ways, and as soon as the life-boat landed them at 1.15 in the morning they were sent to hospital. At 3.10 in the morning the life-boat was asked to go out to stand by the *Empire Breeze*. In her damaged condition after the stranding, her crew had to be at the pumps all the time, and there was a risk that they might not be able to control the water. The life-boat was to stand by her ready to rescue her crew, if necessary, until tugs arrived to take her in tow, and as she was lying in a minefield, they could not do this until a way had been swept for them. The life-boat went out and stood by for about sixteen hours. It was not until 8.30 that evening, the 14th, that she returned to her station, and then she was kept on the beach in readiness to be launched again at once. The next day, the 15th, she was again needed, and she put out at 1.10 in the afternoon with supplies of oil and petrol. A fog came down in the evening and made signals between the

ships and the shore impossible, so the life-boat was launched yet again at 10.15 P.M. to take out a message from the Admiralty to a tug. The life-boat finally returned to her station at midnight on the 15th. Rewards : launches on the 13th and 14th, £84 10s. ; launch on the 15th, paid by the Admiralty.

(See Amble, "Accounts of Services by Life-boats," page 25.)

MARCH 16TH. - ROSSLARE HARBOUR, CO. WEXFORD. At 10.40 P.M. news was received from the civic guard at Carne that a vessel was in distress off Carne Pier. At 11.10 P.M. the motor life-boat B.A.S.P., on temporary duty at the station, was launched. The weather was calm, but foggy. The life-boat found the steam trawler *Thomas Booth*, of Milford. She had stranded on the Wilkeen Rocks, and her crew of eleven had abandoned her and had landed at Carne Pier.

The life-boat went close to the pier, and some of the trawler's crew came out to her in a small boat. She put them aboard the trawler again, and then fetched the remainder from the shore. She stood by and then took them off again and landed them at Rosslare Harbour at 3.55 A.M. - Partly paid permanent crew. - Rewards, £6 1s. 6d.

MARCH 18TH. - PORTHDINLLAEN, CAERNARVONSHIRE. At 6.14 P.M. information was received from the naval authorities at Holyhead, through the coastguard, that a vessel was on fire. A later message gave her position as 19 miles W.S.W. from Porthdinllaen Point, and at 6.55 P.M. the motor life-boat M.O.Y.E. was launched. A S.E. breeze was blowing and the sea was smooth. The life-boat found that the vessel was the S.S. *Iris*, of Amsterdam, bound laden from Belfast for Newport, Mon. She had been bombed and machine-gunned by aeroplanes and one of the crew had been wounded. A life-boatman was put aboard to pilot her into Porthdinllaen Bay. There the life-boat went alongside again, took off the injured man, and brought him ashore to go to hospital. The life-boat returned to her station at 10.47 A.M. - Rewards, £13 6s.

MARCH 20TH. - COVERACK, CORNWALL. During the evening the honorary secretary of the station and the coxswain had under observation a steamer which was approaching from the east, as aeroplanes could be heard in the distance apparently coming from the French coast. Two German aeroplanes appeared, passed over the steamer and dropped five bombs on her. She was then three miles south-east of Dolor Point. As soon as it was seen that she was hit, the motor life-boat *The Three Sisters* was launched. It was 7.42 in the evening. A light easterly wind was blowing and the sea was choppy. The vessel was the Polish steamer *Cieszyn*, of Gdynia, bound from Falmouth to Swansea. She had a crew of 25 and two English armed guards. They left the steamer at once and took to the ship's boat. The aeroplanes then machine-

gunned them. The lifeboat reached the ship's boat just as the steamer herself sank. It was then 8.15. Some of the steamer's crew were taken on board the life-boat, and one of the life-boat's crew was put into the steamer's boat, and it was taken in tow. A good many of the 27 men rescued had been in the sea, and when they were landed at 8.42 were suffering from wet and cold. Some of them were also injured, two sufficiently seriously to be taken by ambulance to Helston Cottage Hospital. The rest were supplied with dry clothing by the Shipwrecked Mariners Society and sent the same night to Falmouth. - Rewards, £15 8s. 6d.

MARCH 25TH. - BUCKIE, BANFFSHIRE. At 1.42 A.M. the coastguard informed the life-boat station that an explosion, apparently from an aeroplane which had crashed into the sea, had been heard at a coast-watching post at Garmouth, and the motor life-boat K.B.M. was launched at 2 A.M. A strong N.N.W. breeze was blowing, and the sea was rough. At 3.30 A.M. the life-boat found a dead airman tied to a float. She brought the body and the float ashore. At daybreak she put out again, found the wreckage of the aeroplane and brought in parts for identification, returning to her station at 9.50 A.M. - Rewards, £11 19s. 6d.

MARCH 26TH. - CROMER, NORFOLK. At 12.15 A.M., the Great Yarmouth Naval Base requested the services of a life-boat for a vessel ashore at Walcot Gap, and the No. 1 motor life-boat *H. F. Bailey* was launched at 12.35 A.M. A moderate E.S.E. breeze was blowing, with a moderate sea, and it was raining. The life-boat found the S.S. *Kentwood*, of London, and stood by to await tugs which were expected at daybreak, but at 5.15 A.M. the steamer refloated on the rising tide. The life-boat put into Great Yarmouth and then returned to Cromer, where she arrived at 1.45 P.M. - Rewards, £42 8s. 6d.

MARCH 26TH. - APPLIEDORE, AND ILFRACOMBE, DEVON. At 11.15 in the morning Croyde coastguard reported to Appledore that an aeroplane had crashed into the sea. The same information was given to Ilfracombe by the resident naval officer. The Appledore motor life-boat *Violet Armstrong* launched at 11.25 A.M., followed at 12.20 P.M. by the Ilfracombe motor life-boat *Rosabella*. There was a light S.W. wind, with a moderate sea. A mile off Baggy and Morte Points the life-boats found wreckage, but no survivors. Both life-boats brought back with them some of the wreckage. Appledore arrived at her station at 3 P.M., and Ilfracombe at 6.15 P.M. - Rewards: Appledore, £7 17s. 9d. ; Ilfracombe, £17 13s.

MARCH 26TH. - ANGLE, PEMBROKE-SHIRE. At 8.10 P.M. the St. Anns Head coastguard telephoned that the S.S. *Faraday*, of London, had been bombed and was on fire one and a half miles W. of St. Anns, and the motor life-boat *Elizabeth Elson* was launched at 9 P.M. A W.S.W. wind was blowing and the sea was rough. The life-

boat found a Belgian trawler which had some of the *Faraday's* crew on board and boats in tow. As the trawler was unable to enter harbour in the darkness the life-boat escorted her into smooth water, and then took off from her and landed fifty-six of the *Faraday's* crew. At the request of the naval authorities she put out again and searched from 1.30 A.M. until daylight for another vessel, but she found nothing and returned at 8 A.M. The flag officer in charge of the naval base at Milford Haven thanked the life-boat crew for their work. - Rewards, £24 8s. 6d.

MARCH 27TH. - AMBLE, NORTH-UMBERLAND. At midnight on the 26th March the coxswain was asked by the naval officer commanding the Tyne area to take a sealed message to Coquet Island, and the motor life-boat *Elizabeth Newton*, on temporary duty at the station, was launched at 12.20 A.M. with a boarding boat in tow for landing on the island. A strong southerly wind was blowing, with a rough sea and rain. The life-boat delivered the letter and returned at 2.30 A.M. - Expenses paid by the Admiralty.

BRONZE MEDAL SERVICE AT BOULMER

MARCH 27TH. - BOULMER, NORTH SUNDERLAND, AND HOLY ISLAND, NORTHUMBERLAND. During the night of the 26th of March a large steamer was seen to be on fire off the Northumbrian coast. Early the following morning three motor life-boats went out to her help, the W.R.A., of North Sunderland, the *Milburn*, of Holy Island, and the *Clarissa Langdon*, of Boulmer. North Sunderland reached the steamer at five o'clock and Holy Island and Boulmer at 6.30. They found that she was the S.S. *Somali*, of Glasgow. She had been burning since nine the previous evening, and her crew had already been taken off by a patrol boat. She was seven miles south-east of North Sunderland Point.

A naval tug had also come out, and at the request of her commander each of the three life-boats put two men on board the *Somali* to help to make fast cables for towing her. This done they took off their men, and the tow began, with the *Somali* moving stern first. It was now about 9.30 in the morning. The Holy Island lift-boat returned to her station. The other two stood by to help. At the beginning the tug towed southward, but

after a time she turned north to reach the shelter of the Farne Islands. The salvage vessel *Iron Axe*, of Aberdeen, now arrived on the scene, and the Boulmer life-boat put an officer and two seamen from her on board the *Somali*. She then made fast to the stern of the *Somali* to help with the tow.

Until about mid-day the work of towing went on. Then the Boulmer life-boat took the officer of the salvage vessel off the *Somali* and put him back on his vessel, leaving on the *Somali* the two seamen. A strong flood tide was now making, and was slowing down the tug, so the captain of the salvage vessel decided to help with the tow and asked the Boulmer life-boat to bring a wire rope to him which had been got ready on the *Somali*. The vessels were now off Beadnell, and about a mile and a half from the shore.

All this time the *Somali* had been burning fiercely from the bridge forward. As the Boulmer life-boat swung round to go alongside her, the fore part blew up with a terrific explosion. The Boulmer life-boat was about 70 yards away from her. The explosion, her crew said, lifted the life-boat clean out of the water. It blew the men flat. It whirled away their caps, which were not seen again, and it emptied the jacket pockets of several of them. Five miles away, at North Sunderland village, windows were broken. Then pieces of metal, the largest of them two feet by one foot, rained down on the Boulmer life-boat, and also on the Sunderland life-boat (which was 200 yards away), damaging both boats, cutting open the head of the Boulmer bowman, and slightly injuring two of the North Sunderland men.

The stern of the *Somali* was still afloat, with the two men from the salvage vessel on board. Without hesitation - though there might at any moment have been a second explosion - the Boulmer coxswain went in through the smoke and fumes and took the life-boat alongside. The two men, one of them injured, had already slid down a rope into the sea. They were hauled aboard the life-boat and she made all speed to get clear before

another explosion should come, but when she had gone only a few yards, her propeller was fouled by some wreckage. The coxswain set sail, but the North Sunderland life-boat came at once to his help and took the Boulmer boat in tow.

As she was being towed her crew opened the propeller inspection hatch and cleared away the wreckage. The Boulmer life-boat then continued under her own power to Scabhouss, where she arrived at 1.20 in the afternoon. An ambulance and first-aid parties were waiting, and the two rescued men were given into their care.

It was a rescue carried out with great courage and promptitude, and the Institution made the following awards :

To COXSWAIN JAMES CAMPBELL, of Boulmer, the bronze medal for gallantry, with a copy of the vote inscribed on vellum ;

To him and to each member of his crew a special reward of £2 in addition to the ordinary scale reward of £1 8s. 6d. ; standard rewards to crew and launchers, £15 6s. 3d. ; additional rewards to crew, £14 ; total rewards, £29 6s. 3d. ;

To the coxswain and each member of the North Sunderland crew a special reward of £1 in addition to the ordinary scale reward of £2 16s. 6d. ; standard rewards to crew and launchers, £26 11s. 6d. ; additional rewards to crew, £7 ; total rewards, £33 11s. 6d. ;

Rewards on the ordinary scale to the crew and launchers at Holy Island, £23 3s.

Total of rewards for the service, £86 0s. 9d.

MARCH 27TH. - BLACKPOOL, LANCA-SHIRE. At 11.30 A.M. the coxswain received a telephone message from the RAF. that a Hurricane aeroplane had crashed into the sea opposite the South Promenade, about five miles west, and the motor life-boat *Sarah Ann Austin* was launched at 11.50 A.M. A fresh S.W. wind was blowing, but the sea was smooth and it was raining. The life-boat reached the spot, guided by flares dropped by aeroplanes, and found a mass of wreckage. She picked up some of the wreckage, and on her return at 3.30 P.M. handed it over to the R.A.F.-Rewards, £7 14s.

MARCH 28TH. - NEWBURGH, ABER-DEENSHIRE. At 5.1 A.M. the Belhelvie coastguard reported that a vessel was ashore

two or three miles north of Belhelvie, near the mouth of the Ythan. A strong E. gale was blowing, with a very heavy sea and snow showers, and it was decided to launch the life-boat in the river and go over the bar. The pulling and sailing life-boat *John and Robert C. Mercer* was launched at 6.20 A.M., and after a stiff pull found the S.S. *Melrose Abbey*, of Hull, a vessel of over 1,900 tons, in ballast, with a crew of 49. She was going north in a convoy when she stranded. The life-boat rescued sixteen, landed them, put off again and rescued thirty-one more. The remaining two men, the captain and first officer, were rescued from the shore by the coastguard life-saving apparatus. As the boat was being brought back to her station by a tractor, the tractor failed, and the crew with very great difficulty brought the boat into the river, where she was secured. The crew did not get home again until 10.30 P.M. A letter received from the Ministry of Shipping spoke of "the excellent seamanship displayed under very difficult conditions". - Rewards, £54 2s.

MARCH 29TH. - TEESMOUTH, YORKSHIRE. The life-boat rescued five men from the S.S. *Flimston*. For details see Hartlepool and Teesmouth, March 9th.

MARCH 31ST. - FALMOUTH, CORNWALL. At 5.55 P.M. a steamer was seen to be ashore at Trefusis Point Falmouth Harbour, and at 6.10 P.M. the motor life-boat *Crawford* and *Constance Conybeare* was launched. A southerly gale was blowing, with a very heavy sea. The life-boat found the Dutch steamer *Vlietroom*. She was blowing her siren for a tug. The life-boat took on board a wire hawser from the *Vlietroom* and brought it to the tug *Goliath*, which arrived shortly afterwards. The tug towed the *Vlietroom* clear and took her to Falmouth Docks. The life-boat stood by until 8 P.M. The *Goliath* then asked the life-boat to take out the King's Harbour Master's assistant and put him on the Dutch steamer *Kalso*, which had been attacked with bombs by enemy aeroplanes while the *Vlietroom* was being towed in. On her way to the *Kalso* a heavy sea struck the life-boat and damaged her port side, but she stood by the *Kalso* for an hour, and then, as her help was not needed, returned to harbour. News was then received from the naval authorities that the Dutch steamer *Karanan* was dragging her anchors off Flushing and needed a tug. The life-boat went to the northern arm of the Falmouth Docks, arranged for the tug *Northgate Scot* to go to the steamer's help, and returned to her station at 10 P.M. - Rewards, £15 9s.

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

MARCH 1ST. - ABERDEEN. A ship had been attacked and set on fire, but all survivors were picked up by one of H.M. ships. - Rewards, £15 9s.

MARCH 1ST. - BUCKIE, AND WHITEHILLS, BANFFSHIRE. A German aeroplane had crashed into the sea, but the crew got ashore by rubber dinghy in the darkness, unseen by the life-boats. - Rewards : Buckie, £11 14s. ; Whitehills, £15 12s.

MARCH 1ST. - FRASERBURGH, ABERDEENSHIRE. A vessel had been reported on fire, but later it was learned that she was going on her way accompanied by a trawler. - Rewards, £14 9s. 6d.

MARCH 1ST. - THE LIZARD, CORNWALL. The S.S. *Gairsoppa*, of Glasgow, 5,000 tons, with a crew of thirty, had been torpedoed and had sunk. At 10.30 A.M. the life-boat motor-mechanic saw a small boat with survivors on board. A strong S.W. wind was blowing and the sea was rough, with a heavy surf. The boat was being carried inshore and was drifting helplessly. Realising the need for immediate action, everyone made a great effort. The life-boatmen did not even wait to put on their life-belts or oilskins before launching and they were drenched when the boat was washed from stem to stern as she left the slipway. The efforts were useless. Before the life-boat could reach the small boat she was right in the breakers. One of the three men on board was rescued from the shore by a coastguard, but the other two were drowned. 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, £12 12s. ; additional rewards to crew, £6. Total rewards, £18 12s.

MARCH 2ND. - ALDEBURGH, SUFFOLK. Men in an open boat had been reported off Thorpeness, but the "boat" was found to be a barrage balloon. - Rewards, £16 9s. 6d.

MARCH 2ND. - HELVICK HEAD, CO. WATERFORD. A survivor of a bombed steamer who had been landed by a trawler had reported that others were missing, but the life-boat found nothing. - Rewards, £15 18s.

MARCH 2ND. - CROMER, NORFOLK. A British aeroplane had been reported down in the sea, but a search of several hours, in which trawlers and aeroplanes took part, found nothing. - Rewards, £19 18s. 6d.

MARCH 3RD. - ST. DAVID'S, PEMBROKESHIRE. A steamer was on fire, but when the life-boat reached her she found the ship's boats gone and no one on board. - Rewards, £16 7s.

MARCH 4TH. - SKEGNESS, LINCOLNSHIRE. A vessel had been mined, but as other vessels were nearby the life-boat was recalled. - Rewards, £9 17s.

MARCH 4TH. - ANSTRUTHER, FIFE-SHIRE. A naval aeroplane had been reported down in the sea, but a later message said that all aeroplanes had been accounted

for, and the life-boat was recalled. - Rewards, £8 11s.

MARCH 5TH. - FENIT, CO. KERRY. An aeroplane of unknown nationality had been reported down in the sea three miles south of Skelligs Rocks, but nothing was found except a rubber boat which was picked up by an Irish Lights vessel. - Rewards, £20 9s.

MARCH 6TH. - NEWHAVEN, SUSSEX. An Admiralty trawler escorting a convoy had struck a mine, but the survivors were picked up by another escort. - Rewards, £8 15s.

MARCH 6TH. - PORTPATRICK, WIGTOWNSHIRE. A British aeroplane had been reported down at sea, but nothing was found. - Rewards, £12 16s. 3d.

MARCH 7TH. - POOLBEG, CO. DUBLIN. An open fishing boat had been reported to be in difficulties, but she made port without help. - Rewards, £10 4s.

MARCH 7TH. - PETERHEAD, ABERDEENSHIRE. A British Anson aeroplane had crashed at sea, and a destroyer picked up one survivor, but nothing was found of the other three members of the crew. - Rewards, £6 14s. 6d.

(See Cruden Bay, "Services by Shore-boats," page 95.)

MARCH 7TH. - CULLERCOATS, NORTHUMBERLAND. A minesweeper had been mined, but was towed into port by another minesweeper. - Rewards, £14 1s.

MARCH 8TH. - FISHGUARD, PEMBROKESHIRE. It had been reported that the crew of a bombed ship were taking to their boats, but the life-boat found nothing except an empty ship's boat. - Rewards, £19 13s.

MARCH 8TH. - WELLS, NORFOLK. A British aeroplane had been reported down in the sea, but nothing was found. - Rewards, £11 8s. 8d.

MARCH 8TH. - MONTROSE, AND ARBROATH, ANGUS. A steamer had stranded, but her crew were able to scramble on to the rocks, and from there were helped ashore. - Rewards : Montrose, £9 12s. 6d. ; Arbroath, £7 10s. 6d.

MARCH 8TH. - SKEGNESS, LINCOLNSHIRE. A Spitfire aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £10 1s. 6d.

MARCH 8TH. - CROMER, NORFOLK. While the No. 2 life-boat was at exercise with the District Inspector aboard, a service call, the third that day, was received. An aeroplane had been reported down in the sea. The No. 1 life-boat put out and both boats searched but found nothing. - Rewards, £12 5s.

MARCH 9TH. - PETERHEAD, ABERDEENSHIRE. A message had been received from the coastguard that a heavy explosion had been heard, and a later message said that an S.O.S. had come in from the S.S. *Esmond* The life-boat *Julia Park Barry of Glasgow* was launched at 9.20 in the evening and came upon a south-bound convoy. She hailed the last ship but that convoy had suffered no damage. The life-boat then went southwards and at 2.30 in the morning found the *Esmond* nine miles south-west of Buchanness. She had been attacked and damaged, and seven of her crew had been seriously injured. They were so seriously injured that they could not be put on board the life-boat. A message had already been sent from a tug asking for a doctor, and the life-boat at once returned to Peterhead to get one. She arrived at 3.45 in the morning, but found that a doctor had already gone out on board one of H.M. trawlers. - Rewards, £13 3s. 6d.

MARCH 10TH. - HARTLEPOOL, DURHAM. A vessel had grounded on the Longscar Rocks, but with the weather improving the crew decided to remain on board. - Rewards, £10 13s.

MARCH 11TH. - NORTH SUNDERLAND, NORTHUMBERLAND. A drifting object had been reported, and was found to be a paravane. A floating mine was also seen and reported. - Rewards, £16 8s. 9d.

MARCH 11TH. - WICK, CAITHNESS-SHIRE. A motor fishing boat had gone ashore, but the crew clambered up the rocks and got safely ashore. - Rewards, £6 13s.

MARCH 11TH. - BARRA ISLAND, HEBRIDES. An upturned boat had been reported, but was found to be a large log of timber. - Rewards, £7 5s.

MARCH 11TH. - ARRANMORE, CO. DONEGAL. Two ship's boats, assumed to be from a ship that had been attacked, were reported several miles to the westward of the island, but they could not be found. - Rewards, £19 11s.

MARCH 12TH. - GALWAY BAY. A British aeroplane had crashed in Galway Bay, and the five members of her crew had baled out. Two of them were found, but the others seemed to have been blown far out to sea, and the motor life-boat *K.E.C.F.* was called out at 3.15 in the morning. She reached the scene of the crash at 6.30, and there she found pieces of the aeroplane, two service caps, a helmet, a fur coat, a parachute, and oil on the water, but there was no sign of the men, and after searching for five hours the life-boat returned to her station, arriving at one in the afternoon. - Rewards, £19 15s. 6d.

MARCH 13TH. - THE LIZARD, CORNWALL. An enemy aeroplane was seen to drop a bomb on the stern of a steamer, and although the life-boat arrived on the scene

only four minutes after the steamer had sunk, she found no sign of the crew. - Rewards, £15 1s.

MARCH 14TH. - CROMER, NORFOLK. A steamer had been attacked and set on fire, but when the life-boat arrived her crew had already left her and she could find no trace of them. - Rewards, £28 0s. 6d.

MARCH 14TH. - PORTPATRICK, WIG-TOWNSHIRE. A rubber dinghy, supposed to have come from a crashed aeroplane, had been reported south of Girvan, but nothing could be found. - Rewards, £4 15s.

MARCH 16TH. - BLACKPOOL, AND LYTHAM - ST. ANNES, LANCASHIRE. A British aeroplane had been reported down in the sea, but it was found later to be a false alarm. - Rewards, Blackpool, £11 6s. 9d. ; Lytham - St. Annes, £8 6s. 6d.

MARCH 16TH. - PADSTOW, CORNWALL. An aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £12 2s.

MARCH 19TH. - PADSTOW, CORNWALL. An aeroplane had come down in the sea, but the pilot was rescued by a fishing boat. - Rewards, £6 4s.

(See Port Isaac, "Services by Shore-boats," page 95.)

MARCH 20TH. - MOELFRE, ANGLESEY. A boat with a man clinging to it had been reported, but nothing could be found. - Rewards, £12.

MARCH 22ND. - BUCKIE, BANFFSHIRE. A motor fishing boat had capsized off Portknockie, but three of her crew were drowned and the remaining man was saved by a small boat from the shore. - Rewards, £9 16s. 6d.

MARCH 24TH. - TENBY, PEMBROKE-SHIRE. A flying boat had been reported down in the sea, but nothing could be found by the life-boat, and her crew were picked up by a warship the following day. - Rewards, £23 1s. 9d.

MARCH 26TH. - CLOVELLY, DEVON. An aeroplane had been reported down S.W. of Lundy Island, but nothing but quantities of oil was found. - Rewards, £25 8s.

MARCH 26TH. - WICK, CAITHNESS-SHIRE. An aircraft flying low had been seen suddenly to lose height and was presumed to have crashed, but nothing was found. - Rewards, £18 16s.

MARCH 26TH. - PWLLHELI, CAERNARVONSHIRE. An aeroplane had crashed into the sea, but an R.A.F. launch picked up two of her crew, who died later, and the three others were believed to have been trapped in the aeroplane. - Rewards, £10 6s. 3d.

(See Crickieth, "Services by Shore-boats," page 97.)

MARCH 27TH. - CROMER, NORFOLK. The R.A.F. reported that a pilot had been forced to bale out, but a few minutes after putting out the life-boat received a wireless message "No one in parachute. Return to your station ". - Rewards, £13 6s. 6d.

MARCH 27TH. - MOELFRE, ANGLESEY. An aeroplane had been reported down in the sea, but nothing was found. - Rewards, £23 16s. 6d.

MARCH 28TH. - DOUGLAS, ISLE OF MAN. - Red flares had been reported to the N.N.E. of Maughold Head, but nothing was seen except flashes which appeared to be coming from the Cumberland coast, and were apparently anti-aircraft defence measures. - Rewards, £13 10s.

MARCH 29TH. - BALLYCOTTON, CO. CORK. At 10.30 in the morning the honorary secretary was on watch on the cliffs above Ballycotton when he saw a steam trawler about eight and a half miles south of Ballycotton. She was blowing off steam, as if she were hauling in her trawl. Then he saw three aeroplanes circling round, about 60 feet above her. They dropped from six to nine bombs, and the trawler suddenly disappeared. The aeroplanes circled the water once more and then flew away. The honorary secretary at once called out the motor life-boat *Mary Stanford*, and she was launched at 10.40. A fresh wind was blowing, with a rough sea. She reached the spot where the trawler had sunk at 11.35, but there was no sign of any survivors nor even of any wreckage. She returned to her station, arriving at 2.15 in the afternoon. - Rewards, £6 17s. 6d.

MARCH 30TH. - HOYLAKE, AND NEW BRIGHTON, CHESHIRE. An aeroplane had been reported down in the sea, but nothing could be found. - Rewards : Hoylake, £9 7s. ; New Brighton, £19 1s.

APRIL

Launches 77. Lives rescued 131.

APRIL 1ST. - TORBAY, DEVON. At 11.53 P.M. on 31st March, a message was received from the resident naval officer at Brixham that a boat from H.M.S. *Pomerol* with men on board was adrift outside the harbour. A fresh S.S.E. gale was blowing, with a rough sea and heavy swell. At 12.30 A.M. the motor life-boat *George Shee* was launched, and the naval examination ketch *Flag Jack* also put out. H.M.S. *Pomerol* picked up the boat in the rays of her searchlight when it was 3,000 yards north of Brixham breakwater, and the *Flag Jack* got to the boat and rescued it when half-way across Torbay. The life-boat stood by and guided the *Flag Jack* back to harbour, as navigation was difficult. Enemy aeroplanes were about and no shore lights could be shown. The officer commanding H.M.S. *Pomerol* thanked the life-boat crew for their help. - Rewards, £5 12s.

APRIL 1ST. - CROMER, NORFOLK. At 6.25 P.M. the coxswain was told by a private of the 23rd Royal Fusiliers that a vessel about two miles N.E. of Cromer wanted a doctor. This was confirmed by the coastguards, and at 6.50 P.M. the No. 2 motor life-boat *Harriot Dixon* was launched with a doctor on board. A strong S.E. wind was blowing, with a moderate sea. The life-boat found that the vessel was H.M. Trawler *Valesca*, which had been attacked by enemy aeroplanes. She had been slightly damaged, and one of her crew had been severely wounded. The life-boat put the doctor on board to attend to the injured man, and later took doctor and patient on board, and brought them ashore, returning to her station at 8 P.M. The wounded man was taken to hospital and had to have both legs amputated below the knees. - Rewards, £13 12s. 6d.

APRIL 2ND. - EYEMOUTH AND ST. ABBS, BERWICKSHIRE. At 2.20 in the afternoon a message was received at Eyemouth that a patrol vessel had been attacked and sunk by enemy aeroplanes about three miles out, and at 2.35 the motor life-boat *Frank and William Oates* was launched. The fishing boat *Good Hope* also put out to help in the search for survivors. A strong E.S.E. wind was blowing, and the sea was heavy and confused. At St. Abbs the attack had been seen by a number of fishermen, including the coxswain of the life-boat, and the St. Abbs motor life-boat *Annie Ronald and Isabella Forrest* was launched at 2.40.

The patrol vessel was the *Cramond Island*. She had a crew of fifteen men. The aeroplanes had made a direct hit on her, killing one of her crew, and another was drowned. The other thirteen men got away, eleven of them in the ship's boat and two on a raft. The ship's boat was making for the shore, but though she could now be seen from Eyemouth she was invisible to the Eyemouth life-boat. The St. Abbs life-boat, however, found her at 3.10 in the afternoon. She was waterlogged. The life-boat took on board the eleven men, two of whom were badly burned, and as one of them was clambering into the life-boat, he unfastened and pulled overboard the breeches buoy on the port side. Unfortunately this was not noticed by any of the crew, and when the life-boat was on her way to pick up the two men on the raft the line fouled the propeller and her engine stopped. She got out her oars, and then made sail and hoisted a red flag. Her signal was seen from St. Abbs by the honorary secretary, who telephoned to Eyemouth asking that a fishing boat should be sent to her help, and the *Spes Bona* put out and towed her into Eyemouth. There the rescued men were landed and the life-boat's propeller was cleared.

The *Spes Bona* put out again at once to search for the two men on the raft. Another boat, the *Milky Way*, had put out shortly before, and the two boats searched Coldingham Bay. A government trawler was also searching. In the end the *Milky Way* found the raft, rescued the two men and brought them to Eyemouth.

The Eyemouth life-boat returned to her station at 6.30. The St. Abbs life-boat had already left Eyemouth and she too arrived back at her station at 5.30. - Rewards : Eyemouth, £10 10s. 6d. ; St. Abbs, £7 6s. 6d. The crews of the three fishing boats did not wish to be rewarded.

(See Eyemouth, " Services by Shore-boats," page 95).

APRIL 3RD. - ABERDEEN. At 8.33 P.M. the steamer *Cairnie*, of Methil, was sounding distress signals and showing white flares on Aberdeen Bar. A moderate E.S.E. gale was blowing, with a heavy sea. At 8.51 P.M. the No. 1 motor life-boat *Emma Constance* was launched, and found the *Cairnie* being continually swept by heavy breaking seas, and drifting towards the shore. Her crew of seven men were exhausted and helpless. The life-boat rescued them, and returned to her station at 9.55 P.M. - Rewards, £12 7s.

APRIL 3RD - 4TH. - BROUGHTY FERRY, ANGUS. At 11.34 at night a message was received from the Carnoustie coastguard that a vessel was believed to be ashore on Bell Rock, and at midnight the motor life-boat *Mona* was launched. A strong N.E. wind was blowing, with a heavy sea, and the night was very dark. The naval officer commanding at Dundee was asked to inform the coastal batteries that the life-boat was launching, and also to ask that the lights at Buddon Ness might be shown to help the lifeboat over the bar. She went down the unlit channel and picked up these lights as she came abreast of them, but the visibility was only about half a mile and she lost the lights before she could get them in line, so that she had to cross the bar without their help, steering by compass only. In the darkness and the heavy sea the crossing was difficult and dangerous, and the life-boat had to reduce speed, but after twenty minutes on compass course she got clear and made for the Bell Rock. At quarter to two the life-boat spoke to the Bell Rock by radio telephone and asked the lightkeeper to show a light so that the life-boat might get her position. He replied that he had turned it on, but the visibility was so poor that the life-boat could not see it. The lightkeeper also said that there was no vessel ashore on the Rock. The life-boat passed on this information to the naval officer at Dundee, who told her to return to her station, but to keep a constant listening watch on her wireless as he believed that a vessel had been in difficulties on the Rock and had got clear, but might still be in the neighbourhood and in need of help. The coxswain decided to remain at sea until daybreak and anchored in twelve fathoms at 2.40 in the morning. Visibility was still less than one mile, but began to improve.

At 5.30 A.M. the life-boat got under weigh again, and half an hour later saw a large steamer lying with two anchors out. She was in a very dangerous position on the south face of the Abertay Bank, S.S.W. from No. 3 Black Buoy. The life-boat went in and spoke the steamer. She found that she was the *Emile Francqui*, of Antwerp. It was she who had

been aground on the Bell Rock. She had got clear with a damaged bottom, and for two hours had been pounding on the bank at low water. She was making water in her fore and after holds, and the captain asked the life-boat to take off eight passengers. This was done, but only with great difficulty, and it took three-quarters of an hour, for with the high, sharp swell the securing ropes broke three times. The captain asked if any tugs could come to his help, but the coxswain told him that no tug could cross the bar, and advised him to attempt to make the Firth of Forth. The steamer got under weigh, with the life-boat standing by, but after she had gone about 24 miles her rudder became useless, and the anchors were again let go. The coxswain reported this to the naval officer at Dundee and to the harbour master, saying that the need for tugs was very urgent. The captain then asked the life-boat to land the eight passengers and be ready to come out to his help again if he needed it. The life-boat left the steamer at eight in the morning, arrived at her station at 9.15 and stood by ready to go out again at a moment's notice.

At five that evening, April 4th, the naval officer at Dundee asked the life-boat to go out and take off the steamer's crew as there was danger that she would break up and founder during the night. The life-boat left at 5.25. There was still a strong north-easterly wind blowing, and a heavy ground swell. The life-boat reached the steamer about seven in the evening and found a destroyer standing by. At the request of her commander she put two of his officers on board the steamer and then set about rescuing the crew. It was very difficult in the heavy swell. The three-inch manilla securing rope broke again and again as the life-boat rose and fell, until it was completely destroyed. Then the life-boat used her heavy towing hawsers and they parted twice. The life-boat was continually flung against the steamer, and twelve feet of her port wale were completely destroyed. In spite of these difficulties the coxswain kept the life-boat alongside the steamer for an hour and a quarter while the 37 men of her crew, waiting their opportunity, jumped one by one from the steamer's rail with the life-boatmen waiting below to seize them as they dropped. The life-boat then returned to her station, arriving at ten minutes past ten that night. - Rewards, £25 11s. 0d.

APRIL 4TH. - WHITBY, YORKSHIRE. Several fishing boats were out, and as rough seas were breaking across the harbour entrance, the No. 1 motor life-boat *Mary Ann Hepworth* was launched at 11.15 A.M. She escorted into harbour a pulling boat with two men on board, and then put out again and escorted in six small fishing cobles. - Rewards, £4 16s. 6d.

APRIL 5TH. - SHERINGHAM, NORFOLK. During the morning, four of the crew of the minesweeper *Port Rose*, which was anchored two or three miles to the north of Sheringham, came ashore in a rowing boat. The weather

was fine with a westerly wind. At noon the men put off to return to their ship, but within a little while the wind veered to the north, increasing in force, and the sea became very choppy. Mist also came on. After an hour the *Port Rose* could see that the men in the boat were unable to make headway and that they were exhausted, so she weighed anchor and went towards them, but owing to the coast defences she could not get to the boat. She anchored again and sounded the distress signal on her siren. At 1.55 P.M. the motor life-boat *Foresters Centenary* was launched, in charge of the second-coxswain, the coxswain being at sea, fishing. The mist had now begun to clear, and it could be seen that the men in the small boat had been able to get farther out to sea. They were now where the *Port Rose* could reach them, so she weighed anchor again and picked them up about two minutes before the life-boat arrived. As she was not wanted, she went in search of Coxswain Dumble and his two partners, who had gone out fishing in a rowing boat earlier in the day. They could not be found; it was concluded that they had gone ashore, and the life-boat returned to her station. Shortly afterwards news came that Coxswain Dumble's boat, was off Cromer, heading for home. It had a strong tide against it, and as the weather was rapidly getting worse, the life-boat again went to sea at 3.25 P.M. She found the boat about two miles off Runton. Just before the life-boat arrived a big sea had struck and nearly capsized it, and had broken two of the four oars. The life-boat took the boat in tow, and returned to her station at 4.10 P.M. - Rewards : first service, £16 6s. 6d. ; second service, £10 6s. 6d.

APRIL 10TH. - SOUTHEND - ON - SEA, ESSEX. At 11.45 A.M. a message was received from the naval authorities that a naval patrol boat had picked up a barge, which had been abandoned, and asked that the life-boat should bring it in. A light easterly breeze was blowing and there was a slight sea. At 11.50 A.M. the motor life-boat *Greater London (Civil Service No. 3)* was launched and took over the barge, *Rowland*, of London. She was waterlogged and all her pumps were choked. The life-boatmen baled her out with buckets, and towed her inshore. The life-boat returned to her station at 2.30 P.M. - Property salvage case.

APRIL 10TH. - MARGATE, KENT. At 5.34 P.M. the Margate coastguard telephoned that an unidentified aeroplane had made a forced landing on Margate Sands some three miles from the shore, and the motor life-boat *The Lord Southborough (Civil Service No. 1)* was launched at 5.45 P.M., taking with her a small dinghy, lashed to the after air box. A moderate N.E. wind was blowing, with a smooth sea. The life-boat found that the aeroplane was a Blenheim bomber. In the shallow water on the sands, the life-boat herself could not get within a quarter of a mile, but the crew of three airmen were rescued with the dinghy, and much valuable gear was salvaged before failing light compelled

the life-boat to return to her station, which was reached at 7.45 P.M. - Rewards, £8 11s.

APRIL 13TH. - TORBAY, DEVON. At 2.51 in the afternoon a message was received from the Torquay coastguard that a small rowing boat was waterlogged 100 yards S.W. of Orestone and that men were swimming in the water. The boat belonged to the R.A.F. Another rowing boat was not far off. A slight S.S.W. wind was blowing and the sea was moderate. The motor life-boat *George Shee* was launched at three o'clock, and shortly afterwards another message reached her station to say that the men in the water had been picked up and had been landed at Torquay, but the life-boat went on as the signals made to her to return were not understood. She found the boat half a mile east of Orestone and took her in tow. The life-boat then made for Torquay Daddyhole coast-guard station, and as she got near found another boat with three men on board. This boat also belonged to the R.A.F., and had helped to rescue the men from the water. The three men were exhausted, so the life-boat took them on board and towed the two boats into Torquay harbour. There the rescued men boarded their own boat again and took her to her moorings, and the life-boat returned to her station, arriving at 4.40 P.M. - Rewards, £2 16s.

APRIL 13TH. - BEAUMARIS, ANGLESEY. At 9.15 P.M. a message was received from the commander of the Menai Straits yacht patrol that a tug, which had stranded near Puffin Island, was sinking rapidly. A light S.W. breeze was blowing, with rain, and the sea was choppy. At 9.35 P.M. the motor life-boat *Frederick Kitchen* was launched, and found the Admiralty tug *St. Oliver*. Her crew of thirty-one were already in the ship's boats ready to leave. The life-boat rescued the crew and decided to tow the *St. Oliver* inshore, to prevent her sinking. This was successfully done, the *St. Oliver* being put aground on the mudflats in Fryars Bay, with her decks submerged. The life-boat then landed the crew at Beaumaris Pier, arriving back at her station at 1.30 A.M. - Rewards, £10.

APRIL 14TH. - CROMER, NORFOLK. At 6 P.M. a message was received from the coast-guard that a trawler would arrive shortly, with injured men on board to be landed, and at 6.50 P.M. two appeared, H.M. Trawlers *Madden* and *Tamora*. A moderate N.W. wind was blowing and the sea was smooth. The No. 2 motor life-boat *Harriot Dixon* was launched immediately with a doctor on board. She went alongside the *Madden*, and the doctor went on board, and gave medical attention to four men who had been wounded by enemy action. The life-boat then took the doctor to the *Tamora*, who also had a man slightly wounded, but he was able, after attention, to remain on board his ship. The four men on the *Madden* were taken on board the life-boat and landed, when they were taken to Cromer Hospital. The life-boat returned to her station at 8.5 P.M. - Rewards, £13 12s. 6d.

APRIL 15TH. - DONAGHADEE, CO. DOWN. At midnight on the 14th April, the Donaghadee coastguard asked the life-boat to stand by at the harbour ready to take on board an armed guard. A west wind was blowing, with squalls, and the sea was moderate. At 12.30 A.M. the motor life-boat *Civil Service No. 5* was launched and the armed guard of twelve men was taken on board. The life-boat then went, under the direction of the officer-in-charge, to Mew Island where she landed the guard to investigate a report about Mew Island Light, and to search the coastal defences. The life-boat took the guard on board again and returned to her station, arriving at 3.15 A.M. - Rewards, £7 19s. 6d.

APRIL 16TH. - ST. IVES, CORNWALL. At 3.13 A.M. a message was received from the coastguard that a vessel was on fire, and at 4.20 A.M. the motor life-boat *Caroline Oates Aver* and *William Maine* was launched. The wind was light and the sea smooth. All that the life-boat found was a large quantity of wreckage. The ship had disappeared, but the life-boat found another steamer, the *Amiens*, of Swansea, which had been attacked and disabled. A naval escort vessel was standing by. The life-boat took off two slightly injured men and landed them. Afterwards the *Amiens* sank, and her crew were landed by the naval vessel. The life-boat returned to her station at 10.30 A.M. - Rewards, £11 5s. 6d.

APRIL 17TH. - DOUGLAS, AND RAMSEY, ISLE OF MAN. At 5 P.M., a message was received at Ramsey from the coastguard that an aeroplane had sighted a vessel showing distress signals about five miles to the south-east of Ramsey, and at 5.40 the motor life-boat *Lady Harrison* was launched. A moderate southerly wind was blowing, with a slight sea, and there was drizzle and rain. At about 7 P.M. the life-boat found the vessel, the motor vessel *Carita*. Her engines had broken down, and just before the life-boat arrived she had been taken in tow by a coaster. She needed no further help, and the life-boat returned to her station, arriving at 8.30 P.M., while the coaster towed the *Carita* to Douglas. Meanwhile messages from the Castletown and Ramsey coastguards had been received at Douglas, and at the request of the chief naval officer the Douglas motor life-boat *Manchester and Salford* was launched at 6.30 P.M. She found the *Carita* in tow, and reported this by wireless to the chief naval officer, and was asked by him to stand by the *Carita* until she reached Douglas Bay. This the life-boat did, and returned to her station at 9 P.M. - Rewards : Douglas, £7 15s. 6d. ; Ramsey, £12 5s. 6d.

APRIL 18TH. - THE HUMBER, YORKSHIRE. At 1.45 in the morning it was reported that a vessel of an outward-bound convoy had gone ashore on the Binks. She appeared to be on her beam ends and was sounding distress signals on her siren. At eight minutes past two the motor life-boat *City of Bradford II* was launched. A fresh

S.S.E. wind was blowing, with a heavy sea. The life-boat found the steam trawler *Donalda*, of Grimsby, and her crew all ready to leave her, but the coxswain advised them to stay on board their own vessel, and promised to stand by them until they were in safety. The trawler's skipper said that all his lights had failed and asked what the coxswain could do to help him, so at day-break the life-boat returned ashore, and saw the military officer-in-charge. He sent an electrician out in the life-boat, who soon put the matter right. The life-boat then stood by until the vessel refloated at 9.15 in the morning and returned to her station, arriving a quarter of an hour later. - Property salvage case.

APRIL 20TH. - APPLEDORE, AND ILFRACOMBE, DEVON. At about 1 P.M. a message was received at Appledore from the Croyde coastguard that an aeroplane had crashed in the sea on the south side of Morte Bay, and at 1.10 P.M. the Appledore motor life-boat *Violet Armstrong* was launched. A fresh S.W. wind was blowing, with a moderate sea. The life-boat went to a point off Woolacombe, N.W. of Morte Point, and, directed by a look-out man on Baggy Point, found and rescued four airmen in a dinghy. All four were injured, one seriously. The life-boat took them to Ilfracombe, where they were placed in the charge of an R.A.F. doctor. The life-boat then returned to her station, arriving at 6.15 P.M.

News that an aeroplane had come down in the sea was received at Ilfracombe, a few minutes before 1 o'clock, from a resident at Woolacombe, and from the Ilfracombe coastguard at 1.10. At 1.15 the motor life-boat *Rosabella* was launched. She met very heavy breaking seas off Morte Point, and a strong headwind and tide. The coxswain was thrown against an after bollard by a heavy sea and he and one of the crew were slightly hurt. On reaching Woolacombe Bay the life-boat saw the Appledore boat rescuing the airmen, and as her help was not needed she returned to her station, arriving at 3.40 P.M. - Rewards : Appledore, £5 6s. ; Ilfracombe, £6 11s. 6d.

APRIL 20TH. - MARGATE, KENT. At 2 P.M. a message was received from the coastguard that two aeroplanes were in the sea, and that one airman had come down by parachute, and at 2.10 P.M. the motor life-boat *The Lord Southborough* (Civil Service No. 1) was launched. A light S.S.W. breeze was blowing and the sea was choppy. An RAF launch from Ramsgate arrived first and, the life-boatmen thought, rescued two airmen. The life-boat picked up a rubber boat which had been dropped from another aeroplane, and returned to her station, arriving at 4.20 P.M. The rubber boat was handed over to the R.A.F. - Rewards, £5 12s. 6d.

APRIL 22ND. - FERRYSIDE, CARMARTHENSHIRE. At 7.32 A.M. the coxswain received a telephone message from the St. Ismael's coastguard that the Royal Observer Corps at Carmarthen had reported through

the Ferryside Police that a ship's boat was adrift in Carmarthen Bay. The pulling and sailing life-boat *Richard Ashley* was launched at 8.40 A.M. A light N.E. wind was blowing and the sea was calm. The life-boat found, near No. 2 Buoy in Carmarthen Bay, an empty twenty-foot ship's boat. The vessel to which the boat belonged was unknown, but it was assumed that she had been sunk by enemy action. Taking the boat in tow, the life-boat returned to her station, arriving at 3.25 P.M. The boat was handed over to H.M. Customs Officer.- Rewards, £12 13s. 6d.

APRIL 23RD. - ST. IVES, CORNWALL. At 6.41 A.M. a message was received from the St. Agnes coastguard that a Hurricane aeroplane had crashed into the sea one and a half miles N.E. by N. from Portreath, and at 7.38 A.M. the motor life-boat *Caroline Oates Aver* and *William Maine* was launched. A light S.E. breeze was blowing and the sea was smooth. The life-boat found nothing, and returned to her station at 11.27 A.M., but shortly afterwards she went out again as another message had come that the airman had again been seen. An aeroplane helped in the search, and the airman was found, but he was dead. The life-boat, brought his body ashore, and returned to her station at 2.40 P.M. - Rewards, £7 14s.

APRIL 23RD. - WEYMOUTH, DORSET. At about 12.50 P.M. the coastguard reported that a vessel about three miles south of Portland Bill was showing distress signals, and the motor life-boat *William and Clara Ryland* was launched at 12.55 P.M. A fresh easterly wind was blowing and the sea was rough. The life-boat found the motor drifter *Dol-Fyn*, on Admiralty service, five miles West of Portland Bill. Her engine had broken down. The life-boat took her in tow, but after about an hour of towing the Government tug *Pilot* arrived and took over the tow. After standing by for a time, the life-boat left the *Dol-Fyn* in charge of the tug and returned to her station, arriving at 4.30 P.M. Mr. K. H. Mooring Aldridge, the honorary secretary, went out with the crew on this service.- Rewards, £4 7s. 6d.

APRIL 24TH. - MARGATE, KENT. At 6.30 P.M. a message was received from the coastguard that an aeroplane had crashed into the sea one and a half miles north-east from the look-out, and at 6.40 P.M. the motor life-boat *The Lord Southborough* (Civil Service No. 1) was launched. A strong easterly gale was blowing, with a heavy sea. With the help of a Lysander aeroplane the life-boat found and rescued a young Rhodesian pilot. He was uninjured, but delirious from cold and shock. Because of the very heavy sea running and because there would not be sufficient water to enter Margate Harbour until 9 o'clock, the life-boat made for Ramsgate. On the way she sent, a message by daylight signal lamp to Foreness Signal Station, asking that medical help should be ready. She landed the pilot at 8 P.M. and stayed at Ramsgate for the night. At

9.45 A.M. the next morning, 25th April, she left for Margate, arriving there at 11 A.M., but owing to the bad weather she could not be reheused until the 28th. Thanks were received from the naval authorities and the R.A.F. - Rewards, £10 18s.

APRIL 26TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. At 12.30 P.M. an officer of the Great Yarmouth naval base asked the life-boat coxswain if the life-boat could take some men off a vessel. She was the S.S. *Ethel Radcliffe*, of London, and had foundered in shallow water in Yarmouth Roads after being attacked. There were 20 servicemen on board, on guard. The life-boat was also asked to take out food to the S.S. *Corrie*, of Belfast, anchored in the roads. The sea on the bar and in the roads was very rough and tugs could not get alongside either of the vessels. The motor life-boat *Louise Stephens* was launched at 12.45 P.M., took food to the S.S. *Corrie*, and then brought ashore the men from the *Ethel Radcliffe*, returning to her station at 3 P.M. - Rewards, £4 13s.

APRIL 28TH. - BOULMER, AND AMBLE, NORTHUMBERLAND. On the night of Sunday, 27th April, it was learned at Boulmer that a German aeroplane had attacked a naval vessel and that the aeroplane had been brought down in flames. The coxswain and second-coxswain stood by, and twenty minutes later, at 11 P.M., the coastguard at Blyth and Boulmer reported distress signals some eight miles N.E. of Seaton Point. It was decided to launch the motor life-boat *Clarissa Langdon* to search, and the honorary secretary rang up the military authority to get an armed guard. The life-boat had to be taken by her tractor through a narrow gap in the coastal defences of concrete and barbed wire. The night was dark and no lights could be used. The driver of the tractor was guided to the gap and through it by the glow of cigarettes. The life-boat was taken down to low water mark, and as soon as the military guard arrived she was launched off her carriage. It was then just after midnight..

When the life-boat had set out, the honorary secretary of the station feared that a ship had been sunk or damaged, as well as an aeroplane brought down, so he telephoned the commandant of the Red Cross at Alnwick at one in the morning, asking him to be on the alert, and two hours later two ambulances arrived at Boulmer with their staffs of men and women nurses. They were accommodated in the boat-house. In fact, it, was learned later that the aeroplane had attacked H.M.S.. *Patia*, a naval auxiliary vessel of 5,500 tons, and had hit her with an aerial torpedo. The *Patia* had replied and shot the aeroplane down, but she herself had sunk.

The coxswain steered for the spot given, eight miles N.E. of Seaton Point, and on his way found himself among great quantities of floating wreckage, such as oil drums, bags and wood. In the dark they were difficult to identify, and great care had to be taken, as the life-boat was now in an area which had

been closed because of mines, and the day before, when the life-boat was out on exercise, the naval authorities would not allow her to go more than half a mile from the shore.

The life-boat then hailed a patrol vessel. The patrol vessel replied with the challenge signal, for the life-boat, by arrangement with the naval authorities, was under full navigation lights. The coxswain told the vessel who he was and asked for information, but the patrol vessel had nothing to tell him, and the life-boat continued her search among the wreckage. There she found at last the rubber raft, belonging to the enemy aeroplane which had been shot down. In it she found a wristlet watch, stopped at 11.5, and an airman's helmet, but there was no trace of the airman. The life-boat took the raft on board.

As from the wreckage it appeared that a ship had been sunk as well as an aeroplane lost, the coxswain continued his search among the wreckage, saw and examined several rafts, and found a naval whaler bottom up, but there was no sign of any men.

At daybreak the coastguard reported to the station a raft off Cullernose Point, with three men on it, and after arranging for this news to be signalled to the life-boat, the honorary secretary, Mr. William S. Stanton, put out with three other men in the motor fishing boat *Primrose* to find the raft. The coastguard also sent the news to Amble, and the motor life-boat *Frederick* and *Emma* was launched at 5.15. Just as the *Primrose* was leaving, the news came that this raft had landed at Howick Burn, that another had landed in Embleton Bay, and that a third raft, crowded with men, was three miles east of Boulmer station. The *Primrose* met the Amble life-boat, and Mr. Stanton went aboard the life-boat, which then went to meet the third raft and found that it was the Boulmer life-boat. The two life-boats made for a patrol vessel, two miles to the east, and on their way passed a motor fishing boat, which had a raft alongside.

There was one man in the raft, lying in the bottom, under water. He was dead, and the Boulmer life-boat took his body on board. When the two life-boats came up with the Patrol vessel, the *Lord Darling*, they learnt what they had suspected must have happened, that not only had the aeroplane been shot down, but that the vessel which had shot her down, an armed merchant cruiser, had been sunk. Two patrol vessels had gone to the Tyne with survivors, but the skipper of the *Lord Darling* thought that all the crew had not been accounted for. The two life-boats continued their search over a wide area looking for survivors on rafts or wreckage. Above them an R.A.F. aeroplane was circling. The Boulmer life-boat found four bodies and took them on board, among them the captain of the armed cruiser, and the Amble life-boat found ten. But they found no men alive. They continued their search until eight in the morning and then returned to their stations, Boulmer arriving at 9.15 and Amble at 9.45.

Meanwhile the other two rafts, which had been reported, had proved to be ship's boats.

The one which had come ashore at Howick Burn, a mile north of Boulmer, had 41 men on board. The Red Cross ambulance workers had met them and taken charge of the injured. The uninjured were looked after by the Shipwrecked Mariners' Society, and the villagers gave them dry clothing and food, and put to bed those who were exhausted. The other boat, which had come ashore in Embleton Bay, had about 40 men on board. Both boats had reached the land about one in the morning, but had waited for daybreak to come ashore. - Rewards : Boulmer, £19 7s. ; Amble, £7 12s.

(See Boulmer, "Services by Shore-boats," page 96.)

APRIL 29TH. - BALLYCOTTON, CO. CORK. At 10.50 A.M. the lighthouse reported a partly submerged ship's boat about one and a half miles to the south-west, and the motor life-boat *Mary Stanford* was launched at 11 A.M. An easterly breeze was blowing, with a moderate sea. On her way the life-boat passed two floating mines. She found the boat in the fairway of traffic and towed her back, reaching her station again at noon. The boat appeared to have been in the water a long time. It had some gear aboard and a log entered up to the 17th December, 1940, but there was nothing by which it could be identified. It was handed over to the military authorities. - Rewards, £4 10s. 6d.

APRIL 29TH. - NEWQUAY, CORNWALL. At 3.15 P.M. the coastguard reported distress signals from a fishing boat which was rapidly drifting out to sea before a strong E.S.E. wind. The sea was choppy. The motor life-boat *Richard Silver Oliver* was launched, with the help of R.A.F. men, at 3.50 P.M. She came up with the fishing boat, the *P.W. 125*, of Newquay, with a crew of three, about two miles N.W. of Towan Head, took her in tow and brought her into harbour at 4.45 P.M. - Rewards, £9 4s. 6d.

APRIL 30TH. - FRASERBURGH, ABERDEENSHIRE. At 10.22 P.M. a message was received from the Fraserburgh coastguard that H.M. Destroyer *Erne* had been bombed when ten and a half miles from Kinnaird Head, and at 11 P.M. the motor life-boat *John and Charles Kennedy* was launched. A light easterly breeze was blowing and the sea was smooth. The life-boat reached the *Erne* at midnight, and found that she had been taken in tow by another destroyer. They were making for Fraserburgh Harbour. The life-boat put one of her crew on board the *Erne* and stood by to give help if it were needed. When they were one and a half miles off Fraserburgh a tug came up and took H.M.S. *Erne* in tow for Peterhead. The life-boat then returned to her station, arriving at 1.50 A.M. - Rewards, £9 13s.

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

APRIL 1ST. - KILMORE, CO. WEXFORD. Fires at sea had been reported, but after the

life-boat had gone some miles out it became evident that they were right across the channel near the Welsh coast. - Rewards, £19 13s. 6d.

APRIL 2ND. - DONAGHADEE, CO. DOWN. A steamer had gone ashore, but her crew of six were rescued from the shore by the coastguard life-saving apparatus. - Rewards, £6 16s. 6d.

APRIL 2ND. - THURSO, CAITHNESS-SHIRE. An aeroplane had crashed at Whiten Head, but her crew had been rescued. - Rewards, £15 13s.

APRIL 3RD. - ROSSLARE HARBOUR, CO. WEXFORD. An unknown vessel had reported that she was being attacked, but nothing could be found. - Rewards, partly paid permanent crew, £2 3s. 6d.

APRIL 3RD. - BALLYCOTTON, CO. CORK. A collier was reported to have been machine-gunned by German aeroplanes, but could not be found. News was received later that a collier had passed, going west, without lights, and the life-boat was recalled. - Rewards, £9 1s.

APRIL 4TH. - FLEETWOOD LANCA-SHIRE. A Bristol Hampden aircraft had been reported missing but nothing was found. - Rewards, £12 9s. 9d.

APRIL 5TH. - COURTMACSHERRY HARBOUR, CO. CORK. A trawler's engines had broken down, but she repaired them and she was able to go on her way. - Rewards, £4 13s. 6d.

APRIL 5TH. - BARRA ISLAND, HEBRIDES. A ship's boat, with sails up, had been reported some miles off the coast, but could not be found, and it was learnt later that she was a small fishing boat under sail, and not in need of help. - Rewards, £14 13s.

APRIL 5TH. - ANSTRUTHER, FIFE-SHIRE. A vessel was reported to be in difficulties, with a sloop standing by, but in the gale which was blowing, with a very heavy sea running, it was impossible for the sloop to pass a rope and get the vessel in tow, and she wanted the life-boat's help. The life-boat went to the position given, but found no sign of either vessel. - Rewards, £14 12s. 6d.

APRIL 5TH. - ST. MARY'S, SCILLY ISLANDS. A British aeroplane had crashed in the sea several miles to the N.W. of St. Agnes, but nothing was found. - Rewards, £12 18s.

APRIL 6TH. - DUNMORE EAST, CO. WATERFORD. An unknown aeroplane was reported to have crashed into the sea, but nothing was found. - Rewards, £10 6s.

APRIL 7TH. - HARTLEPOOL, AND SEAHAM, DURHAM. An aeroplane had been reported down in the sea, but nothing was

found. - Rewards : Hartlepool, £4 7s. ; Seaham, £4 19s. 6d.

APRIL 9TH. - TORBAY, DEVON. The Norwegian oil-tanker *Beuston* and the British steamer *Dudley Rose* sailing in convoy had been attacked by German aeroplanes, and the tanker had been set on fire. The sea was a mass of flame for 150-500 yards round her. Both vessels sank and the life-boat carefully examined all wreckage, but found no survivors. - Rewards, £5 18s.

APRIL 18TH. - ANGLE, PEMBROKE-SHIRE. A vessel was reported to have been bombed and set on fire by enemy aeroplanes, but nothing could be found. - Reward £11 9s.

APRIL 10TH. - PWLLHELI, CAERNARVONSHIRE. An R.A.F. fighter aeroplane was reported to have come down in the sea, but nothing could be found. - Rewards, £11 8s.

APRIL 11TH. - DUNBAR, EAST LoTHIAN. A British aeroplane had come down in the sea, but a destroyer rescued the pilot. - Rewards, £4 7s. 6d.

APRIL 11TH. - SHOREHAM HARBOUR, SUSSEX. A fishing boat, whose engine had broken down, had gone aground, but she was refloated and able to return to harbour under sail. - Rewards, £4 19s. 6d.

APRIL 11TH. - SWANAGE, DORSET. A burning aeroplane was reported to have crashed into the sea, but nothing except a patch of oil was found. - Rewards, £8 8s.

APRIL 11TH. - CROMER, NORFOLK. A British bomber was reported to have come down in the sea, but nothing was found, and while the life-boat was searching the news came that the bomber had crashed 45 miles away. - Rewards, £13 6s. 6d.

APRIL 13TH. - SENNEN COVE, CORNWALL. Red flares had been reported, but nothing could be found. Later it was learned that the flares were Holmes lights of the life-buoys of the Belgian steamer *Arbel*, of Antwerp, which were blown off her when she was bombed and sunk. Seventeen survivors of her crew of twenty got ashore at St. Ives. - Rewards, £17 2s.

APRIL 14TH. - PETERHEAD, ABERDEENSHIRE. A vessel in convoy was reported to have been bombed, but nothing was found. - Rewards, £7 16s.

APRIL 14TH. - TENBY, PEMBROKE-SHIRE. A ship's boat had been reported adrift, but nothing was found. - Rewards, £12 1s.

APRIL 16TH. - ST. IVES, CORNWALL. Two rafts with men on board had been reported west of Gurnards Head, but nothing was found. - Rewards, £6 18s.

APRIL 18TH. - ILFRACOMBE, DEVON. A British aeroplane had been reported down in the sea between Combe Martin and Lynton, and one of the crew was believed to have baled out, but nothing was found, and it was learnt later that one of the crew was dead and the other five safe. - Rewards. £6 13s. 6d.

APRIL 18TH. - ANSTRUTHER, FIFE-SHIRE. An Admiralty ketch had been damaged while engaged on salvage work, but she was towed into harbour by another vessel. - Rewards, £8 18s.

APRIL 18TH. - BALTIMORE, CO. CORK. Flares had been reported several miles south of Skilligs, but nothing could be found. The life-boat put out again to a German aeroplane which had crashed in the sea, but the six airmen had been rescued from their rubber boat by a fishing boat which was on the spot. - Rewards, £16 16s.

APRIL 18TH. - PORTPATRICK, WIGTOWNSHIRE. A small vessel had been reported west of Corsewall Lighthouse, apparently unable to make headway, but nothing was found. - Rewards, £7 10s.

APRIL 21ST. - PORTRUSH, CO. DOWN. Red rockets had been reported, but nothing was found. - Rewards, £7 3s.

APRIL 23RD. - CLACTON - ON-SEA, AND WALTON AND FRINTON, ESSEX. An aeroplane had been reported down in the sea, but nothing was found. - Rewards : Clacton-on-Sea, £25 3s. ; Walton and Frinton, £13 2s. 6d.

APRIL 24TH. - THE LIZARD, CORNWALL. An aeroplane was reported to have come down in the sea, but nothing was found. - Rewards, £16 0s. 6d.

APRIL 24TH. - PENLEE, CORNWALL. An aeroplane was reported to have come down in the sea, but nothing was found. - Rewards, £8 11s.

APRIL 26TH. - HASTINGS, SUSSEX. A rocket was reported to have been fired towards the south, but nothing was found. - Rewards, £31 15s. 6d.

APRIL 26TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. A steamer had been attacked and badly damaged, and her crew had abandoned her, but they were picked up by the examination vessel and a tug. - Rewards, £4 15s. 6d.

APRIL 26TH. - PORTPATRICK, WIGTOWNSHIRE. A British aeroplane was reported to have come down in the sea, but later it was learnt that other boats were near the place, and the life-boat was recalled by wireless. - Rewards, £3 2s. 6d.

APRIL 27TH. - FERRYSIDE, CARMARTHENSHIRE. A British aeroplane had crashed into the sea, but the body of the

pilot had already been picked up. - Rewards, £12 7s. 6d.

APRIL 29TH. - PORTHDINLLAEN, CAERNARVONSHIRE. A British Sunderland aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £10 14s.

(See Bardsey Island, "Services by Shore-boats," page 96.)

APRIL 29TH. - HOLY ISLAND, NORTH-UMBERLAND. A Spitfire aeroplane had crashed into the sea, but only a large patch of oil was found. - Rewards, £7 15s. 6d.

APRIL 29TH. - WALTON AND FRINTON, ESSEX. A Hurricane fighter aeroplane had crashed at the mouth of the Hanford Water, but when she was found she was almost submerged and the pilot was dead. - Rewards, £4 6s.

MAY

Launches 53. Lives rescued 27.

MAY 1ST. - CROMARTY. At 7.40 A.M. a message was received from the Cromarty coastguard that two airmen had been seen in the sea off Brora, and at 8.20 A.M. the motor life-boat *James Macfee* was launched. A light easterly breeze was blowing and the sea was calm. The life-boat was directed by wireless to search east of Clyne Hill, and found the body of one of the airmen. The other could not be found. The life-boat then spoke a naval examination vessel, and was asked to take the body to Invergordon. This was done, and she returned to her station at 7.30 P.M. - Rewards, £6 13s.

MAY 1ST. - ALDEBURGH, SUFFOLK. At about 1.20 P.M. the coastguard reported a small open pulling boat about two and a half miles from the look-out, and the No. 1 motor life-boat *Abdy Beauclerk* was launched at 1.30 P.M. A fresh N.E. breeze was blowing, with a moderate swell. The life-boat found the small boat with two men in her. They were Dutchmen, who had belonged to the Dutch Navy and had slipped out of Holland in the early morning of the 28th April to come to England. The life-boat returned to her station at 2.20 P.M., but she had to lie off for two hours, owing to the heavy swell, before she could be beached. - Rewards, £14 3s.

MAY 5TH. - PADSTOW, CORNWALL. At about midnight on the 4th May information was received from the Padstow coastguard that a convoy had been attacked from the air about ten miles N. by W. of Stepper Point, and that one of the ships was on fire. At 1 A.M. the motor life-boat *Queen Victoria*, on temporary duty at this station, put out. The sea was smooth, with a light S.E. breeze. The life-boat found the laden motor vessel *Marie Flore*, of Antwerp, ablaze from stem to stern. She went alongside, but got no response to shouts. All she found was a

ship's boat, and this she took in tow. She then offered to help the Dutch motor vessel *Narwal*, which was towing another vessel which had been damaged in the same attack, but her help was not needed and when the vessel in tow sank, the *Narwal* rescued the six survivors. The life-boat then returned to her station, but put out again to continue the search. She went back to the burning *Marie Flore*, found that the fire had partly died down, put three men on board her and, with other help, towed her into harbour, returning to her moorings at 2.15 P.M. - Property salvage case.

MAY 6TH. - WELLS, NORFOLK. At about 5 P.M. the life-boat coxswain heard a ship sounding "V" in Morse on her whistle, "I need assistance", and the motor life-boat *Royal Silver Jubilee 1910-1935* was launched at 6.30 P.M. A strong northerly wind was blowing, with a rough sea. The life-boat found the S.S. *Radstock*, of Bridgwater, a mile north of Wells Bar. She was bound from Avonmouth for Wells, and was short of water, coal and food. Her degaussing gear was out of order and she could not get a pilot. At his request she landed the captain, put a pilot on board, and returned to her station at 7.30 P.M. - Rewards, £11 8s. 10d.

MAY 7TH. - THE HUMBER, YORKSHIRE. At about 5 A.M. the Royal Naval Shore Signal Station informed the coxswain that the pilot cutter, at anchor off the life-boat house, had reported an aeroplane down about one and a half miles to the N.N.E. in The Gut. She had struck a barrage balloon cable, when returning from a bombing raid on Germany. Later the pilot cutter reported that she had picked up one survivor in a rubber boat, which was drifting past her. The motor life-boat *City of Bradford II* put out at 5.40 A.M. A strong N.E. breeze was blowing, with a moderately rough sea. At about daybreak the life-boat picked up two dead airmen about two miles S.W. of Spurn Point, and put the bodies on board the patrol boat *Perfective*, to be taken to Grimsby. The life-boat then found the aeroplane in four feet of water on the Trinity Sand, but there were no other survivors, and she returned to her station at 12.20 P.M. - Paid permanent crew. Rewards, 4s. 6d.

MAY 7TH. - EYEMOUTH, AND ST. ABBS, BERWICKSHIRE. At 5.15 P.M. the Eyemouth honorary secretary received a message from the Royal Observer Corps post that an aeroplane had been seen to dive into the sea about ten miles east of Eyemouth. At St. Abbs information was received a few minutes later, from the naval authorities at Rosyth, through the Royal Naval Shore Signal Station, that an aeroplane had crashed about five miles east of St. Abbs Head. Both motor life-boats put out, the Eyemouth boat *Frank and William Oates* at 5.30 P.M., and the St. Abbs boat *Annie Ronald and Isabella Forrest* at 5.35 P.M. The weather was fine, with a light north-easterly wind and a moderate sea. With the help of aeroplanes, the life-boats made a thorough search, and

the Eyemouth life-boat picked up a rubber dinghy from a German bomber and a petrol tank. These she handed over to the police when she returned to her station at 9.45 P.M. Guided by aeroplanes the St. Abbs life-boat picked up the body of a German airman, and returned to her station at 9.50 P.M. - Rewards : Eyemouth, £22 11s. 6d. ; St. Abbs, £14 8s.

MAY 8TH. - ST. IVES, CORNWALL. Shortly after 4 A.M. a message was received from the naval authorities, through the coastguard, asking for the life-boat to meet a trawler due at St. Ives at 5 o'clock with survivors on board from a sunken ship, some of them wounded, and the motor life-boat *Caroline Oates Aver* and *William Maine* was launched at 4.45 A.M. A light S.E. breeze was blowing, but the sea was rather rough. The life-boat took out a doctor and ambulance men and met H.M. Trawler *Pearl*. She had on board survivors from H.M.S. *Viva II*, which had been attacked and sunk while on escort duty. After putting the doctor and ambulance men on board, the life-boat returned ashore, took out respiratory apparatus and then landed five of the survivors. At six in the morning she put to sea and searched a wide area for more survivors, but found none, and returned at 2.40 P.M. In the meantime a steamer landed three men whom she had picked up. The *Viva II*, in the early months of the war, was under the command of Captain R. L. Hamer, R.N., D.S.O., the Institution's deputy chief inspector of life-boats, who won the D.S.O. while serving in her. - Rewards, £10 7s. 6d.

MAY 8TH. - LOWESTOFT, SUFFOLK. At 8.40 in the morning the naval base telephoned, through the coastguard, that a heavy explosion had occurred where the examination vessel *Thistle* had last been seen, and the motor life-boat *Michael Stephens* was launched at 9.10. A fresh N.E. wind was blowing. The sea was choppy and was full of mines. One blew up only 100 yards astern of the life-boat. Fifteen minutes after putting out she found the wreck of the *Thistle* two cables from the N.E. Newcome Buoy. She searched among the wreckage for survivors, but she found only one, out of a crew of about fifteen, bleeding and badly injured. She returned to harbour where she landed the rescued man. At 10.15 she put to sea again to continue the search and spoke to naval vessels which were returning on account of the mines. She searched thoroughly, but could find no more survivors and returned to harbour, where she arrived at noon. - In recognition of the dangerous nature of the service, an increase in the usual money award on the standard scale was made to each member of the crew. Standard rewards to crew and helpers, £3 11s. ; additional rewards to crew, £6 ; total rewards, £9 11s.

MAY 11TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. At 4.12 A.M. the Great Yarmouth coastguard telephoned that the naval base wanted the life-boat to help with a R.A.F. launch which had gone

aground, and the motor life-boat *Louise Stephens* was launched at 4.45 A.M. A N.E. breeze was blowing, with a moderate sea. After searching for some time without success, the life-boat learned at 5.45 A.M. by wireless from the naval base that the launch was on the Caister Shoal. As the life-boat approached her she came afloat on the rising tide, but she was in a dangerous position, in the narrow channel between Barber Sand and Caister Shoal. The life-boat went alongside, found that the launch had lost her propellers, and towed her to Yarmouth, returning to her station at 8.55 A.M. - Rewards, £4 16s. 6d.

MAY 13TH. - NEW BRIGHTON, CHESHIRE. At 1.15 in the morning the police reported a vessel was in trouble off Egremont stage, and on enquiry the honorary secretary was told that part of the stage, with a searchlight and soldiers on it, had been broken adrift and was being carried up the river. At 1.50 the No. 2 motor life-boat *Edmund* and *Mary Robinson* left her moorings. A westerly breeze was blowing and the sea was smooth. The life-boat found that the steamer *Westlands* had drifted on to the stage on the flood tide, had broken it away and was still pressing against the stage. As the men on the stage were all right, she stood by until the Mersey Dock vessel *Vigilant* arrived. She then put the marine surveyor from the *Vigilant* on board the steamer and continued to stand by while the *Vigilant* towed the *Westlands* away. When the steamer had safely anchored in the river the life-boat returned to her moorings, arriving at 4.25 in the morning. - Rewards, £10 10s.

MAY 15TH. - FILEY, YORKSHIRE. Several fishing boats were out, some crabbing and some fishing, and as at 10 in the morning three of the boats could not be seen from the coastguard's look-out it was decided to search for them. At 10.25 the motor life-boat *The Cuttle* was launched. A fresh N.N.W. breeze was blowing, with a moderate swell. The life-boat found the three boats about nine miles away and escorted them in. - Rewards, £8 9s.

MAY 17TH. - FRASERBURGH, AND PETERHEAD, ABERDEENSHIRE. At 1.18 A.M. the naval authorities at Rosyth asked, through the Fraserburgh coastguard, that the Fraserburgh life-boat should be got ready to launch. A few minutes later the station was given a position ten or twelve miles from Kinnaird, and at 2 A.M. the motor life-boat *John* and *Charles Kennedy* was launched. A light N.W. wind was blowing, with a moderate sea. The life-boat found nothing at the position given, so she altered course to the eastward, and half an hour later found the troopship *S.S. Archangel*, of Harwich. She had been bombed by German aeroplanes, and a destroyer and tug were standing by. The life-boat prepared to take wounded men off the steamer, but a trawler arrived and took over this work, so the life-boat, in company with the destroyer, went to look for drifting boats. Several boats were found, but all were empty except one, with one soldier on

board. He was rescued and put on the destroyer. At about 6 A.M. a tug took the *Archangel* in tow, in a southerly direction. The life-boat went with them, for the *Archangel* had no life-boats left, and was making water. At 8.15 A.M. the Fraserburgh honorary secretary sent a message to the Peterhead station through the coastguard, asking if the Peterhead life-boat could be launched to relieve the Fraserburgh boat, and at 8.55 the Peterhead motor life-boat *Julia Park Barry of Glasgow* put out. She met the *Archangel* when she was five miles N.E. of Peterhead, and took over from the Fraserburgh life-boat, which returned to her station, arriving at 11.40 A.M. For a time the Peterhead life-boat escorted the *Archangel* southward, and then it was decided to abandon her as she seemed likely to sink. She had been so badly damaged amidships that there was no communication between the after and fore ends, so the life-boat went alongside the after end and rescued eighteen men, while the tug took off the remainder from the fore end. The *Archangel* was then beached at Belhelvie, and the life-boat returned to her station at 1 P.M. - Rewards: Fraserburgh, £14 9s. 6d.; Peterhead, £4 7s.

MAY 17TH. - SHOREHAM HARBOUR, SUSSEX. At 4.36 P.M. the coastguard reported that a German aeroplane was attacking shipping about two miles south of the harbour, and a few minutes later that the aeroplane had crashed on fire. The motor life-boat *Rosa Woodd and Phyllis Lunn* was launched at 5.7 P.M. The weather was fine and the sea calm. The life-boat found the S.S. *Ala*, of Oslo, damaged, and put several life-boatmen on board to help in salving gear, guns and ammunition. Then the harbour tug and another steamer got the *Ala* in tow, the life-boatmen remaining on board her to help. The *Ala* was towed in and beached, and the life-boat brought ashore her captain, mate and a naval rating. Others were landed by a naval crash boat. The life-boat returned to her station at 6.30 P.M. - Property salvage case.

MAY 19TH. - BRIDLINGTON, YORKSHIRE. During the afternoon a strong northerly wind was blowing, with a rough sea and rain squalls, and news was sent to the life-boat station that the open motor fishing coble *Sarah Elizabeth* had not returned from the fishing ground. It was then learnt from the Ulrome coastguard that she had been seen drifting south, and the motor life-boat *Stanhope Smart* was launched at 4.45 P.M. Eight miles to the south she found the *Sarah Elizabeth*. Her engine had failed, her propeller been damaged, her sails blown away, and her crew of three were exhausted with baling. The life-boat took them aboard and, with the coble in tow, arrived back at her station at 8.15 P.M. - Rewards, £11 7s.

MAY 19TH. - SOUTHEND - ON - SEA, ESSEX. At about 6.30 P.M. the coxswain was warned for service by the naval control as two ships had been attacked and were in distress. The sea was calm, with no wind.

At 6.45 P.M. the motor life-boat *Greater London (Civil Service No. 3)* was launched, and near the Nore Light-vessel, found the S.S. *Dixcove*, of Liverpool, in tow of two tugs.

One of the tugs had on board fifty survivors from S.S. *Winkfield*, of Glasgow. She transferred them to the life-boat. Going east for two miles, the life-boat then took on board four more survivors from a Dutch naval vessel. Two of them were badly wounded, and another was suffering from shock. The life-boat landed the fifty-four men at the naval base and returned to her station at 8.30 P.M. - Rewards, £7 1s.

MAY 20TH. - ST. DAVID'S, PEMBROKE-SHIRE. At about 7.50 P.M. the coastguard reported that an aeroplane had crashed into the sea south of Ramsey Island, and the motor life-boat *Civil Service No. 6* was launched at 8.19 P.M. and made for Ramsey Sound. A light N.N.W. wind was blowing and the sea was calm. In the meantime a man who lives on Ramsey Island had seen the crash and had gone to the spot. There he saw a man in the water. He was a Pole, the pilot of a Hurricane, and was swimming in a life-jacket near the cliff. He shouted "Friend, Pole". The man helped him out of the water. Meanwhile another man from the island, one of the farm employees, had put out in the island's boat, and brought her round to the spot. There he found the pilot and his rescuer and took them on board. He was making with them for Ramsey Sound when he met the life-boat, and she took them on board. The airman was suffering from burns on the face and shock. A doctor attended to him as soon as he was landed, and he was then sent to hospital. Putting out again the life-boat picked up the airman's parachute in Dilyn Bay, and returned to her station at 10.15 P.M. - Rewards, £8 14s.

(See St. David's, "Services by Shore-boats," page 97.)

MAY 22ND. - PETERHEAD, ABERDEENSHIRE. At 6 A.M. the coastguard reported that the steam drifter the *Golden Rod*, of Peterhead, was ashore near Slains Castle, five miles S.W. of Buchan Ness. As the weather was fine, with a light southerly wind blowing and a slight swell, the coastguard was asked to find out in what state the drifter was, and a little later reported that she was listing heavily. At 7 A.M. the motor life-boat *Julia Park Barry of Glasgow* was launched, and found another drifter standing by. The *Golden Rod* was making water and this caused her to bump as the tide rose, but at 9 A.M. she refloated, and the life-boat escorted her to harbour and then returned to her station, arriving at 9.45 A.M. - Rewards, £3 4s. 6d.

MAY 22ND. - MOELFRE, ANGLESEY. A small rowing boat with two boys on board was seen by the coastguard to be in difficulties. They had broken one of their oars and a strong S.W. wind was blowing, with a rough sea, and the boat was being carried out to sea. At 10.45 A.M. the motor life-boat *G.W.* was launched. She came up with the small boat

one mile N.N.E. of Moelfre Island, and brought her back, arriving at 11.30 A.M.-Rewards, £5 2s. 6d.

MAY 23RD. - ST. IVES, CORNWALL. At 6.13 P.M. the coastguard passed to the life-boat station a message from the resident naval officer at Penzance, that a vessel with a dangerous list was about four miles N.E. of Pendeen and was making for St. Ives. A strong N.W. breeze was blowing, with a rough sea. The motor life-boat *Caroline Oates Aver and William Maine* was launched at 6.25 P.M. and found the S.S. *Bidassoa*, of Falmouth, laden, and bound, with a crew of sixteen, from Avonmouth to Plymouth. Her cargo had shifted, and she required a pilot. The life-boat guided the *Bidassoa* towards the harbour until a pilot took charge, and then returned to her station, arriving at 7.27 P.M. - Rewards, £10 16s. 6d.

MAY 23RD. - TROON, Ayrshire. At 8 P.M. the Portpatrick coastguard reported a vessel ashore south of Ayr Harbour, and the motor life-boat *Sir David Richmond of Glasgow* was launched at 8.45 P.M. A strong N.W. breeze was blowing, with a very heavy sea and heavy rain. The life-boat found that the vessel was the motor vessel *Ifiena*, a Dutch vessel, now of London. She had refloated and was making for the harbour, but she failed to make it, struck the north pierhead, and eventually went aground on the sand south of the harbour, one hundred yards from the shore. The crew wished to be taken off, but as she was only drawing six feet of water the life-boat could not go alongside on the lee side, and on the weather side the sea was breaking over her. The coastguard rocket life-saving apparatus attempted to fire a line on board her but failed. Her crew of five - four men and a woman - then put off in the ship's boat, and with the help of the life-boat reached the shore. The life-boat returned to her station at 1.30 A.M. - Rewards, £9 1s.

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

MAY 1ST. - ST. IVES, CORNWALL. An enemy aeroplane had crashed into the sea off Gurnards Head, but nothing could be found. - Rewards, £13 6s. 6d.

MAY 1ST. - BUCKIE, BANFFSHIRE. An aeroplane was reported to have come down in the sea north of Lossiemouth, but nothing was found. - Rewards, £3 5s. 6d.

MAY 2ND. - PORT ST. MARY, ISLE OF MAN. An aeroplane had crashed in the sea, and part of it was above water. Attempts were made to recover the bodies of her crew, but they were unsuccessful. - Rewards, £7 12s. 6d.

(See Port St. Mary, "Services by Shore-boats," p. 96.)

MAY 3RD. - SHERINGHAM, NORFOLK. A German aeroplane had been reported down

in the sea half a mile from the shore, but the crew of four landed in their rubber dinghy unaided and were arrested. - Rewards, £19 9s. 6d.

MAY 4TH. - FISHGUARD, PEMBROKE-SHIRE. A steamer had been bombed and set on fire about ten miles N.N.W. of St. Davids, but the life-boat was recalled by wireless, as it was learned that another vessel had taken her in tow. Later she sank. - Rewards, £3 17s. 6d.

MAY 6TH. - BALLYCOTTON, CO. CORK. The military look-out had reported a trawler sounding her fog siren, but the life-boat was recalled when a message came from the Ballycotton Lighthouse that, after signalling "mines floating seven miles S.W. Ballycotton Light," the trawler had gone on.-Rewards, £9 1s.

MAY 7TH. - HASTINGS, SUSSEX. Two airmen had baled out from their aeroplane, but nothing was found. - Rewards, £18 18s. 3d.

MAY 7TH. - TORBAY, DEVON. Two boys had taken a rowing boat from Babba-combe Beach, but the life-boat could not find them. The police discovered the wreckage of the boat, but as no one had been reported missing it was assumed that the boys were safe. - Rewards, £4 7s.

MAY 8TH. - PADSTOW, CORNWALL. A vessel had been reported sunk, it was thought by enemy action, but nothing was found. - Rewards, £3 19s.

MAY 10TH. - SALCOMBE, DEVON. A British aeroplane had been shot down, but the crew of two succeeded in reaching the shore unaided. - Rewards, £6 17s. 6d.

MAY 11TH. - BLACKPOOL, AND LYTHAM - ST. ANNES, LANCASHIRE. A British aeroplane had been reported down in the sea off South Shore, Blackpool, but later it was found that she had made a landing on the Southport side of the river, and that the two airmen were safe.-Rewards : Blackpool, £4 ; Lytham-St. Annes, £5 10s. 6d.

MAY 13TH. - HOLYHEAD, ANGLESEY, AND PORTHDLINLLAEN, CAERNARVON-SHIRE. A pilot was reported to have baled out from a British aeroplane about eleven miles in a north-westerly direction from Porthdlinllaen Point, but nothing was found except an emergency hatch. Rewards : Holyhead, £2 17s. ; Porthdlinllaen, £7 16s.

MAY 13TH. - SOUTHEND - ON - SEA, ESSEX. A barge had struck a wreck and sunk with a cargo of wheat. The weather was calm, and the life-boat attempted to save her, but she was too badly damaged.-Rewards, £8 14s.

MAY 15TH. - THE HUMBER, YORK-SHIRE. A German Junkers 88 aeroplane

had come down in the convoy anchorage, but two members of her crew were picked up from their rubber boat by the balloon ship *Wengen*, and the two others were lost.- Permanent paid crew. Rewards, 7s. 6d.

MAY 16TH. - HASTINGS, SUSSEX. A raft had been reported off St. Leonard's Pier, but it was found to be part of a hatchway probably from a ship that had been attacked. - Rewards, £16 2s. 6d.

MAY 16TH. - APPLIEDORE, DEVON. An aeroplane had been reported down ten miles out in the direction of Lundy Island, but nothing was found. - Rewards, £7 11s. 3d.

MAY 17TH. - BUCKIE, BANFFSHIRE. A British aeroplane was reported to have crashed, but nothing was found except wreckage. - Rewards, £2 13s.

MAY 17TH. - BALTIMORE, CO. CORK. An explosion and flares, probably connected with war activities, had been reported some ten miles off, but nothing was found.- Rewards, £16 10s.

MAY 22ND. - PADSTOW, CORNWALL. An aeroplane was reported to have crashed into the sea off Trevose Head, but actually it had only flown low in thick weather.- Rewards, £3 19s.

MAY 22ND. - FERRYSIDE, CARMARTHENSHIRE. At 7.57 in the evening the Pembrey coastguard telephoned that a boat was in distress half a mile off shore, and the pulling and sailing life-boat *Richard Ashley* slipped her moorings at 8.27 and put out under all sail. A strong S.S.W. wind was blowing, with a heavy breaking sea and a thick fog. The coxswain had to take the life-boat across the bar and close alongshore in the breaking water, and, as nothing could be seen in the fog, he had to navigate her by lead and compass. Several times she took green seas aboard and was practically submerged, but the coxswain handled her very skilfully and took her to a point half-way along Pembrey Sands, where the boat in distress should have been, but found nothing. It was learned later that the boat was the fishing smack *Sealark*, of Swansea, and that her crew of two men had managed to swim ashore. The life-boat returned to her moorings at 1.30 in the morning, having been five hours at sea. It was a difficult and arduous service, 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, £19 7s. ; additional rewards to crew, £7 10s. ; total rewards, £26 17s.

MAY 22ND. - PORTHDLINLLAEN, CAERNARVONSHIRE. At 6.43 P.M. a telephone message came from the senior naval officer at Liverpool, asking the life-boat to go to the help of a British aeroplane in distress, and the motor life-boat *M.O.Y.E.* was launched at 7.30 P.M. A moderate S.W.

breeze was blowing, with a moderate sea and rain. The life-boat made for the position given, W. by S. 1/4S., 36 1/4 miles from Porthdlinllaen Point. It was very difficult to see in the continuous rain and, when at midnight the life-boat reached the position given and searched, she could find nothing. The weather was getting steadily worse during the search, and the life-boat returned to her station at 5.35 A.M., having been out eleven hours. - 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, £10 10s. ; additional rewards to crew, £2 19s. 6d. ; total rewards, £13 9s. 6d.

MAY 24TH. - HOLY ISLAND, NORTH-UMBERLAND. A British aeroplane came down at sea, but her crew were rescued by a destroyer. - Rewards, £5 2s. 6d.

MAY 24TH. - MARGATE, KENT. Red Very lights, presumably from an aeroplane down in the sea, had been reported, but nothing was found. - Rewards, £8 11s.

MAY 25TH. - FRASERBURGH, ABERDEENSHIRE. The Faroese motor vessel *Harry* had been reported on fire, but on her way out the life-boat learned from H.M. trawler *Ebor Abbey* that she had found the *Harry* abandoned and had sunk her.- Rewards, £4 16s. 6d.

MAY 27TH. - ST. IVES, CORNWALL. S.S. *Registan*, an auxiliary cruiser, was attacked and set on fire by four enemy aeroplanes, but the survivors were picked up by a motor boat from Sennen Cove and by destroyers. - Rewards, £15 3s. 6d.

(See Sennen Cove, "Services by Shore-boats," page 97.)

MAY 30TH. - RUNSWICK, YORKSHIRE. A fishing coble was several hours overdue, but made harbour without the help of the life-boat. - Rewards, £6 18s.

MAY 30TH. - TROON, Ayrshire. A canoe was reported to have sunk leaving a boy, wearing a life-jacket, in the sea, but nothing was found. - Rewards, £4 10s. 6d.

MAY 31ST. - COURTMACSHERRY, CO. CORK. A steamer had been reported ashore and in need of help at Newfoundland Bay, twelve miles east of Old Head Lighthouse, but she got off and went on her way without the life-boat's help. - Rewards, £9 7s.

MAY 31ST. - BARMOUTH, MERIONETHSHIRE. A British aeroplane had crashed into the sea, but an R.A.F. boat had gone to her help. - Rewards, £6 7s.

JUNE

Launches 41. Lives rescued 24.

JUNE 2ND. - YOUGHAL, CO. CORK. At about 4.10 P.M. a message came that a rowing boat with two persons on board was

in difficulties in Youghal Bay. The wind was due east and increasing, with a ground swell, and the boat was being carried away by the wind and tide. The motor life-boat *Laurana Sarah Blunt* was launched at 4.30 P.M. and found the boat about three miles away with two inexperienced boys on board. She towed them in and returned to her station again at 6 P.M. - Rewards, £5 5s. 6d.

JUNE 3RD. - AMBLE, NORTHUMBERLAND. At 1.20 A.M. the coastguard telephoned that news had been received that a ship had been bombed and was sinking some seven miles east of Coquet, and the motor life-boat *Frederick and Emma* was, launched at 1.50 A.M. A strong N.E. wind was blowing, with a heavy swell. The life-boat found the S.S. *Royal Fusilier*, of Leith, of 3,000 tons, with a crew of twenty-nine. She had been bombed while on her way from London to Leith and was listing badly to port. Her crew had already been taken off by a destroyer. At the request of the destroyer, the coxswain put some of his crew aboard the steamer, and passed a rope from her to the destroyer, which took her in tow. The life-boat had her gunwale damaged when the rough seas threw her against the destroyer and the steamer. She picked up and took in tow a ship's boat, and returned to her station at 5.30 A.M. - Rewards, £10.

JUNE 4TH. - FRASERBURGH, ABERDEENSHIRE. During the afternoon the Kinnaird Head coastguard reported a splash and the sound of an explosion bearing 360° from Kinnaird Head two miles distant, just after two British aeroplanes had disappeared into the mist, and the naval authorities asked the life-boat to investigate. At 5.40 P.M. the motor life-boat *John and Charles Kennedy* put out. A light S.E. wind was blowing, with a moderate sea. The life-boat found a large patch of oil, a deflated rubber dinghy and three pieces of a Blenheim bomber, but no sign of any survivors. She returned to her station at 7.15 P.M. - Rewards, £7 6s. 6d.

JUNE 6TH. - MONTROSE ANGUS, AND GOURDON, KINCARDINESHIRE. At one in the morning the Montrose station heard from the coastguard that a convoy was being attacked by enemy aeroplanes thirteen miles E. 3/4 N. from Scurdyness, and at six minutes past two the motor life-boat *Good Hope* was launched. A light N.E. wind was blowing, and the sea was calm. At 3.45 the life-boat found the S.S. *Queensbury*, of London, a vessel of nearly 4,000 tons, with a crew of about 35. She had been set on fire and was blazing from stem to stern. Two coasters had taken off the crew, and one of them had gone on her way, but the other was still there, and the life-boat took aboard from her twelve rescued men, two of whom were badly injured. She brought them ashore, arriving at 6 A.M., and the men were sent straight to hospital, but one of them died later.

Meanwhile the Gourdon life-boat station had been told by the coastguard at 1.40 in the morning that a vessel was on fire about eight miles S.E. by E. from Gourdon, and as

the life-boat was being overhauled the motor boat *Elizabeth*, manned by a crew of seven, put out. She found the Montrose life-boat taking off the survivors and so she returned to Gourdon. - Rewards : Montrose, £13 10s.; rewards to Gourdon.

(See Gourdon, " Services by Shore-boats," page 97.)

JUNE 6TH. - THE LIZARD, CORNWALL. At 8.40 A.M. a request came from the naval officer at Penzance, through the coastguard, asking for the life-boat to go to the help of the naval motor launch No. 155, and the motor life-boat *Duke of York* was launched at 9.14 A.M. The weather was foggy, with light winds and a calm sea. The life-boat found the launch ashore at Penvose, midway between Lloyd's Station and Cadgwith, and it was feared that she might capsize. The life-boat returned to the Lizard and brought back cement and launching timbers. The motor launch was then shored up. She refloated later and was taken in tow for Falmouth by a naval salvage steamer. The life-boat returned to her station at 4.20 P.M. - Rewards, £11 8s. 6d.

JUNE 9TH. - HOLY ISLAND, NORTH-UMBERLAND. At 2.35 in the morning the coastguard telephoned to the life-boat station that a trawler was ashore half a mile north of Bamburgh Castle, and the motor life-boat *Elizabeth Newton*, on temporary duty at the station, was launched at 2.50. An easterly wind was blowing, with a strong ground swell. The life-boat found the steam trawler *Remagio*, of Grimsby, with a crew of ten on board. She had been homeward bound with fish, when a German aeroplane had bombed her, and the skipper had run her ashore. In the heavy swell the life-boat had great difficulty in getting alongside, but she succeeded and made fast. One man fell from the trawler's rigging into the sea, and was rescued from the shore. The life-boat rescued the remaining nine, but two of them, in jumping for her, fell between her and the trawler and it was only with great difficulty that they were seized and dragged aboard. The rescue lasted 55 minutes, and all the time the crew knew that on board the *Remagio* was an unexploded time bomb. One of the rescued men had had his: hand badly crushed and, as there was no doctor on Holy Island, the life-boat made for Seahouses so that he might have it attended to as soon as possible. She arrived at 4.45 in the morning and left again at six, arriving back at her station at seven. - It was a service marked by skill and determination, and an increase in the usual money award on the standard scale was made to each member of the crew. Standard rewards to crew and helpers, £14 2s.; additional rewards to crew, £4 ; total rewards, £18 2s.

JUNE 11TH. - ST. DAVID'S, PEMBROKESHIRE. At 2.15 in the afternoon the coastguard telephoned that the naval base had reported a boat, from a vessel in distress, twelve miles north of St. David's Head, and the motor life-boat *Civil Service* No. 6 was launched at 2.45. A light S.E.

wind was blowing and the sea was calm. The life-boat found the S.S. *Baron Carnegie*, of Ardrossan, of nearly 2,000 tons, bound, in ballast, from Swansea to the Gold Coast. She had been attacked and badly damaged. A tug had come to her help and was now towing her towards Fishguard, but early on the following morning, June 12th, she sank. Of her crew of 39 men, a number had already been rescued by other vessels when the St. David's life-boat arrived. The life-boat herself found no one alive, but picked up and brought back seven bodies. She returned to her station at 6.30 P.M. - Rewards, £3 14s. 6d.

JUNE 12TH. - WHITBY, YORKSHIRE. During the morning a moderate north-east wind was blowing, with rough breaking seas at the harbour entrance. This made it very dangerous for small vessels to enter. At 11.50 the No. 1 motor life-boat *Mary Ann Hepworth* was launched to meet seven small cobsles returning from fishing. She escorted them into harbour and returned to her station at 4.45 P.M. - Rewards, £4 16s. 6d.

JUNE 13TH. - ABERDEEN. A message was received from the Gregness coastguard that a vessel was on fire seven miles from Greyness, and at 1.30 in the morning the No. 1 motor life-boat *Emma Constance* was launched. A little northerly wind was blowing, with a moderate sea. The life-boat found the S.S. *Dalemoor*, of London. She had been bombed and was burning. The life-boat signalled to H.M. Corvette *J.115*, learned from her that thirty-nine of the crew had been picked up, and was asked to search for further survivors. At 3.30 A.M. a naval tug arrived, went alongside the *Dalemoor*, which was still burning fiercely, and put three men on board to make fast a tow line. Meanwhile the life-boat had searched, but found no one. At 3.50 A.M. the tug asked the life-boat to pass a line between her and the steamer. This the lifeboat did, took off the three men who had been put on board the *Dalemoor*, and returned them to the tug. She then continued her search until 6 A.M. The tugs were now using their fire hoses on the *Dalemoor*, and as they no longer needed her help, the life-boat returned to her station at 7.30 A.M. - Rewards, £12 8s.

JUNE 13TH. - WHITBY, YORKSHIRE. During the morning a light northerly breeze was blowing, but there was a strong swell breaking about four hundred yards outside the harbour entrance, and a fishing coble, attempting to make the harbour, shipped a nasty sea and nearly foundered. Several other cobsles could be seen returning, and at 1.15 P.M. the No. 2 pulling and sailing life-boat *Jacob and Rachael Vallentine* was launched to escort the cobsles into harbour. She met the cobsles *Silver Line*, *Rosamund*, *Cutty Sark* and *Brighter Hope*, and as it was low water, she stood by them in the roadstead until there was sufficient water to enter harbour. Then she escorted them in and returned to her station at 3 P.M. - Rewards, £8 5s. 6d.

JUNE 17TH. - COVERACK, CORNWALL. The G.O.C. Falmouth sent a message of thanks. - Property salvage case.

JUNE 20TH. - PETERHEAD, ABERDEENSHIRE. At 2 in the morning information came from the senior naval officer that H.M.T. *Resmilo* had been bombed in Peterhead Bay, and with a doctor and the senior naval officer on board the motor life-boat *Julia Park Barry of Glasgow* was launched at 2.15 A.M. The sea was calm, but a variable breeze was blowing and the weather was thick. By the time the life-boat arrived the *Resmilo* had sunk, and there was no sign of her or her crew, so the life-boat returned to harbour to see if the examination vessel had brought in any survivors, but the examination vessel herself had not come in. The life-boat put out again, searched the shore and at 4 A.M. found the examination vessel stranded at the west side of the bay. She had on board the survivors from the *Resmilo*, twenty-four in number. The life-boat took them off and landed them at Peterhead Harbour at 4.30 A.M. - Rewards, £8 16s. 6d.

JUNE 21ST. - GREAT YARMOUTH AND GORLESTON, NORFOLK. At 7.20 in the morning the naval authorities, through the coastguard, asked for the services of the life-boat to land an injured man from a destroyer coming into the roads, and at 7.40 A.M. the motor life-boat *Louise Stephens* was launched, picked up a doctor at the naval base, and put out to sea. The wind was S.S.W., with a smooth sea. The life-boat found H.M. Destroyer *Whitshed* in the gateway, and went alongside and took on board the injured man. She landed him at the naval base and returned to her station at 10 A.M. - Rewards, £4 15s. 6d.

JUNE 21ST. - PETERHEAD, ABERDEENSHIRE. At 4.45 P.M. a message was received that a Peterhead motor boat, the *Boy*, with two on board, had not returned, and the motor life-boat *Julia Park Barry of Glasgow* was launched at 5 P.M. A fresh S.S.E. wind was blowing, with a moderate swell, and there was fog. The life-boat went to the north, in which direction the missing boat had last been seen, and two miles away found the motor boat. Her engine had failed. She took the boat in tow and arrived

back at Peterhead at 6.15 P.M. - Rewards £5 14s. 6d.

JUNE 25TH. - CLACTON - ON - SEA, ESSEX. At 2.25 A.M. the coastguard reported that a British bomber was believed to be down several miles to the eastward, and the motor life-boat *J. B. Proudfoot*, on temporary duty at this station, was launched at 3.15 A.M. A light S.E. wind was blowing and the sea was smooth. Two miles S.S.E. of Holland Look-out she found a Polish pilot swimming, and afterwards picked up the bomber's dinghy, empty. As the pilot was unhurt, she continued her search for the other airmen, but without success. She returned to her station at 5.25 A.M., landed the pilot, put to sea again, and searched until 8.25 A.M. - Rewards, £13 2s. 6d.

JUNE 26TH. - WELLS, NORFOLK. Shortly after 9 in the morning the R.A.F. reported, through the coastguard, that an aeroplane had crashed in the sea, and the motor life-boat *Royal Silver Jubilee 1910-1935* was launched at 9.45 A.M. A light westerly breeze was blowing, and the sea was smooth. About five miles E.N.E. of the boat-house the life-boat found a rubber balloon, but though she made a thorough search she found nothing else, and returned to her station at 12.20 P.M. While she was out she saw an object, which might have been a parachute, and sent a motor boat after it, but the boat could not overtake it, it was being so rapidly carried out to sea. - Rewards, £8 9s. 5d.

(See Wells, "Services by Shore-boats," page 98.)

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

JUNE 1ST. - BARMOUTH, MERIONETH-SHIRE. A German aeroplane had crashed twelve miles west of Aberystwyth, but nothing was found. - Rewards, £7 10s.

(See Aberystwyth, "Services by Shore-boats," page 97.)

JUNE 3RD. - ST. MARY'S, SCILLY ISLES. A civilian passenger aeroplane left St. Mary's and never reached the mainland, but nothing was found. - Rewards, £12 18s.

JUNE 7TH. - BARRA ISLAND, HEBRIDES. An object had been reported floating in the sea, which appeared to have prongs, but it was found to be the carcase of a bullock with the feet upwards. - Rewards, £9 8s. 6d.

JUNE 7TH. - CLOUGHEY, CO. DOWN. Reports had been heard which were thought to be rockets, but it was found that the crew of a small salvage steamer had been firing a gun. - Rewards, £6 19s.

JUNE 11TH. - SCARBOROUGH, YORK-SHIRE. A steamer had been badly damaged by a German aeroplane, but a destroyer had taken off her crew, and was standing by until a tug came. - Rewards, £32 1s.

JUNE 11TH. - RUNSWICK, YORK-SHIRE. A steamer had been bombed by a German aeroplane and had sunk, but only wreckage and two empty rafts were found. - Rewards, £21 13s.

JUNE 12TH. - FRASERBURGH, ABERDEENSHIRE. An unknown vessel, eleven miles away, had been reported in need of help, but nothing could be found. - Rewards, £12 3s.

JUNE 13TH. - FISHGUARD AND ST. DAVID'S, PEMBROKESHIRE. At 4.40 in the morning a message was received at Fishguard from the coastguard that a vessel was on fire seven miles west of Strumble Head, and at 5.25 the motor life-boat *White Star* was launched. A light N.W. wind was blowing, with a slight sea. All the life-boat found was oil bubbles coming to the surface and two boxes of fish which she brought back with her.

The news of the vessel on fire had also been sent by the coastguard to St. David's, and the life-boat *Civil Service No. 6* had launched at the same time as the Fishguard life-boat, 5.25 in the morning. The St. David's boat found nothing, and from time to time asked her station by wireless if there was any more information to be given. At 7.30 the two motor life-boats met, and the St. David's boat returned to her station, arriving at 8.30 in the morning. The Fishguard boat continued her search until 11.30, finding nothing, and then returned to Fishguard with a patrol vessel which had also been searching. She arrived back at her station at one in the afternoon.

It was then discovered that the two boxes of fish were part of the cargo of the great Western Railway Company's steamer *St. Patrick*, of London, bound from Rosslare to Fishguard. She had been attacked by German aeroplanes, and a bomb had struck her between the bridge and the funnel. It had penetrated to the oil tanks, setting them on fire, and in five minutes the steamer had sunk. The majority of the ninety people on board were picked up by government vessels and landed at Milford Haven. Some eighteen were thought to have lost their lives, including the captain, mates and several of the stewards. - Rewards : St. David's, £6 12s. ; Fishguard, £6 12s.

JUNE 14TH. - WELLS, NORFOLK. A raft flying a white flag had been reported, but nothing was found. - Rewards, £21 3s. 9d.

JUNE 14TH. - SHOREHAM HARBOUR, SUSSEX. An enemy aeroplane had been reported down in the sea, but nothing was found. - Rewards, £9 19s.

JUNE 17TH. - CLACTON - ON - SEA, ESSEX. Red stars fired from the surface of the sea had been reported, but nothing was found. - Rewards, £7 10s.

JUNE 17TH. - DUNMORE EAST, CO WATERFORD. A motor fishing boat had gone ashore in the fog, but she got off without

help and was at anchor when the life-boat reached her. - Rewards, £8 15s.

JUNE 20TH. - MINEHEAD, SOMERSET. An aeroplane had crashed into the sea, but nothing could be found. - Rewards, £7 0s. 3d. (See Watchet, "Services by Shore-boats," page 98.)

JUNE 20TH. - WALTON AND FRINTON, ESSEX. An aeroplane had been reported down in the sea, but later this was found to be incorrect. - Rewards, £6 6s. 6d.

JUNE 21ST. - CLACTON - ON - SEA, AND WALTON AND FRINTON, ESSEX. A British fighter aeroplane had come down in the sea, but the pilot was rescued by a barge. In addition to the two life-boats the motor boarding boat from Walton went out. - Rewards : Clacton, £7 17s. 6d. ; Walton, £17 6s.

JUNE 22ND. - PORTHDINLLAEN, CAERNARVONSHIRE. The Dutch motor vessel *Aegir*, of Groningen, had sprung a leak, but she was piloted in by a Bardsey Island motor boat, and was beached at Porth Oer. - Rewards, £5 5s.

JUNE 22ND. - TOBERMORY, ARGYLL-SHIRE. Two young men had gone out fishing in a small sailing boat on the previous day, and when they did not return a party searched the coast. A dog which had gone with them returned alone, a patrol boat picked up their boat and one of her oars and her boom were found on the shore, but the life-boat could find no trace of the men. - Rewards, £4 19s. 6d.

JUNE 23RD. - SHOREHAM HARBOUR, SUSSEX. A boat of the Air Sea Rescue Service had gone out to the help of an aeroplane which had come down in the sea, had caught fire herself and had been burnt out, but her crew were rescued by the examination boat. - Rewards, £6 16s. 6d.

JUNE 23RD. - SHOREHAM HARBOUR, SUSSEX. An R.A.F. aeroplane had come down in the sea and her pilot had baled out, but he was picked up by a boat which had put out from the shore. - Rewards, £11 10s.

JUNE 27TH. - PADSTOW, CORNWALL. A drifter, which was helping in the salvage of a motor vessel, had gone ashore herself, but she got off without help. Partly paid permanent crew. - Rewards, £6 9s.

JUNE 27TH. - WICK, CAITHNESS-SHIRE. An R.A.F. aeroplane had been reported down, but nothing was found, and later it was learned that the aeroplane had returned safely. - Rewards, £7 13s. 6d.

JUNE 29TH. - LONGHOPE, ORKNEYS. A party of soldiers had been fishing from some rocks, and a heavy sea had swept one of them away, but he was lost before the life-boat could reach him. - Rewards, £9 18s.

JULY

Launches 39. Lives rescued 71.

JULY 4TH. - MARGATE, KENT. At 2.15 P.M. the Ramsgate naval base asked the life-boat crew to stand by from 3 P.M. This they did. An hour later they were asked to go out to a rubber dinghy reported to be off Birchington with two people on board, and at 4.5 P.M. the motor life-boat *The Lord Southborough* (Civil Service No. 1) was launched. The weather was fine and the sea calm. The life-boat found the dinghy overturned. Her water ballast pockets had made it look as if she had men on board. The life-boat took the dinghy on board, and returned to her station at 4.50 P.M. - Rewards £5 12s. 6d.

JULY 10TH. - PADSTOW, CORNWALL. At 2.40 in the morning the Stepper Point coastguard reported that an SOS was being flashed six miles N.N.E. of Stepper Point. As it was known that convoys were passing and that they were being attacked, the No. 1 motor life-boat *Princess Mary* left at 3.26 A.M. There was a light breeze and a slight swell. The life-boat found a ship three miles north of Stepper at 3.50 A.M., but she did not need help, and said that it might have been another ship which had already gone into the harbour. The life-boat returned to harbour and found that this ship, the *Norwal*, had six survivors aboard, from the Norwegian steamer *Svint*, of Oslo, which had been attacked. Other survivors were believed to be in two boats some ten miles off. The life-boat put out again, and at 5.40 A.M. picked up ten men from the ship's boat. One of them was the captain, who wished to go back to the *Svint*, but when the life-boat reached her at 5.55 A.M., she was sinking. The mate was lying dead on deck, and the life-boat took the body on board. She arrived back at Padstow at 8.15 A.M. A patrol boat had picked up four more men of the *Svint*, and this accounted for the whole crew of twenty-one. - Rewards, £7 19s.

JULY 11TH. - PETERHEAD, ABERDEENSHIRE. At 5 in the morning the coastguard reported that a steam trawler was ashore and then that she was making distress signals, and the motor life-boat *Julia Park Barry of Glasgow* was launched at 5.35 A.M. The sea was calm, but there was a thick fog. The life-boat found the steam trawler *Suzette*, of Aberdeen, on the rocks one mile north of Peterhead, with a dangerous list. She was a vessel of about two hundred tons, loaded with fish, and had a crew of twelve. The life-boat put out an anchor for her, and as her crew had decided to stay on board during daylight, the life-boat put back to harbour at 7.30 A.M. She arranged to return to the *Suzette* at high-water as the *Suzette*'s boat had been broken, and at 1.20 P.M. she went out again, and stood by while a tug made an unsuccessful attempt to refloat the trawler. She then went back to Peterhead, taking with her six of the *Suzette*'s crew. She arrived at 7.20 P.M.

At 11 P.M. the life-boat left harbour again and stood by the trawler, but she was recalled by the naval authorities at 2.30 next morning, the 12th, as a convoy was being attacked off Rattray Head. Nothing more was heard of the attack on the convoy, and at 3.15 A.M. the life-boat went back to the *Suzette*, taking the six men whom she had landed the evening before. Fog prevented any attempt to get the trawler off on this tide and the life-boat reached harbour again at 6.30. Later in the day the tug made another attempt to refloat the trawler and the life-boat returned to her at 3.30 in the afternoon, but this attempt also failed, and, as the trawler was now making a lot of water, the life-boat rescued the whole of her crew of twelve, and finally returned to harbour at 7.30 P.M. The owner of the *Suzette* undertook to reward the life-boat crew. - No expense to the Institution.

JULY 13TH. - SOUTHEND - ON - SEA, ESSEX. Just after 6 in the morning the Royal Naval Shore Signal Station telephoned to the life-boat coxswain that a ship had been mined about half a mile S.S.W. of Southend pier, and the motor life-boat *Greater London* (Civil Service No. 3) was launched at 6.27 A.M. A light easterly wind was blowing and the sea was smooth. The life-boat found the S.S. *Collingdoc*, of Newcastle, of about 1,500 tons, light, with a crew of twenty-four. She was sinking, and the life-boat remained alongside her while she was being towed to shallow water. She then rescued seventeen of the crew, landed them at Southend pier, returned to the *Collingdoc* and rescued the captain and second officer, leaving the chief officer aboard. She returned to her station at 8.45 A.M. and stood by in case she should be wanted. - Rewards, £4 13s.

JULY 13TH. - HASTINGS, SUSSEX. At 12.15 P.M. the coastguard at Fairlight reported that two small fishing boats were missing. A strong S.W. breeze was blowing, with a moderate sea, but the weather was getting worse, and at 12.30 P.M. the motor life-boat *Cyril and Lilian Bishop* was launched. Off Pett the life-boat found the fishing boats *Two Pals* and *Boy Ben*. They were making very poor progress, but, escorted by the life-boat, they reached harbour safely, and the life-boat returned to her station at 2.4 P.M. - Rewards, £18 7s. 6d.

JULY 13TH. - PETERHEAD, ABERDEENSHIRE. At 5 P.M. the coastguard reported that an aeroplane had crashed in the sea half a mile east of Buchanness, and the motor life-boat *Julia Park Barry* of Glasgow was launched at 5.5 P.M. A fresh northerly wind was blowing, with a moderate sea. With two of H.M. trawlers, the life-boat searched for three hours and then, at 8 P.M., found the naval seaplane W2670, with a crew of three aboard. She towed the seaplane, which was making water, into Peterhead harbour at 9 P.M. - Rewards, £6 13s. 6d.

JULY 15TH. - FRASERBURGH, ABERDEENSHIRE. At 2.15 A.M. the Kinnaird

Head coastguard reported a vessel ashore, firing signals of distress, a quarter of a mile west of Cairnbulg lookout. A light N.N.E. wind was blowing, with a smooth sea and fog. The motor life-boat *John Russell*, on temporary duty at the station, was launched at 2.45 A.M., and found the motor fishing smack *Energy*, of Trangisvaag, Faroe Islands, loaded with fish. She was on rocks and her crew of six had taken to the ship's boat. The life-boat took them on board and returned to her station, arriving at 4.15 A.M. - Rewards, £9 1s.

JULY 15TH. - DUNBAR, EAST LOTHIAN. At 2 P.M. news was received that the steamer, *St. Clears*, of Newport, of 8,000 tons, had stranded at Whitberry Ness in a fog, and at 2.5 P.M. the motor life-boat *George and Sarah Strachan* was launched. A moderate N.E. wind was blowing and the sea was rough. The life-boat remained alongside the steamer for six hours, and helped to refloat her. The *St. Clears* then went on her way and the life-boat returned to her station at 8.30 in the evening. - Rewards, £7 16s. 6d.

JULY 16TH. - WHITBY, YORKSHIRE. At 1 A.M. the coastguard telephoned the life-boat coxswain that a vessel was ashore at Robin Hood's Bay, and the No. 1 motor life-boat *Mary Ann Hepworth* was launched at 1.30 A.M. The weather was foggy, without wind, but there was a heavy swell. The life-boat found, well up under the cliffs of the North Cheek, the minesweeper *Lord Darling*. Tide was about half ebb, and there was only just enough water for the life-boat, as the place was strewn with rocks. A ship's boat, which was over the minesweeper's side, had first to be moved, and then the life-boat got alongside and took off the whole crew, twenty-one in all. As the life-boat, was moving away her propellers picked up a rope and the life-boat was pulled under the ship's counter. The minesweeper was rising and falling in the swell, and her counter crashed down on the life-boat's rails bending them. Then the pull of the life-boat eventually broke the rope, and on one engine she got into Whitby harbour, where she landed the rescued men at 4.10 A.M. - Rewards, £9 8s.

JULY 24TH. - CROMER, NORFOLK. At 8 A.M. the naval base at Great Yarmouth reported, through the coastguard, that an aeroplane was down in the sea E. by S. eleven and a half miles from Cromer. A light S.S.W. wind was blowing and the sea was smooth. The No. 1 motor life-boat *H. F. Bailey* was launched at 8.15 A.M. She had only four of her normal crew of twelve on board. The rest were out fishing. But she picked up the coxswain from his fishing boat. About eight miles east of Cromer she found a partly inflated rubber boat and two large wheels of a bomber. The wheels she handed over to H.M.T. *Star of Orkney*, which arrived a little later. Then the life-boat continued her search, and at about 10 A.M. found the body of one of the crew of the aeroplane. She passed a rope round the body and towed it to H.M. Trawler *Epine*, whose crew took

it aboard. A further search was made, but nothing more was found, and the life-boat returned to her station at 1.30 P.M.-Rewards, £3 16s. 6d.

JULY 27TH. - DUNBAR EAST-LOTHIAN. At 8.40 A.M., information was received from the Royal Observer Corps, through the coastguard, that a vessel was ashore two and a half miles east of Dunbar, and the motor life-boat *George and Sarah Strachan* was launched at 9 A.M. The sea was smooth, but there was a dense fog. The life-boat found the S.S. *Empire Ptarmigan*, of London, with a crew of forty-seven on board, and stood by her until she refloated. The life-boat then returned to her station, arriving at 6.45 P.M. - Rewards, £6 7s. 6d.

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

JULY 3RD. - PETERHEAD, ABERDEENSHIRE. A fishing boat had gone ashore, but her crew were landed by a motor boat. - Rewards, £5 14s. 6d.

(See Whinnyfold, "Services by Shore-boats," page 99.)

JULY 4TH. - ANSTRUTHER, FIFE-SHIRE. An aeroplane had come down in the sea, but her crew were rescued by another boat. - Rewards, £5 19s.

(See Crail, "Services by Shore-boats," page 99.)

JULY 4TH. - WHITBY, YORKSHIRE. A steamer had been bombed and sunk, four of her crew being killed, but the seven survivors, three badly wounded, were picked up by a patrol boat. - Rewards, £5 18s.

JULY 5TH. - ST. DAVID'S, PEMBROKE-SHIRE. Red flares had been reported, but a search, during which a floating mine was seen, found nothing. - Rewards, £6 12s.

JULY 8TH. - EASTBOURNE, SUSSEX. Red lights on the water level had been seen, but nothing could be found. - Rewards, £17 10s.

JULY 9TH. - FILEY, YORKSHIRE. A fishing boat was overdue, as her engine had broken down, in foggy weather, but she reached the shore under oars while the life-boat was searching for her. - Rewards, £14 18s. 6d.

(See Filey, "Services by Shore-boats," page 99.)

JULY 10TH. - HASTINGS, SUSSEX. An aeroplane had been reported down in the sea, but the life-boat could find nothing, and later it was reported that a patrol boat had picked up an airman some miles from the position given to the life-boat station.-Rewards, £16 4s. 6d.

JULY 10TH. - BEAUMARIS, ANGLESEY. An aeroplane had been reported down in the sea, but nothing could be found, and the

life-boat was recalled by a patrol boat.-Rewards, £8 15s.

JULY 12TH. - CAISTER, NORFOLK. A British bomber had been reported down in the sea, but nothing was found. - Rewards, £7 1s. 6d.

JULY 13TH. - GOURDON, KINCARDINESHIRE. Two R.A.F. aeroplanes had collided while on patrol and had crashed into the sea, but the life-boat, with two R.A.F. officers on board, could find nothing.-Rewards, £10 7s.

(See Johnshaven, "Services by Shore-boats," page 99.)

JULY 14TH. - GIRVAN, AYRSHIRE. An aeroplane was reported to have come down in the sea, but it was found on the beach.-Rewards, £3 5s. 6d.

JULY 15TH. - HOLYHEAD, ANGLESEY. A steamer was reported to have been bombed and sunk by enemy aeroplanes, but the life-boat found nothing except a patch of oil. Another vessel picked up an injured man in a boat. - Rewards, £3 15s.

JULY 15TH. - LOWESTOFT, SUFFOLK. An aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £4 0s. 6d.

JULY 16TH. - BLACKPOOL, LANCA-SHIRE. The life-boat was launched to be in attendance while certain aeroplane tests were being carried out, and had an R.A.F. signaller on board. - Rewards, £6 5s.

JULY 18TH. - ALDEBURGH, SUFFOLK. An aeroplane had been reported down in the sea, but nothing was found. - Rewards, £26 17s.

JULY 18TH. - STROMNESS, ORKNEYS. A fishing boat's engine had broken down, but the boat was taken in tow by a naval patrol boat. - Rewards, £4 16s. 6d.

JULY 21ST. - PORTHDINLLAEN, CAERNARVONSHIRE. A R.A.F. aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £4 18s.

JULY 21ST. - PORT ST. MARY, ISLE OF MAN. An R.A.F. aeroplane had crashed in the sea and the pilot had baled out, but he was picked up dead by a government launch. - Rewards, £20 11s. 6d.

JULY 24TH. - ABERDEEN. A vessel had been reported ashore, but the life-boat was recalled as the coast had been patrolled and nothing had been seen. - Rewards, £6 17s. 6d.

JULY 26TH. - ARRANMORE, CO. DONEGAL. Flares followed by rockets had been reported, but the only vessel found was a trawler which did not answer the life-boat's signals. - Rewards, £16 2s.

JULY 27TH. - THURSO, CAITHNESS-SHIRE. A Spitfire aeroplane had been

reported down in the sea, but nothing could be found. - Rewards, £8 6s. 6d.

JULY 28TH. - PORTIIDINLLAEN, CAERNARVONSHIRE. A Hurricane aeroplane had been reported down in the sea, but nothing was found. - Rewards, £4 14s.

JULY 31ST. - ST. ABBS, BERWICKSHIRE. A man bathing in Coldingham Bay had got into difficulties, but was drowned before help could reach him. - Rewards, £8 13s. 6d.

JULY 31ST. - THE LIZARD, CORNWALL. An aeroplane had been reported down in the sea, but when the life-boat reached the position given she found naval boats searching, and after a time returned to her station. - Rewards, £14 16s.

JULY 31ST. - ARRANMORE, CO. DONEGAL. Flares had been seen, and it was feared that a ship had been sunk by a German aeroplane, but nothing could be found. - Rewards, £13 4s. 6d.

AUGUST

Launches 50. Lives rescued 152.

AUGUST 1ST. - HOLY ISLAND, NORTH-UMBERLAND. At 4.14 P.M. the coastguard telephoned that the Longstone Lighthouse had been bombed by a German aeroplane and that the life-boat was required. A fresh northerly wind was blowing, with a choppy sea. The motor life-boat *Milburn* was launched at 4.35 P.M., reached the lighthouse at 5.30, took on board the three keepers and landed them at Seahouses at 7 P.M. The life-boat reached her station again at 8.0 P.M. At 12.30 next morning a message came from the coastguard that the naval authorities wanted a bomb disposal squad and the chief keeper taken out to the lighthouse. The life-boat was launched at 11 A.M., and landed the party at the Longstone at 1.15 P.M. by means of a small boat which she had towed from Seahouses. She left the lighthouse again at 2.30 P.M., put the bomb disposal squad ashore at Seahouses, and returned to her station at 4.15 P.M. - Rewards : first launch, £7 15s. 6d. ; second launch, expenses defrayed by the Admiralty.

AUGUST 2ND. - DONAGHADEE, CO. DOWN. At 5.40 P.M. the police telephoned that a small yacht had overturned about half a mile out at sea, and that three persons were clinging to it. A light squally N. wind was blowing, with a choppy sea. The motor life-boat *Civil Service No. 5* left her moorings at 5.50 P.M., the honorary secretary, Mr. David McKibbin, going out as assistant motor-mechanic, as the regular man was absent. The life-boat found the overturned yacht with all sail set, but there was no trace of the crew. A message was then received that another boat had rescued them and had taken them to Millisle. The life-boatmen cut the yacht's halyards so that the sail

dropped, and towed the yacht to Donaghadee harbour, where she arrived at 7.15 P.M. One of the three people who had been on the yacht sent a subscription to the life-boat station. - Rewards, £5 16s. 6d.

AUGUST 5TH. - PEEL, ISLE OF MAN. At about 8 in the morning the coastguard reported that the fishing boat *Emulate*, of Kirkcaldy, was in difficulties about four miles W.N.W. of Peel, and the motor life-boat *Helen Sutton* was launched at 9 A.M. A N.W. wind was blowing, with a rough sea. The life-boat soon saw that the *Emulate* had been taken in tow by another fishing boat, the *Protect Us*, and returned to the bay. There she stood by until all the fishing boats had got in safely, and returned to her station at 2.35 P.M. - Rewards, £7 13s.

(See Peel, " Services by Shore-boats," page 100.)

SILVER MEDAL SERVICE AT FLEETWOOD

AUGUST 5TH. - FLEETWOOD, LANCASHIRE. On the 4th of August, 1941, a half gale was blowing from the north-north-west, with squalls and a rough sea. A three-masted motor schooner of 300 tons, the *Stella Marie*, manned by Faroe Islanders, arrived off the harbour. She was loaded with fresh fish from Ireland to the value of £10,000. She anchored near the examination vessel, some four miles from the harbour, and could be seen there, riding uneasily to her anchor.

During the evening the weather got worse, and the *Stella Marie* tried to weigh anchor with the intention of making the harbour, but either the windlass broke down, or the anchor was fouled. She had to remain at anchor all night. Next morning her cable parted and she began to drift. Then her main engine broke down. Her crew, who had been working all night, were tired out, and they were very glad to accept an offer from the examination vessel to give them a tow. Unfortunately the hawser parted and the schooner started to drift again.

At last, at 10.30 in the morning, seeing that the schooner was again adrift, the resident naval officer asked the life-boat crew to stand by. The crew in fact had been standing by, in the life-boathouse, since early in the morning. They were all Fleetwood fishermen. They knew very well what

was likely to happen. They uneasily watched the unavailing efforts which were being made to help the schooner, and they were not too pleased at the delay on the part of the resident naval officer in calling out the life-boat, for they well knew that time was very important, and that every minute's delay was making their own job, when they were called out, more difficult and dangerous.

Shortly after asking them to stand by at 10.30 the resident naval officer asked them to launch, but at the last moment he cancelled it. Half an hour later he again asked the life-boat to launch, and again cancelled it. It was not until 12.45 in the afternoon that the word was finally given, and at last the motor life-boat *Ann Letitia Russell* got away. She had a crew of six instead of the usual eight men.

A strong gale was now blowing, and the ebb tide was running against it, causing a high and very confused sea. While he had been waiting for the order to launch the coxswain had thought out how he would act, knowing that speed would be imperative, and he drove the life-boat as hard as he could through the heavy seas at the grave risk of washing his own crew overboard. The life-boat was so enveloped by the seas that those who were watching her from the shore could hardly follow her on her journey. In half an hour she reached the schooner, but by that time the schooner had drifted on to a sandbank. She was hard and fast on it. The seas were breaking right over her decks. Her crew of eight men had been forced to climb into the rigging.

As the coxswain came close to the wreck he knew that he must act at once. He reckoned - and this was confirmed by the men of the schooner afterwards - that he had not more than ten minutes to rescue them, before they would fall, exhausted, out of the rigging.

There was no time to carry out the usual manoeuvre of anchoring, and then dropping down on the cable to the wreck. The coxswain took the life-boat alongside without anchoring. Nearly all the time she was under water. One heavy sea turned her

completely round, and drove her stern against the schooner, bending the steel pintle of the rudder, forcing the rudder up as high as it would go, and jamming it there. In spite of this the coxswain, after much manoeuvring, brought the life-boat close to the schooner, and, although the schooner's crew were exhausted, shaking, and in a state of collapse, and although the life-boat's crew were two short, the eight men were very quickly rescued. Some jumped ; some were dragged through the seas ; some found themselves on board the life-boat without knowing how they had got there. So quickly was it done that those watching on shore, when they saw the life-boat on her way back, thought that she had been unable to rescue anyone.

On the return journey the coxswain had great difficulty in steering the life-boat, but he brought her safely in, arriving at two in the afternoon, and it was only when the boat was hauled up into the boathouse that he found that the rudder was jammed.

It was a difficult and very skilful rescue carried out with great dash and promptness, and the eight men were rescued only in the nick of time.

The Institution made the following awards :

To COXSWAIN JEFFREY WRIGHT, the silver medal for gallantry, with a copy of the vote inscribed on vellum ;

To SYDNEY HILL, the motor-mechanic, the silver medal, with a copy of the vote inscribed on vellum ;

To JAMES LEADBETTER, the second-coxswain, R. WRIGHT, the assistant motor-mechanic, and W. HOUSTON and D. WRIGHT, members of the crew, 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 12s. 6d. Standard rewards to crew and launchers, £5 8s. ; additional rewards to crew, £6 ; total rewards, £11 8s.

AUGUST 5TH. - NEWCASTLE, CO. DOWN. At 4.10 P.M. a message was received from the Newcastle coastguard that a local fishing boat was in distress three to four miles east of the coastguard station, and at 4.30 P.M. the motor life-boat *L. P. and St. Helen* was launched. A westerly wind was blowing

and the sea was choppy. The life-boat found the fishing boat *John Francis* at the mouth of Dundrum Bar. John Smith, her owner, a former life-boat coxswain, and another man were on board. Her engine had broken down, and the sails which had been set had blown away. The men had then anchored and made signals of distress. The life-boat rescued them and towed the *John Francis* into harbour, returning to her station at 6.35 P.M. - Rewards, £21 13s. 6d.

GOLD AND SILVER MEDAL SERVICES AT CROMER AND GREAT YARMOUTH AND GORLESTON

AUGUST 6TH. - 7TH. - CROMER, GT. YARMOUTH AND GORLESTON, AND SHERINGHAM, NORFOLK, AND LOWESTOFT, SUFFOLK. On the night of the 5th of August, 1941, a convoy of merchant ships, escorted by naval vessels, was making its way down the east coast. A gale was blowing from the north-north-west, with a rough sea and squalls of wind and rain. Visibility was very poor. In the early morning of the 6th the convoy was off the Norfolk coast, and six of the steamers went on the Haisborough Sands, where the seas were breaking heavily. The steamers were the *Oxshott*, of London, the *Deerwood*, of London, the *Gallois*, of Rouen, the *Taara*, of Parmu, Esthonia, the *Aberhill*, of Methil, Fife, and the *Paddy Hendly*.*

It was not until just after eight in the morning that the Life-boat Service heard that the six steamers were steamer with that name, or any name resembling it, could be found in the register, and as all the rescued men were transferred at once by the life-boats to naval vessels, and none was brought ashore, there was no means of checking the names.

any boat could live ". The whaler had set to work at eight in the morning, and carried on until noon.

The *H. F. Bailey* made first for the *Oxshott*, which had only her two masts, and her funnel and upper works amidships, showing above water. The coxswain could see no sign of life on board her, so he made for another steamer across the sands, but, as he approached her, he saw about sixteen men, roped together, hanging behind the funnel of the *Oxshott*. He realised that their position was the more precarious so he returned to her at once. There was nowhere in the steamer where a rope could be made fast, but he could see, in her cracking upper works, a wedge-shaped opening. He steered for that opening, taking the life-boat right over the submerged deck, and drove her bow into it. The sea kept washing her out of it, but again and again he forced her bow into this opening, and held it there, until the sixteen men who remained of the steamer's crew had all been hauled into the life-boat. All the time heavy seas were breaking over her, and twice she bumped heavily on the submerged deck.

The coxswain then took the life-boat alongside the second steamer, the *Gallois*. She was above water. With his engines working, the coxswain held the life-boat alongside, head to wind, while some of the steamer's crew jumped aboard and others slid down ropes. One man fell into the sea, but the life-boatmen hauled him aboard unhurt. From the *Gallois* the *H. F. Bailey* rescued 31 men. She then left the sands and transferred the 47 rescued men to a destroyer. It was now about noon.

While she was transferring the men, the other Cromer life-boat, the *Harriot*

Dixon, arrived. She came alongside the *H. F. Bailey*, and Coxswain Blogg put his second-coxswain, J. J. Davies, aboard her in command, for he had already taken part in two rescues, and was fully acquainted with the state of the seas on the sands.

The *H. F. Bailey* then returned to the sands and approached the third steamer, the *Deerwood*. She had only her bridge above water. There her crew were gathered. The coxswain again drove the life-boat right over the steamer's bulwarks and the submerged deck. With his engines working, he held her against the bridge while the nineteen men who remained of the steamer's crew jumped aboard.

The *H. F. Bailey* had now rescued three crews. She made for a fourth, the *Aberhill*, but found that the Great Yarmouth and Gorleston motor life-boat, the *Louise Stephens*, had arrived, and was already engaged in rescuing the crew. The *Louise Stephens* had had the message at eight in the morning. She had set out at 8.25. She had reached the Haisborough Sands at 11.30. She found that the crew of the first steamer which she had approached had already been rescued, so she made for another, the *Aberhill*, which was lying in the surf with her back broken. With great difficulty the *Louise Stephens* went alongside on the steamer's lee side, amidships ; ropes were thrown ; the life-boat was held close to the steamer ; and the entire crew of 23, as each man saw his opportunity, jumped into the life-boat. Then life-boatmen cut the ropes and the life-boat made for another steamer. But she found that her crew had already been rescued.

Meanwhile the *H. F. Bailey* had gone on to the *Taara*, but the *Harriot Dixon* was already alongside her. This steamer, too, had had her back broken, and both her bow and stern were under water. The coxswain of the *Harriot Dixon* held the life-boat against the steamer's bridge, with his engines working, head to wind and sea, and the eight remaining men of the steamer's crew jumped aboard her.

The *H. F. Bailey* had gone on to the sixth of the steamers, the *Paddy Hendly*, and the *Harriot Dixon*, having

rescued the eight men from the *Taara*, came and stood by. The *Paddy Hendly* had also had her back broken. Again the coxswain took the life-boat alongside and held her against the steamer, with his engines working, head to wind and sea, while the 22 men of the crew jumped aboard. The water was so shallow that twice the life-boat bumped on the sands. As she was moving clear of the wreck, she ran right aground, but the next sea refloated her. It was now about one in the afternoon.

119 LIVES RESCUED

The *Harriot Dixon* transferred her rescued men to a destroyer and made for Cromer. The *Louise Stephens* was already on her way to Gorleston. The *H. F. Bailey*, with 41 rescued men, made for Yarmouth. On her way she examined the wreck of a trawler which could be seen with only one mast and some of her upper works above water. There was no-one on board. The life-boat continued on her way until she met a destroyer. She transferred the 41 men to her and then, at the destroyer's request, went to another trawler, *H. M. Arkwright*. The *Arkwright* transferred to her two dead bodies, and she continued on her way to Yarmouth. There she arrived just before five in the afternoon. The *Louise Stephens* had already reached her station at Gorleston an hour before. So ended this memorable service. The *H. F. Bailey* had rescued 88 men, the *Louise Stephens* 23 and the *Harriot Dixon* 8.

Two other life-boats had also been called out, the *Foresters Centenary*, of Sheringham, and the *Michael Stephens*, of Lowestoft. They had arrived at the sands to find that the rescue was finished, and returned to their stations.

When the *H. F. Bailey* reached Yarmouth, she was found to be severely damaged. She had twice been driven over sunken decks. She had been bumped severely on the sands. She had run aground. The result was that she had three holes in her port bow. Twenty feet of her port fender had been torn off. Her bow pudding had been torn off. Her stem had been torn off. Its bolts had been forced right through six or eight inches of the

deadwood and had punctured some of the air cases inside the hull. Such was the price she had paid for those 88 lives rescued.

What the Navy thought of this service was shown by the signal received at the life-boat stations from the flag officer in charge at Great Yarmouth congratulating the coxswains and crews of all the life-boats. The signal said :

“ I have been instructed by the Commander-in-Chief, Nore, to convey his sincere congratulations and admiration for the superb seamanship and courage displayed by them on the morning of Wednesday, 6th August. The flag officer in the Yarmouth Command and all those in the Yarmouth Command wish to associate themselves in this highly deserved commendation.”

THE REWARDS

It was a service of great difficulty and danger, carried out with splendid skill and courage, and the Institution made the following awards :

To COXSWAIN HENRY G. BLOGG, of Cromer, a second clasp to his gold medal, with a copy of the vote inscribed on vellum. He was also awarded the British Empire Medal ;

To SECOND-COXSWAIN JOHN J. DAVIES, of Cromer, who took command of the *Harriot Dixon* when she reached the sands, the silver medal for gallantry with a copy of the vote inscribed on vellum ;

To COXSWAIN CHARLES A. JOHNSON, of Great Yarmouth and Gorleston, the silver medal for gallantry, with a copy of the vote inscribed on vellum ;

To SECOND-COXSWAIN LESLIE J. HARRISON, of Cromer, who was in the *Harriot Dixon*, a second clasp to his bronze medal, with a copy of the vote inscribed on vellum ;

To HENRY W. DAVIES, of Cromer, the motor-mechanic of the *H. F. Bailey*, a second clasp to his bronze medal, with a copy of the vote inscribed on vellum ;

To H. V. LINDER, of Cromer, the motor-mechanic of the *Harriot Dixon*, the bronze medal for gallantry, with a copy of the vote inscribed on vellum ;

To G. F. MOBBS, the motor-mechanic

of the Great Yarmouth and Gorleston life-boat, the bronze medal for gallantry, with a copy of the vote inscribed on vellum ;

To the other eighteen members of the three crews, the thanks of the Institution inscribed on vellum : WILLIAM T. DAVIES, of Cromer, bowman of the *H. F. Bailey*, JAMES W. DAVIES, assistant motor-mechanic, HENRY T. DAVIES, signalman, W. ALLEN, signalman, and J. R. DAVIES, R. COX and C. HARRISON, life-boatmen ; W. H. DAVIES, of Cromer, assistant motor-mechanic of the *Harriot Dixon*, and J. J. DAVIES, JNR., R. C. DAVIES, G. COX, C. BRAKENBURY and L. HARRISON, life-boatmen ; J. WRIGHT, second-coxswain of the Great Yarmouth and Gorleston life-boat, T. MORLEY, bowman, A. BUSH, assistant motor-mechanic, W. PARKER, signalman, and L. SYMONDS, life-boatman ;

To the coxswain and each of the nine members of the crew of the *H. F. Bailey*, a reward of £2 in addition to the ordinary scale reward of 12s. 6d. Standard rewards to crew and launchers, and other payments, £11 1s. 6d. ; additional rewards £20 ; total rewards, £31 1s. 6d. ;

To the second-coxswain and each of the seven members of the crew of the *Harriot Dixon*, a reward of £2 in addition to the ordinary scale rewards of 12s. 6d. Standard rewards to crew and launchers, £7 16s. 6d. ; additional rewards to crew, £16 ; total rewards, £23 16s. 6d. ;

To the coxswain and each of the six members of the crew of the Great Yarmouth and Gorleston life-boat, a reward of £2 in addition to the ordinary scale reward of 12s. 6d. Standard rewards to crew and helpers, £4 18s. 6d. ; additional rewards to crew, £14 ; total rewards, £18 18s. 6d. ;

To the coxswain and each of the six members of the crew of the Lowestoft life-boat, a reward of 30s. in addition to the ordinary scale reward of 19s. Standard rewards to crew and helpers, £6 1s. ; additional rewards to crew, £10 10s. ; total rewards, £16 11s. ;

To the coxswain and each of the seven members of the crew of the Sheringham life-boat, a reward of 30s. in addition to the ordinary scale reward

of 12s. 6d. Standard rewards to crew and helpers, £15 14s. ; additional rewards to crew, £12 ; total rewards, £27 14s. ;

Total rewards and other payments for the service, £118 1s. 6d.

A number of gifts were received in gratitude. Messrs. William France Fenwick & Co. Ltd., the owners of the *Deerwood*, sent £50 to the Cromer crew ; Messrs. Hudson Steamship Co. Ltd., owners of the *Oxshott*, sent £10 10s. to the Cromer crew, and £5 5s. to the Cromer branch ; survivors of the *Oxshott's* crew and relatives sent £5 2s. to the Institution through the Seaham branch ; the Tredegar Associated Collieries and Shipping Co. Ltd., owners of the *Gallois*, sent £10 10s. to the Cromer branch.

On the 7th of August the Great Yarmouth and Gorleston life-boat was launched at three in the morning, at the request of the flag officer in charge at Great Yarmouth, and took out an Admiralty salvage officer to survey the wrecks. She returned at 9.30. - Rewards, £14 13s.

AUGUST 13TH. - EASTBOURNE, SUSSEX. At about 1.30 in the afternoon the Langney Point coastguard telephoned that seven men working on the wreck of the S.S. *Barnhill* should be taken off at once. A strong S.W. breeze was blowing, the sea was rough, and the wreck would soon be awash. The *Barnhill* had been bombed in March 1940, and a salvage party was working on her in Pevensy Bay. At 1.50 P.M. the motor life-boat *Jane Holland* was launched, as no other suitable boat was available, rescued the seven men, and returned to her station at 2.50 P.M. - Rewards, £6 13s.

(See Eastbourne, "Accounts of Services by Life-boats 1940," page 57, and Hastings, "Accounts of Services by Life-boats 1940," page 134.)

AUGUST 15TH. - BARROW, LANCA-SHIRE. At 10.35 in the morning a message was received from Hoylake coastguard that a Blenheim bomber was down off Walney Island, and the motor life-boat *N.T.* was launched immediately. A light wind was blowing and the sea was slight. The life-boat found the bomber two miles N.W. of Fort Walney. She also found a rowing boat with one man on board which had put out from Barrow, and a motor boat with two men on board which had put out from Haverigg. The man in the rowing boat helped the five airmen, one of whom was badly hurt, from the wing of the aeroplane into the life-boat. The life-boat then took him on board and

took his boat in tow. The engine of the motor boat from Haverigg had broken down, so the life-boat rescued the two men and took the boat in tow. She arrived back at her station at 2.15 in the afternoon and landed the rescued airmen who were taken away in a naval ambulance. - Rewards, £4 19s. 6d. (See Barrow, "Services by Shore-boats," page 100.)

AUGUST 21ST. - PORTHDINLLAEN, CAERNARVONSHIRE. At 6.24 P.M. the R.A.F. asked for the help of the life-boat to search for an aeroplane off Porthysgaden, and the motor life-boat *M.O.Y.E.* was launched at 6.51 P.M. A light westerly breeze was blowing and the sea was smooth. The life-boat found the motor boat *Pal* towing a rubber dinghy and wreckage. On board she had the body of a man. The flood tide was strong, and the life-boat towed the motor boat to Porthysgaden. She then returned to Porthdinllaen, searching as she went, and when she was off Porthdinllaen Look-out a boatman told her that a rubber dinghy had been seen some two miles out. Here she found wreckage of an aeroplane, but there was no sign of the dinghy, and as it was now dark the life-boat returned to her station, arriving at 10.20 P.M. - Rewards, £9 12s.

(See Bardsey Island, and Porthysgaden, Carmarthenshire, "Services by Shore-boats," page 101.)

AUGUST 23RD. - APPLIEDORE, DEVON. During the morning several of the crew of the life-boat were at the boat-house when they saw the small pleasure boat *Busy Bee*, of Barnstaple, in difficulties and shewing signals of distress. A strong S.E. wind was blowing, with a moderate sea. The motor life-boat *Violet Armstrong* was launched at 10.10 A.M. and found the small boat on the rocks abreast of the Pulleys, with one man in her. He was taken into the life-boat and, with the small boat in tow, the life-boat returned to her station, arriving at 11.25 A.M. A letter of thanks was received from the rescued man. - Rewards, £2 10s.

AUGUST 23RD. - TENBY, PEMBROKE-SHIRE. At about 10.30 in the morning the coastguard reported that the motor boat belonging to the monks on Caldy Island had broken down and was drifting on to the rocks at the back of St. Catherine's Fort. A strong S.E. wind was blowing, with a rough sea. The motor life-boat *John R. Webb* was launched at eleven o'clock and found the drifting motor boat. She rescued the five men on board, and towed their boat to a buoy, where she moored it. The five men she landed at Victoria Pier. The life-boat then anchored, as, in the rough seas, she could not get back on the slipway. At about 12.50 P.M. the motor boat parted from the buoy and drifted ashore. The life-boat put off again at 3.5 P.M., got a rope aboard the boat and towed her into harbour, arriving at 5 P.M.-Property salvage case.

AUGUST 27TH. - PORTHDINLLAEN, CAERNARVONSHIRE. At 12.16 P.M. the

coastguard reported that a small rowing boat was in difficulties off Porthdinllaen Point. A moderately strong S.W. wind was blowing, with a rough sea. The motor life-boat *M.O.Y.E.* was launched at 12.45 P.M. Her crew was completed by the inclusion of four golfers who were all on holiday at their native town of Nevin. The life-boat found the small boat, the *Rover*, several miles N.E. of Porthdinllaen Point. She was half full of water and had one boy on board, a visitor from Manchester. The life-boat rescued him, and, with the small boat in tow, returned to her station at 1.30 P.M. - Rewards, £3 6s.

AUGUST 29TH. - TOBERMORY, ARGYLL-SHIRE. At 3.15 P.M. the local doctor asked for the help of the life-boat to take a young woman, suffering from acute appendicitis, to hospital at Oban, as there would be no steamer until the following morning. A fresh N.W. wind was blowing, with a heavy sea. The motor life-boat *Sir Arthur Rose* took the patient on board and sailed at 4.25 P.M., reaching Oban at 7.25 P.M. Leaving for home again at 9 P.M. the life-boat arrived at 12.45 A.M. next morning. The patient's condition was so serious that she had to have the operation at once, and her life was saved. - Rewards, £7 10s.

AUGUST 30TH. - APPLIEDORE, DEVON. At 3.45 P.M. a message was received from the resident naval officer at Appledore, that an aeroplane had crashed into the sea between the Bar and Haire Point off Saunton Sands, and the motor life-boat *Violet Armstrong* was launched at 3.35 P.M. A moderate N.W. breeze was blowing and the sea was smooth. The life-boat found the body of an airman, and her crew attempted to revive him, but without success. The life-boat returned to her station at 5.40 P.M. - Rewards, £4 17s. 6d.

The following lifeboats were launched, but no services were rendered for the reasons given :

AUGUST 1ST. - MINEHEAD, SOMERSET. An aeroplane's dinghy had been reported, but nothing was found. - Rewards, £10 18s. 6d.

AUGUST 3RD. - CROMER, NORFOLK. An aeroplane had been reported down in the sea, but the life-boat only found wreckage of a balloon and, learning that no aeroplane was missing, returned to her station. - Rewards, £5 14s.

AUGUST 6TH. - WALTON AND FRINTON, ESSEX. A burning aeroplane had been seen to crash into the sea, but only oil and smashed timber were found. - Rewards, £14 1s. 6d.

AUGUST 8TH. - BERWICK - ON - TWEED, NORTHUMBERLAND. An object, thought to be a man floating, had been seen in the sea, but nothing was found. - Rewards, £5.

AUGUST 8TH. - MINEHEAD, SOMERSET. A number of soldiers had gone out in

a boat and could not make any headway against tide and sea, but they were picked up by a steamer. - Rewards, £5 14s.

AUGUST 9TH. - CAISTER, NORFOLK. During an air raid at night an aeroplane had been seen burning at sea, but it disappeared before the life-boat could reach it and only a patch of oil was found. - Rewards, £17 17s.

AUGUST 9TH. - BARROW, AND FLEETWOOD, LANCASHIRE. An aeroplane had come down in the sea off Walney Island, but no trace of her crew could be seen and it was learned later that her crew had been landed. - Rewards : Barrow, £10 12s. ; Fleetwood, £10 16s.

AUGUST 11TH. - RHYL, FLINTSHIRE. An aeroplane had been reported down in the sea, but nothing was found. - Rewards, £10 8s. 6d.

AUGUST 15TH. - SCARBOROUGH, YORKSHIRE. An aeroplane had come down in the sea on fire, but only wreckage was found. - Rewards, £19 4s. 6d.

AUGUST 19TH. - NEW BRIGHTON, AND HOYLAKE, CHESHIRE. An R.A.F. aeroplane had been reported down in the sea in the estuary of the River Dee, but nothing was found. - Rewards : New Brighton, £9 5s.; Hoylake, £17 10s.

AUGUST 20TH. - CROMER, NORFOLK. An aeroplane had been reported down in the sea in flames six miles N.W. of Cromer, but nothing was found. - Rewards, £17 10s. 6d.

AUGUST 21ST. - ABERYSTWYTH, CARDIGANSHIRE. An aeroplane had been reported down in the sea, but nothing was found. While the life-boat was searching, another aeroplane was reported in the sea, and a third in distress, and a motor boat was sent out to her help. - Rewards, £8 9s. 6d.

(See Aberystwyth, " Services by Shore-boats," page 101.)

AUGUST 21ST. - SENNEN COVE, CORNWALL. An aeroplane had been reported down in the sea off Cape Cornwall, but nothing was found. - Rewards, £14 1s.

AUGUST 21ST. - WICKLOW. A vessel had been reported on fire, but nothing was found, and later it was learned that the crew of the vessel had got the fire under control. - Rewards, £5 7s 6d.

AUGUST 23RD. - CADGWITH, CORNWALL. An R.A.F. aeroplane had been reported down in the sea, but nothing was found. - Rewards, £25 19s. 6d.

AUGUST 25TH. - GIRVAN, AYRSHIRE. A coble had broken down, but reached harbour unaided. - Rewards, £9 1s.

AUGUST 25TH. - CLOGHER HEAD, CO. LOUTH. A woman had been carried out of her depth while bathing, but she was drowned before the life-boat could reach her,

and her body was recovered from the shore.
- Rewards, £8 12s.

AUGUST 26TH. - FLEETWOOD, LANCA-SHIRE. A steam drifter had been reported ashore and showing signals of distress, but it was found that a mistake had been made in the signal and that she was not in any difficulty. - Rewards, £4 13s. 6d.

AUGUST 27TH. - EASTBOURNE, SUSSEX. A naval vessel, towing a target for the army, was reported to have fouled some buoys, but she got clear without help.- Rewards, £13 16s.

AUGUST 27TH. - CADGWITH, CORNWALL. A Sunderland flying-boat had come down in the sea, but was taken in tow by a motor boat. - Rewards, £10 1s.

AUGUST 27TH. - BLACKPOOL, LANCA-SHIRE. Two aeroplanes had collided and fallen in Blackpool, and two airmen had been seen to fall into the sea, but nothing could be found. After the return of the life-boat a party of life-boatmen and firemen recovered the body of one airman which was floating near the shore. - Rewards, £6 1s.

AUGUST 28TH. - BALTIMORE, CO. CORK. A vessel had been reported in distress by Valentia Radio Station, but no trace of her could be found. - Rewards, £14 2s.

AUGUST 28TH. - PORTHDINLLAEN, CAERNARVONSHIRE. A British bombing aeroplane had come down in the sea about 11.30 in the morning, off Rhosneigr, Anglesey, twenty miles away on the other side of Caernarvon Bay, and at 12.36 p.m. a message was received from the naval officer at Holyhead asking that the life-boat should be sent at once to the rescue. The motor life-boat *M.O.Y.E.* was launched at 12.48 and arrived off Rhosneigr at about 2.30. A moderate gale was blowing and the sea was rough. It was now three hours since the bomber had come down, and in the meantime very gallant efforts to rescue the aeroplane's crew of three men had been made from the shore. All the attempts were unsuccessful, and eleven of the rescuers, as well as the three airmen, had been drowned. When the life-boat arrived there was nothing to be seen except two aeroplanes overhead, and the life-boat searched for nearly an hour, but found nothing. She then returned to her station, arriving at seven in the evening.- Rewards, £4 12s.

(See Rhosneigr, "Services by Shore-boats," page 60.)

AUGUST 29TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. A British fighter aeroplane had been reported down in the sea to the E.N.E. of Gorleston, but the life-boat was recalled when it was learned that the aeroplane had come down sixty miles away. - Rewards, £4 15s. 6d.

AUGUST 29TH. - DONAGHADEE, CO. DOWN. Signals of distress had been

reported, but the life-boat found nothing, and later it was learnt that the signals had come from a fishing boat whose engine had failed, but it had started again and she had got safely home. - Rewards, £8 18s. 6d.
(See Donaghadee, "Services by Shore-boats," page 101.)

AUGUST 30TH. - CLACTON - ON - SEA, ESSEX. A British bombing aeroplane had crashed into the sea, but another boat had saved four of the crew from a rubber dinghy, and the fifth man could not be found.- Rewards, £12 16s. 6d.

AUGUST 31ST. - RHYL, FLINTSHIRE. The pilot of a British aeroplane had wirelessed that he was baling out about 3 miles N.W. of Rhyll, but the life-boat was recalled before she reached the position given. - Rewards, £16 11s. 6d.

AUGUST 31ST. - MONTROSE, ANGUS. A flare and flashes had been reported, but nothing could be found. - Rewards, £9 17s.

SEPTEMBER

Launches 59. Lives rescued 46.

SEPTEMBER 3RD. - WEYMOUTH, DORSET. At 7.50 p.m. information was received from the naval authorities at Portland, through the coastguard, that three trawlers or drifters were ashore between St. Albans Head and Durdle Door, Weymouth Bay, and the motor life-boat *William and Clara Ryland* put out at 8.10 p.m. The weather was calm, but there was a dense fog. By 9.20 p.m., in spite of the darkness and dense fog, the life-boat had found the minesweeper *Ceresio* on the rocks at the north side of Weymouth Bay. She stood by until daylight, and at high water got a tow rope aboard the minesweeper and pulled her bows clear of rocks. A little later the *Ceresio* re-floated, and the life-boat returned to her station at 7.30 a.m. - Property salvage case.

SEPTEMBER 3RD. - SWANAGE, DORSET. At 7.30 p.m. it was learned from the coastguard that a vessel was ashore under St. Albans Head. The sea was calm, but there was a very thick fog. The motor life-boat *Thomas Markby* was launched at 8.15 p.m., and at 9 p.m. found the armed trawler *Olivia*. She had a crew of twenty-four, and she asked the life-boat to stand by. The life-boat stood by all night, and ran out a kedge and wire from the trawler. Salvage pumps then arrived, the holes in the trawler were plugged and the water pumped out, and she re-floated on the high tide on Friday morning. Escorted by the life-boat she went to Portland under her own steam, and the life-boat went back to her station, arriving at 4 p.m. on the 5th. She had been out for forty-four hours. - Rewards, £20 16s.

SEPTEMBER 4TH. - PORT ASKAIG, ARGYLLSHIRE. At 10 a.m. a message was received from the Kilchoman coast-

guard that a vessel was ashore on the east side of Mull of Oa, and at 10.30 A.M. the reserve motor life-boat *Duke of Connaught*, on temporary duty at the station, was launched. The sea was calm, the weather clear, and there was no wind. The life-boat found the Norwegian steamer *Isbjorn*, of Stavanger. She had gone aground in thick weather at about 5 in the morning, but was in no immediate danger. Her captain asked the life-boat to help refloat the steamer, and she went to Port Ellen, where the coxswain telephoned for permission to help in this salvage work. permission was given by the honorary secretary on the understanding that the life-boat would be informed through Port Ellen if she was wanted for any other service. With the help of the life-boat, the *Isbjorn* was refloated at 5.35 P.M. The life-boat then called at Port Ellen to see if there were any instructions for her, and returned to her station at 11.30 P.M. - Property salvage case.

SEPTEMBER 7TH. - FRASERBURGH, ABERDEENSHIRE. At 8.57 P.M. the Kinnaird Head coastguard reported that a vessel was being attacked by aeroplanes several miles to the N.E. of the head. She was the S.S. *Trsat*, of Cardiff (late of Yugoslavia), and was bound, laden with fish, from Iceland to Hull. Later the coastguard reported red flares, and at 10.7 P.M. the motor life-boat *John* and *Charles Kennedy* was launched. A light N.E. wind was blowing, with a moderate swell. The life-boat stopped a patrol trawler, told her of the distress signals and then went on. She found first an empty boat, then wreckage, and then a water-logged boat with thirteen men and a dead body on board, and another man clinging to the boat. They were all taken into the life-boat and told the coxswain that there were still two men missing. The steamer had sunk. The life-boat handed over the boat and the dead body to a patrol boat, and continued to search among the wreckage, but there was no trace of the two men. Leaving the patrol boat to carry on the search the life-boat returned to her station at 1.15 next morning with the fourteen rescued men. - Rewards, £10 8s.

SEPTEMBER 7TH. - BLYTH, NORTH-UMBERLAND. At about 11.30 at night the coastguard asked the life-boat to go to the help of a balloon drifter which was ashore in Blyth Bay about half a mile S.S.W. of Blyth piers. The night was dark, but clear. A moderate easterly wind was blowing and a swell was breaking on the beach. The motor life-boat *Joseph Adam* left at 11.47 P.M., and at midnight found H.M. Balloon Drifter *Marcia*. It was low water and the *Marcia* was rolling heavily, with seas breaking over her stern. A tug arrived, and with the help of the life-boat and her line-throwing gun, a tow rope was fixed between the *Marcia* and the tug, which then tried to get her off, but the tow rope parted. A fishing yawl now serving with the R.A.F. arrived, with a naval commander on board, and he asked the life-boat to take a tow

rope from his yawl to the *Marcia*. This the life-boat tried to do, but the rope was not long enough, and the yawl would not come in any closer. While this attempt was being made the tug's tow rope was accidentally slipped from the *Marcia*, and the officer on the yawl then asked the coxswain to try to take off the *Marcia*'s crew.

The life-boat anchored to seaward and veered down on her cable, and the coxswain took her alongside the *Marcia*. Here the water was so shallow that the life-boat kept striking the sandy bottom, and the coxswain had to be very careful that he did not go right aground and get washed up on the beach. He had also closely to watch the *Marcia*, as she rolled in the surf, lest she rolled over on to the life-boat, and there was the added difficulty that he could not use his searchlight, as there was an air-raid in progress on the Tyneside six miles to the south. In spite of these difficulties he held the life-boat alongside for a quarter of an hour and in that time the seven members of the *Marcia*'s crew jumped aboard. The life-boat then weighed anchor and returned to her station, where she arrived at 3.50 in the morning.

The coxswain had handled the life-boat very well, and the Institution made the following awards :

To COXSWAIN JOSIAH WHEATLEY, the Institution's thanks inscribed on vellum ;

To the coxswain and each of the eight members of the crew a reward of £1 in addition to the usual money reward on the standard scale ;

Standard rewards to crew and helpers, £11 18s. ; additional rewards to crew, £9 ; total rewards, £20 18s.

SEPTEMBER 8TH - PORT ASKAIG, ARGYLLSHIRE. At 8.10 A.M. a message was received from the Kilchoman coastguard that a vessel was ashore on Chuirn Island, Ardmore Point, Islay. The weather was thick, with a slight N.W. wind and a calm sea. At 9.15 A.M. the motor life-boat *Duke of Connaught*, on temporary duty at the station, was launched, and found the steamer *Auk*, of Greenock. She had grounded badly, but as there was little wind her crew were in no immediate danger. The life-boat took messages from the steamer to Port Askaig to be despatched, returned to the *Auk* and stood by during the night. At daybreak a tug arrived, and the life-boat returned to her station at 9.55 A.M. on the 9th. She had been on service just over twenty-four hours.- Rewards, £22 6s.

SEPTEMBER 8TH. - LOWESTOFT, SUFFOLK. At 7.30 P.M. the coastguard reported a motor boat flying a distress signal, and the motor life-boat *Michael Stephens* was launched at 7.55 P.M. The position given was one and a half miles S. by W. from Benacre Lookout, some ten miles from Lowestoft. A strong N.E. wind was blowing, the sea was rough, and in the darkness the lifeboat could see nothing. She searched until 11.30 P.M. and then anchored. Enemy aeroplanes were about and there were raids on shore. At

4 next morning she resumed her search further south, and just before 6 A.M. found the fishing boat *Happy Days*, of Lowestoft, with a crew of three. Her engine had broken down. The life-boat took her in tow and brought her into port at 8 A.M. - Rewards, £11 18s.

SEPTEMBER 10TH. - PORT ASKAIG, ARGYLLSHIRE. At 10.30 in the morning a message was received from the police at Bowmore that an aeroplane had been reported down in the sea near the entrance to Loch Killisport, Knapdale. This was confirmed by the coastguard a few minutes later, and at 12.15 the motor life-boat the *Duke of Connaught*, on temporary duty at the station, was launched. A squally N.W. wind was blowing and the sea was rough. The life-boat spoke a small rowing boat and learned from her that a naval drifter had foundered in the Sound of Jura. She had a crew of fifteen. An aeroplane had seen men struggling in the water and others getting ashore by raft. The airman had then flown over Ormsary and had dropped messages. Two rowing boats had at once put out to the rescue. Of the drifter's crew ten were safe. The other five had been drowned, and three of the bodies had been picked up. This was the position when the life-boat arrived. She searched and found the two remaining bodies, which she put on board an R.A.F. pinnace. She also found the drifter's boat, with no one on board, took it in tow, and handed it over to H.M. Trawler *Wolves*. She then returned to her station, arriving at 8.10 in the evening. - Rewards, £7 13s.

(See Ormsary, "Services by Shore-boats," page 102.)

SEPTEMBER 15TH. - CROMER, NORFOLK. At 6.28 in the morning the Cromer coastguard reported a vessel awash about five miles N.N.E. from Cromer, and the No. 1 motor life-boat *H. F. Bailey* was launched at 7.5. A strong N.E. wind was blowing, with a moderate sea. The life-boat found that the vessel was the motor vessel *Pontfield*, of Newcastle, laden with petrol. She had struck a mine and had been broken into two parts. A destroyer had the after part in tow, and was trying to keep it from drifting ashore. She told the life-boat that the survivors of the crew had been taken to Harwich. The coxswain of the life-boat then went alongside the fore part and found that there was no one aboard. The captain of one of H.M. trawlers then asked him to stand by the fore part until he returned and put some of his men on board. This the life-boat did for over an hour, but it was clear that the fore part was sinking rapidly. The coxswain made for the after part, as he saw that the attempts to tow it had been abandoned and that it was now only about three-quarters of a mile from the shore. He put some life-boatmen on board it, and half an hour later two tugs arrived and got the after part of the *Pontfield* in tow. At the request of a salvage officer the life-boat stood by until the tug had taken the after part into Yarmouth Roads, where they arrived at 2.30

in the afternoon of the following day. The life-boat then returned to her station, arriving at seven in the evening. She had been out on service for thirty-six hours. - Property salvage case.

(See Sunderland, "Accounts of Services by Life-boats," page 73.)

SEPTEMBER 16TH. - CLACTON - ON - SEA, ESSEX. At 11.45 A.M. an aeroplane was seen to crash into the sea, and at 11.52 A.M. the motor life-boat *Edward Z. Dresden* was launched. A light northerly breeze was blowing and the sea was calm. Four miles S.E. of Clacton Pier, on Gunfleet Sands, the life-boat found a British bomber, with a crew of three. They were standing on the wings, but were in no immediate danger. The water was so shallow that the stern of the life-boat touched the sands when she was still 100 yards away. She fired two lines with her line-throwing gun, but they fell short. The life-boat then asked the airmen to paddle towards her in their dinghy, and they were about to do so, when a speed boat from Brightlingsea came in and took them on board. The life-boat was then asked by wireless to get in touch with a drifter close by, and to help in an attempt to save the aeroplane. The life-boat lent tools for the immediate removal of certain parts of the aeroplane, and after the aeroplane had been buoyed, so that it could be lifted later, the life-boat returned to her station, where she arrived at 5 P.M. - Rewards, £4 6s. 6d.

SEPTEMBER 17TH. - NOVEMBER 6TH. - CROMER, NORFOLK. The S.S. *Tedington*, of London, with a valuable cargo on board, had been attacked by German aeroplanes and set on fire. Her crew had been taken off by a naval vessel and the steamer had stranded about three miles S.E. of Cromer. On the 17th September the Admiralty salvage officer asked for the services of the No. 1 motor life-boat *H. F. Bailey* to take firemen and motor pumps to the vessel. Later in the day she took out acetylene plant, and on subsequent days carried the salvage men and stevedores between Cromer and the wreck. Working in relays the life-boatmen gave much help with the work of salving cargo, and it was not until the 6th November that the last life-boat trip was made. On several occasions the No. 2 motor life-boat *Harriot Dixon* went out in place of the *H. F. Bailey*, and between them these two boats were engaged on twenty-eight days as follows: The No. 1 life-boat, September 17, 18, 20, 21, 22, 23, 24, 25, 29 and 30th; October 2, 3, 5, 6, 7, 8, 9, 14, 15, 17 and 18th; and November 6th; the No. 2 life-boat, September 19th; October 1, 19, 21 and 22nd; and November 4th. - The expenses were paid by the Admiralty.

SEPTEMBER 20TH. - DUNMORE EAST, CO. WATERFORD. During the night of 18th September the sound of bombs and heavy gunfire had been heard out at sea, and on the morning of the 20th a message came from the coast watchers at Hook Point

that wreckage and a ship's boat had been seen about 4 miles to the S.S.W. The weather was fine but hazy, with an easterly breeze, and the sea was smooth. At 9.15 A.M. the motor life-boat *Annie Blanche Smith* was launched. She found the ship's boat, but no one was on board, and took her in tow. About 60 large mahogany logs were floating about, and the life-boat towed back three of them. She arrived at her station at 1.45 P.M. - Property salvage case.

SEPTEMBER 21ST. - FLAMBOROUGH, YORKSHIRE. At 6.10 A.M. a message was received from the naval signal station that an aeroplane had fallen into the sea near the north landing, and at 6.35 A.M. the motor life-boat *Elizabeth and Albina Whitley* was launched. A N.E. breeze was blowing and the sea was smooth. When about half a mile off shore the life-boat saw a rubber dinghy with men on board, but when she was still 50 yards from it an R.A.F. speed boat came up at great speed, passed the life-boat and rescued the airmen. The life-boat, which was then two and a half miles north of Flamborough Head, cruised about and picked up three petrol tanks and the log of the aeroplane. She then returned to her station at 7.35 A.M. - Rewards, £8 12s.

SEPTEMBER 21ST. - BLACKPOOL, LANCASHIRE. At 12 noon a message was received from the R.A.F. Observer Corps at Squires Gate that an R.A.F. pilot who was on patrol had reported a parachute down in the sea about three miles N.W. of Blackpool station, and at 12.15 the motor life-boat *Sarah Ann Austin* was launched. Mr. Edgar Law, the deputy chairman of the branch, went with her. A light east wind was blowing and the sea was smooth. The life-boat was piloted from the air by another R.A.F. machine, and it was not until she had travelled twenty miles N.W. of Blackpool station that she found not a parachute but a meteorological balloon, twelve feet in diameter. She picked it up and returned to her station, arriving at 5.12 P.M. There the balloon was handed over to the R.A.F. - Rewards, £6 2s.

SEPTEMBER 23RD. - CROMER, NORFOLK. At about 9.40 A.M. a request came from the naval base at Great Yarmouth, through the coastguard, for the life-boat to land an injured man, and the No. 1 motor life-boat *H. F. Bailey* was launched at 10 A.M. with a doctor on board. A light E.S.E. wind was blowing and the sea was smooth. Three miles to the E.S.E. of Cromer the life-boat found the S.S. *J. B. Paddon*, of London. Her chief mate had fractured two fingers of his left hand. The doctor attended to it, and the life-boat then brought the mate ashore, arriving at 11.10 A.M. - Rewards, £6 4s.

SEPTEMBER 24TH. - NEWCASTLE, CO. DOWN. At 3 A.M. the coastguard telephoned that a ship was ashore at Ringfad Point, Killough, and the motor life-boat *L. P. and St. Helen* was launched at 3.20 A.M. A S.E.

wind was blowing, with a moderate sea, and there was a dense fog. The life-boat found the 6,000-ton steamer *Bereby*, of Newcastle-on-Tyne, with a crew of 52. She was laden, and bound from Liverpool to West Africa. The life-boat stood by until after daylight and then went with messages to Ardglass. She returned to the *Bereby* and stood by again, waiting for a tug, but before it came a naval patrol vessel arrived, and the life-boat took two officers from her to the *Bereby* and back again. At 2 P.M. the tug arrived, but her efforts to refloat the steamer failed. As the coastguard life-saving apparatus was waiting on shore in case the crew of the steamer had to be rescued, the life-boat left for her station. As she passed John's Point she was signalled to return to Killough to bring off a salvage officer. This she did, and it was not until 7 P.M. that she got back to her station.

Three days later, on the 27th September, the coastguard reported that five men, in attempting to land from the *Bereby* in the ship's boat, had been wrecked on the rocks between the ship and shore. There they were marooned, waist deep in water. The life-boat was launched at 3.15 P.M. A S.W. gale was blowing, with heavy seas. The life-boat found that seven other men had put off in another boat from the steamer, and had rescued the five men, but rescued and rescuers were in a very exposed position. The life-boat rescued them and landed them at Ardglass, where she also put ashore the ship's papers, code books and chronometers. She then returned to her station, arriving at 8.20 P.M. - Rewards : first service, £56 8s. ; second service, £47 4s.

SEPTEMBER 24TH. - LONGHOPE, ORKNEYS. At about five in the evening the coastguard reported that a vessel needed help about a mile N.W. of Duncansby Head, and the motor life-boat *Thomas McCunn* was launched at 5.30. A S.E. gale was blowing, with a rough sea. The life-boat found the Norwegian motor boat *Runda*. She had escaped from Norway with 24 people on board, had reached Lerwick safely and had landed fourteen of them there. The other ten were bound for Buckie, but their fuel had run short. They were cold and hungry, and the life-boat crew opened their emergency rations for them. The life-boat then took the *Runda* in tow and brought her into Aith Hope, arriving at seven in the evening. There the *Runda* was refuelled, and the following day went on her way to Buckie. The life-boat anchored for the night at Aith Hope, but as there was a strong gale from the S.E. right into the bay, the crew stayed on board. In the morning the life-boat returned to Longhope, arriving at 8 A.M. - Rewards, £9 15s. 6d.

SEPTEMBER 29TH. - BARRA ISLAND, HEBRIDES. At 5.30 in the afternoon information was received at the life-boat station that five men, who had been collecting cattle from the islands to the south of Barra, were then on Pabbay Island and could not get away on account of the heavy weather. At six in the evening the motor life-boat

steamer which was in distress got help from tugs. - Rewards, £15 6s.

SEPTEMBER 15TH. - FENIT, CO. KERRY. A large object, thought to be a raft or ship's boat, was reported, but nothing was found. - Rewards, £7 16s.

SEPTEMBER 16TH. - WALTON AND FRINTON, ESSEX. An unknown bombing aeroplane had crashed into the sea, but nothing was found. - Rewards, £17 6s.

SEPTEMBER 16TH. - CROMARTY. A British aeroplane had come down in the sea, but the life-boat was overtaken by an R.A.F. speed boat, and returned to her station.- Rewards, £4 7s. 6d.

5TH. - DONAGHADEE. CO.

an aeroplane believed to be down in the sea off Bexhill, but nothing could be found. - Rewards, £11 4s. 6d.

SEPTEMBER 27TH. - GOURDON, KINCARDINSHIRE. A steamer had stranded, but her crew were rescued from the shore by the coastguard life-saving apparatus from Johnshaven. - Rewards, £25 15s. 6d.

SEPTEMBER 29TH. - NEWQUAY, AND ST. IVES, CORNWALL. A British aeroplane had been reported down in the sea, but the life-boats were recalled at the request of the naval officer at Penzance. - Rewards : Newquay, £18 ; St. Ives, £25 1s. 6d.

SEPTEMBER 29TH. - PORTPATRICK, WIGTOWNSHIRE. A British aeroplane had been reported down in the sea, but the life-boat was recalled before reaching position given. - Rewards, £4 10s. 6d.

SEPTEMBER 30TH. - NEWCASTLE, CO. DOWN. A motor yacht had broken down in Dundrum Bay and had burnt flares, but she had been driven ashore before the life-boat could reach her and her crew were able to land. The yacht was subsequently salvaged. - Rewards, £27 1s. 6d.

OCTOBER

Launches 74. Lives rescued 140.

OCTOBER 1ST - 22ND. - CROMER, NORFOLK. During the month both of the Cromer life-boats were launched several times and gave help to the S.S. *Teddington*, which had stranded after enemy attack in September. For details see September 17th, page 69.

OCTOBER 4TH. - PWLLHELI, CAERNARVONSHIRE. At 8.40 P.M. the Abersoch coastguard reported that the R.A.F. at Penrhos had seen flares eastwards of St. Tudwall's Island, at 9 P.M. that an aeroplane was down in the sea, and at 9.15 P.M. that a motor launch, H.M.S. *Glendower*, belonging to the camp, which had put out at 1 P.M. with a party of Wrens and sailors aboard, had not returned. At 10 P.M. the motor life-boat C. and S. was launched. A moderate easterly wind was blowing, with a slight sea. At 10.30 P.M. the life-boat saw flares, and four and a half miles S.W. of the life-boat station she found the motor launch with her engine broken down. She took her in tow, with the party of seven on board, and reached Pwllheli at 11 P.M. She was ready to go out again in search of the aeroplane, but the call was cancelled as it had been found that no aeroplane was missing. - Rewards, £11 14s.

OCTOBER 6TH. - CULLERCOATS, NORTHUMBERLAND. At about 11.26 A.M. the life-boat coxswain received a telephone message from the Blyth coastguard that a vessel was ashore about one mile south of St. Mary's Island, and at 11.35 A.M. the motor life-boat *Westmorland* was launched. The weather was foggy, with a light E.S.E. wind, and a slight swell. The life-boat found

that the vessel was the mine-sweeping trawler *Nodzu*, and stood by. After about an hour the trawler came off without help as the tide rose, and made for harbour escorted by the life-boat, which arrived back at her station at 2.15 P.M. - Rewards, £14 14s. 6d.

OCTOBER 8TH. - BARROW, LANCA-SHIRE. At 3.12 A.M. a telephone call came from the coastguard at Walney that the coast watcher at Ravenglass had reported a vessel in distress and firing rockets, and the motor life-boat N.T. was launched at 3.45 A.M. A light, variable wind was blowing, with a moderate swell. On Barn Shoal, one mile south of Seascale, the life-boat found the steam trawler *Recinia*, of Milford Haven. She had a crew of twelve and was bound with fish for Fleetwood. At the request of the master the life-boat stood by to see if the *Recinia* would refloat at high water, but she was found to be leaking. The master said that he would remain on board until low water and then take his crew ashore and arrange for the sale of the fish. The life-boat returned to her station, arriving at 5.45 P.M. - Rewards, £22 19s.

OCTOBER 10TH. - WHITBY, YORK-SHIRE. At about 10.30 A.M. the harbour entrance had become dangerous owing to a heavy fresh which was running out on the ebb tide. A strong N.N.W. breeze was blowing, and the sea was rough. Four fishing cobs were out, and the coxswain and second-coxswain of the motor life-boat. were among the fishermen at sea. The coxswain of the pulling boat decided to take out the motor lifeboat *Mary Ann Hepworth*, and she left at 10.45 A.M. She escorted the cobs *Freda*, *Dorothy*, *Brighter Hope* and *Enterprise* separately into harbour, and returned to her station at 1.30 P.M. - Rewards, £7 6s. 6d.

OCTOBER 11TH. - SKEGNESS, LINCOLN-SHIRE. At 9.55 in the morning a message came from the coastguard that a rubber dinghy, with two men on board, was in the sea eleven miles E.S.E. of Skegness. A strong northerly wind was blowing, with a rough sea, and squalls of rain. The coastguard said that a naval patrol boat had been sent out and, for that reason, the life-boat was not launched. Ten minutes later another call came from the coastguard asking that the life-boat should go at once. The patrol boat had not sufficiently powerful engines to face the tide and strong wind. At 10.40 the motor life-boat *Anne Allen* was launched. Aeroplanes guided her towards the dinghy, and she found it, 11 miles away, at 11.35. There were five men on board. They were the crew of a Whitley bomber which had come down in the sea on her way back from Germany. The life-boat brought back the dinghy as well as the men and reached her station again at 12.40 P.M. The rescued men thanked their rescuers, who also received a telegram of congratulation from the Royal Air Force, and letters of thanks were received by the Institution from the officer commanding No. 58 Squadron, the Air Council

and the Director-General of aircraft safety.
- Rewards, £10 1s. 6d.

OCTOBER 11TH. - SUNDERLAND, DURHAM. At 9.57 A.M. the coastguard reported that the after part of the tanker *Pontfield*, in tow of a tug, was making heavy weather off the port. On 15th September the *Pontfield* had struck a mine off Cromer and been broken in two. The fore part had sunk and the after part had been towed to Yarmouth. The tug *Empire Henchman* was now taking her to the Tyne for repairs. The vessels had already been seen to be in difficulties, and the life-boat crew was standing by, and at 10.45 A.M. the motor life-boat *Edward and Isabella Irwin* put out. A strong and squally N.E. breeze was blowing and the sea was rough. The life-boat rescued twenty-two men from the *Pontfield*, and returned at 11.40 A.M. In the afternoon the tug fired rockets, and, at 5.40 P.M., the life-boat put out a second time. She found that the *Empire Henchman* wanted her to take off a pilot and put him on board the *Pontfield*. She took him off but found it impossible to put him on the *Pontfield*, so she brought him ashore, arriving at 7.30 P.M. - Rewards, £7 15s. 6d. and £15 7s. 6d.

(See Cromer "Accounts of Services by Life-boats," page 69.)

OCTOBER 14TH.. - ROSSLARE HARBOUR, CO. WEXFORD. On the night of the 13th the Carne look-out post reported that it had heard a ship give three blasts on her whistle near Findale Perch, and thought she must have gone aground. The weather was calm, with a smooth sea, but there were occasional squalls and showers of rain which made observation difficult. The life-boat station asked the look-out post to send a man of the coastal life service to investigate, and later the look-out post reported that the ship had passed towards Greenore Point and, later still, that a ship had arrived about a quarter of a mile off the pier and was blowing her whistle continuously. Morse signals were made to her asking what was the matter and if the life-boat was wanted, but no reply was received, and at 12.40 in the morning of the 14th the motor life-boat *Mabel Marion Thompson* was launched. She found the steam trawler *Solan*, of Hull. The trawler had gone aground and had refloated, but she was leaking badly. The life-boat put her second-coxswain on board to act as pilot, and, with the life-boat escorting her, the trawler came to the pier and berthed. - Partly paid permanent crew. Rewards, £4 13s.

OCTOBER 15TH. - DUNMORE EAST, CO. WATERFORD. Distress signals were seen from a fishing vessel in Waterford Harbour, and at 6.10 P.M. the motor life-boat *Annie Blanche Smith* was launched. A strong S.W. wind was blowing, and the sea was rough. The life-boat found the motor trawler *Pride of Rosslare*, of Dublin, with a crew of two, disabled by the failure of her engine. She towed her to Dunmore East. - Rewards, £13 2s. 6d.

OCTOBER 16TH. - CROMER, NORFOLK. At 5.30 A.M. messages were received from the coastguard that an aeroplane had caught fire and crashed into the sea a quarter of a mile off Happisburgh Beach, and at 5.46 A.M. the No. 1 motor life-boat *H. F. Bailey* was launched. There was a moderate S.W. breeze, with a slight sea. The life-boat found parts of an aeroplane, thought to be a British Beaufighter, and the shattered body of one of the crew. She brought back his remains and returned to her station at 10 A.M. - Rewards, £19 8s. 6d.

OCTOBER 16TH. - MARYPORT, CUMBERLAND. At about 5.10 A.M. the Workington coastguard reported a red flare five to six miles away in a westerly direction, and asked for the life-boat crew to stand by. A westerly gale was blowing, with a heavy sea and rain squalls. At about 6 the coastguard asked that the life-boat should be launched, and the motor life-boat *Joseph Braithwaite* put out at 6.45 A.M. Off Whitehaven she found the motor fishing vessel *Karen Maria*, of that port, with a crew of four, in tow of another fishing boat. The engine had failed. Escorted by the life-boat the two fishing boats reached Whitehaven safely, and the life-boat returned to her station at 11.30 A.M. - Rewards, £13 12s.

OCTOBER 17TH. - GALWAY BAY. At 4.15 P.M. the motor life-boat *City of Bradford No. 1*, on temporary duty at the station, was launched to take a priest and doctor to a sick woman on Inisherr Island. Half a gale was blowing from the S.W. and the sea was rough. - Rewards, £14 2s.

OCTOBER 17TH. - HOYLAKES, CHESHIRE. During the evening the life-boat telephone messenger saw flares in the Hilbre Swash, bearing approximately 300° from the life-boat house, and reported them to the coastguard. Then, at 7.32 P.M., the coastguard reported red flares two to three miles N.W. from Hoylelake look-out; the life-boat crew was, assembled by messengers, and at 8.33 P.M. the motor life-boat *Oldham* was launched. A fresh, squally S.W. wind was blowing, with a rough breaking sea. The life-boat went round East Hoyle Bank, and at 9.30 P.M. found the motor launch *Constance*, of Mostyn. She had been engaged in salvage work on the wreck *Nestos*. Her engine had failed, and she was leaking badly and in danger of sinking. The life-boat went alongside, rescued the crew of seven, and landed them opposite Hoylelake Baths at 10.15 P.M. Accommodation for them was found by the Women's Voluntary Service. The life-boat was rehoused at 12.15 A.M., and a few hours later the *Constance* had become a total wreck. - Rewards, £20 2s.

OCTOBER 18TH. - SOUTHEND - ON - SEA, ESSEX. About 12.20 in the early morning information was received from the naval control at the pier-head that a barrage-balloon-drifter and a barge had been driven ashore on the West Shoebury Sands. A S.W. gale was blowing, with a rough sea. The

motor life-boat *Greater London (Civil Service No. 3)* was launched at 12.45 A.M. and found both vessels high and dry. A destroyer then signalled to her by morse that a vessel was ashore on Middle Shoebury Sands, and that she was in urgent need of help. The guard vessels were not expecting the life-boat, and it was only after a great deal of manoeuvring that she was able to get through the boom defences. She found the ex-Belgian defence vessel *Andre Marcel* with a crew of seven on board. As soon as there was water enough, the life-boat went alongside, and the captain asked her if she could save his vessel. The life-boat found that the *Andre Marcel* had only a very small anchor and chain, and that she had no spare chain, wire or anchor. The life-boat got out her own spare warp and anchor, dropped the anchor, and passed the warp to the *Andre Marcel* so that it could be put round her windlass. She then got a tow rope on board the *Andre Marcel* and, with the life-boat towing, the *Andre Marcel's* engine running and her crew heaving on the windlass, an attempt was made to haul the vessel off. The engine soon ran hot and became useless, and it was only after a long time of heaving on the windlass and hauling on the tow rope that the *Andre Marcel* was refloated. The life-boat towed her for two miles, but, as the gale was increasing, she sent a message for a tug, which arrived an hour later. After a good deal of manoeuvring in the heavy seas, the life-boat got a tow rope from the tug to the *Andre Marcel*. She then went back to pick up her own anchor and warp and returned to her station. There she learned that a barge, two miles to the west of the pier, was making very bad weather, and went out again. She found the barge to be the *Plover*, of London. The *Plover* had by this time been driven over a sandbank, and was in smoother water. Her captain thought that he would not need help, and the life-boat again returned to her station. It was then 1.20 P.M. The naval authorities sent a message of thanks. - Property salvage case.

OCTOBER 18TH. - FILEY, YORKSHIRE. A strong westerly wind was blowing, with a rough sea, and during the morning the life-boat coxswain was on watch, as some motor fishing cobles were out at sea. At 1.25 P.M. one of two cobles which were still out was reported two miles off, and the motor life-boat *The Cuttle* was launched at 1.40 P.M. She escorted in the cobles *Windsor Lad* and *John and Mary*, and returned to her station at 3.30 P.M. - Rewards, £11 10s.

OCTOBER 18TH. - FLEETWOOD, AND BARROW, LANCASHIRE. At 4.15 P.M. the naval authorities asked the Fleetwood life-boat to go to the help of a vessel aground about one hundred yards W. by N. of Shell Wharf Buoy, and the motor life-boat *Ann Letitia Russell* was launched at 4.40 P.M. A strong N.W. wind was blowing and the sea was very rough. The life-boat found that the vessel was the ex-Belgian tanker *Laurent Meeus*, of Ghent, of 6,429 tons, loaded with oil, bound from the U.S.A. to Heysham.

Her master asked the life-boat to stand by, and one of the life-boatmen, who was also a pilot, was put on board her. As the tide rose the *Laurent Meeus* got off under her own steam and was brought to a safe anchorage off the Wyre Light. The Barrow station had received the call a quarter of an hour after Fleetwood, and the motor life-boat *N.T.* was launched at 4.45 P.M. She reached the *Laurent Meeus* at 6.15 P.M., a few minutes after the Fleetwood boat, and after standing by for a time returned to her station. Both life-boats reached their stations again at 8.45 P.M. - Rewards : Fleetwood, £18 17s. : Barrow, £19 7s.

OCTOBER 19TH. - COVERACK, CORNWALL. At 10.31 P.M. information was received, through the coastguard, that the coastwatching post at Kennack had seen an aeroplane crash into the sea in Kennack Bay, and in eight minutes the motor life-boat *The Three Sisters* was away. A strong S.W. wind was blowing, with a rough sea and rain. Searching off Lankidden, below Blackhead, the life-boat picked up several pieces of wreckage from an aeroplane. She continued her search, but found nothing more, and returned to her station at 1.30 A.M. The lost aeroplane was identified as a British Beaufighter, and the life-boat was thanked by the Group of the R.A.F. to which the aeroplane belonged. - Rewards, £16 18s. 6d.

OCTOBER 20TH. - HOLY ISLAND, NORTHUMBERLAND. At 11.30 on the night of the 19th the coastguard reported that a steamer in the harbour was making signals of distress. A strong westerly gale was blowing, with a rough sea. The life-boat crew were called out and found that the steamer was only twenty yards from the life-boat slipway, so near to it that the life-boat could not be launched. They waited until the steamer had drifted clear, and were able to launch the motor life-boat *Milburn* at 12.30 on the morning of the 20th. The life-boat found that the steamer was the *Boy Jermyn*, of Grimsby, a drifter engaged on salvage work, carrying a crew of five. She put one of her crew on board her to act as pilot, and stood by her until she had reached safety. The life-boat returned to her station at 3.30 A.M. - Rewards, £16 17s. 6d.

OCTOBER 20TH. - PETERHEAD, ABERDEENSHIRE. At 4.25 A.M. a message was received from the coastguard that a red flare near Scotstoun Head had been reported from Rattray. Half an hour later it was reported that six red flares had been seen, and that permission had been received from the naval base for the life-boat to be launched. As the crew were assembling a third message came that the flares were south of Rattray Light-house. At 4.45 A.M. the motor life-boat *Julia Park Barry of Glasgow*, was launched. A N.W. gale was blowing and the sea was choppy. The life-boat reached the steam trawler *Leo*, of Grimsby, stranded on the sands. She was lying in six feet of water, and as her crew were in no immediate danger the life-boat stood by, waiting for the tide

to rise. At eight o'clock, an hour after high water, the life-boat made fast to the trawler, and after three hours of hauling succeeded in getting her afloat. The life-boat then returned to her station, arriving at 11.30 A.M. - Property salvage case.

OCTOBER 20TH. - WHITEHILLS, BANFFSHIRE. At 9.3 A.M. the Banff coastguard reported distress signals three miles N.E. by N. from East Head, Portsoy, and the motor life-boat *Civil Service No. 4* was launched. A W.N.W. gale was blowing, with a very rough sea. The life-boat found H.M. Minesweeper *Guide On*, broken down and leaking. The examination vessel was standing by. She and the life-boat allowed her to drift towards Macduff, keeping by her all the time. Then, in the lee of Banff Harbour, the master of the examination vessel was put aboard the minesweeper to pilot her into harbour. The life-boat remained in attendance until the *Guide On* had reached the shelter of the harbour under her own power, and then returned to her station, arriving at 11.35 P.M. - Rewards, £7 17s. 9d.

OCTOBER 20TH. - ROSSLARE HARBOUR, CO. WEXFORD. At 10.45 A.M. the S.S. *Wallace Rose* entered the bay flying signals for a boat and stretcher, as she had shipwrecked men on board. The life-boat *Mabel Marion Thompson* was launched at 11 A.M. with customs and police on board, and with the life-boat station secretary, Mr. W. J. B. Moncas, in the crew. A S.W. wind was blowing. She found that the *Wallace Rose* had rescued eight men from an upturned ship's boat, and three bodies. They all belonged to the ex-Norwegian steamer *Rusk*, which had been sunk by a German aeroplane, while bound, light, from Cork to Newport. Five other members of her crew were reported to have reached Cahir Point in another boat. Two others were unaccounted for. The life-boat brought off one man who was sick and the three bodies, and landed them at 12.30 P.M. Her boarding boat took out provisions to the *Wallace Rose*, and the steamer then made for Newport, taking with her the other seven rescued men. - Partly paid permanent crew. Rewards, £2 2s. 6d.

OCTOBER 21ST. - DUN LAOGHAIRE, CO. DUBLIN. At about 11 A.M. the harbour master was informed by telephone that a ship's boat, the *Dronze*, of Howth, had left Howth at 9 P.M. the previous evening to go to Sutton, four miles away, but had not been seen since passing the Bailey Lighthouse at 9.30 P.M. Enquiries were made without result, but a boat could be seen anchored on the Burford Bank in Dublin Bay, and at 12.55 P.M. the motor life-boat *Dunleary II* was launched to her. The sea was smooth and a moderate westerly breeze was blowing. The life-boat found that this boat was the missing boat. Her engine had failed and she had lost her rudder. The two men on board were almost exhausted. The life-boat took

them on board, and with their boat in tow, brought them to Dun Laoghaire, arriving at 2.20 P.M. - Rewards, £3 6s.

OCTOBER 22ND. - FRASERBURGH, ABERDEENSHIRE. At 2.5 A.M. a message was received from the coastguard at Kinnaird Head that a red flare had been seen off Cairnbulg Briggs, near the beacon, and at 2.30 A.M. the motor life-boat *John and Charles Kennedy* was launched. A moderate W.N.W. wind was blowing, with heavy rain showers, but the sea was smooth. The life-boat found H.M. Trawler *Alder* stranded on the end of Cairnbulg Briggs. She anchored and veered down stern first to the trawler. Though the sea was smooth there was a good deal of broken water round the trawler. It was not easy to get alongside her, and the life-boat was smashed against her. Forty feet of the port-wale was splintered, ten of the iron stanchions bent, the cockpit fractured, and other damage done, but her seaworthiness was not affected. She rescued the *Alder's* crew of twenty and returned to her station, arriving at 3.25 A.M. - Rewards, £14 9s. 6d.

OCTOBER 22ND. - WHITBY, YORKSHIRE. Fishing cobbles had put to sea at 8 A.M., and all except three had returned by noon. By 1 P.M. a strong N.N.E. wind was blowing, with a heavy sea, making it dangerous for cobbles to come into harbour, and at 1.55 P.M. the No. 1 motor life-boat *Mary Ann Hepworth* put out. The cobbles were then about two miles to the north. They were the *Ramlah*, *Freda*, and *Rosamund*. They had a pretty bad time getting into the harbour through the heavy seas but, escorted by the life-boat, they made it safely. - Rewards, £8 5s. 6d.

SILVER AND BRONZE MEDAL SERVICES AT CROMER AND GREAT YARMOUTH AND GORLESTON

OCTOBER 26TH - 27TH. - CROMER, AND GREAT YARMOUTH AND GORLESTON, NORFOLK. About eight in the morning a message came from the Cromer coastguard that the Yarmouth naval base had asked for the life-boat to go to a vessel ashore on Hammond Knoll about 22 miles east of Cromer, and the Cromer No. 1 life-boat *H. F. Bailey* was launched at 8.15. A full gale was blowing from the north-north-east, with heavy squalls of rain, hail and sleet. The sea was very rough, the weather very cold.

The life-boat reached Hammond Knoll at 11.35, and found that the vessel was the S.S. *English Trader*, of

London, with 44 men on board. Five others had been swept overboard and drowned before the life-boat arrived. The steamer was lying on the sands with her hull nearly under water, and the seas, the coxswain said afterwards, presented him with the most appalling problem that he had ever had to face. They were not true-running seas. One would run along the weather side from forward, and another from aft, and when they met they would go up nearly mast high and then crash down on the steamer. At times the only parts of her visible were the tops of her masts, the lee side of the chart room, where the crew were huddled, and the funnel. On the lee side the sea was nothing like as bad as on the weather side, but it was still very heavy, very confused and running in all directions. The fore derricks had broken loose and were swinging about with every sea, the hatch covers were off, and the sea was covered with cargo washed out of the hold. It was clear that it would be impossible to go alongside at present, and the life-boat went as close as possible and signalled that she would make her attempt at slack water which would be about four in the afternoon. However, about 1.15 the coxswain thought that there was a chance. He succeeded in getting fairly close to the lee side of the steamer, but very heavy seas, coming round both her bow and stern, piling up, and bursting amidships, made it impossible to go alongside. The life-boat fired a line, but it had to be aimed at a high angle, if it was to reach the crew on the bridge, and it was blown back.

FIVE LIFE-BOATMEN OVERBOARD

The life-boat pulled out again, and about 2.15 made a second attempt. She was forced to approach broadside to the sea, and what happened next is best described in the coxswain's own words : " We were trying to approach about half speed, and when still about 100 yards away a huge wall of water suddenly rose up on our port side, a shout of ' look out ' , and before I could even give a half turn of the wheel I was lifted out of the boat just as though I had been a bit of cork. We were

simply overwhelmed by the sheer weight of water. How the boat righted herself I shall never understand. It must indeed have been the hand of Providence. The boat must have been hit hardest abaft the fore cockpit. Had she been hit as hard along her whole length there would be no life-boat crew in Cromer today." The captain of the *English Trader* said afterwards that he saw her keel come right out of the water.

The second coxswain and three other members of the crew were thrown clean overboard with the coxswain, two others were thrown out of the boat, but managed to grab the guard rails and haul themselves aboard again, and the rest were flung here and there, knocked about and winded. As the boat righted herself the second-coxswain's son sprang to the wheel, brought the boat under control again, and steered to where his father and the coxswain were floating. They were hauled on board, and the coxswain at once took command again. The life-boat then went to pick up the other three men, but the crew had great difficulty in getting them on board. They were so waterlogged that it took five minutes to haul in each man. The signalman of the boat, W. E. Allen, the last to be rescued, had then been 25 minutes in the water. He was unconscious. The crew succeeded in reviving him. He sat up, spoke a few words, then suddenly collapsed and died.

It was now about three in the afternoon, nearly seven hours since the life-boat had left Cromer, and her crew were all pretty well exhausted. Various small ropes had been washed overboard. These had got round the propellers, reducing the boat's speed and making it more difficult to manoeuvre her. The coxswain decided to make at once for Great Yarmouth. On her way she tried to speak to the Yarmouth naval base by radio telephone to ask that a doctor and an ambulance might be waiting for her when she came in. She could not get through to the base, but her message was picked up by the Great Yarmouth and Gorleston life-boat and she relayed it to Yarmouth.

When she got this message the Great Yarmouth and Gorleston life-boat *Louise Stephens* was already at sea on the way to help the *English Trader*. About 11.40 in the morning she had had a request from the coastguard to go out to Hammond Knoll to reinforce the Cromer life-boat, and had been launched at noon. She had a very difficult journey, 19, miles in the face of a strong northerly gale, with a rough sea and a flood tide. The journey took her 3 1/2 hours, and she reached Hammond Knoll about 3.30, just half an hour after the Cromer life-boat had left it on her way to Great Yarmouth. The two life-boats had passed without seeing one another.

While the water was slack, between 4 and 6 o'clock, the *Louise Stephens* made five separate attempts to go alongside the *English Trader* and get under her lee. She was very heavily buffeted, and shipped a great deal of water. She was faced too with the same difficulties as the Cromer life-boat, the loose, swinging derricks and the floating cargo, but at one of the five attempts she succeeded in firing a line over the wreck, got a mooring rope secured between them, and was able to haul alongside, but the rope parted, and the life-boat was swept away. The seas were increasing, and darkness was now setting in. The captain of the *English Trader* himself blew a whistle and waved to the life-boat to go away. It was now 6.15 and the coxswain decided to return to Gorleston for the night.

Meanwhile the Cromer life-boat had arrived at Yarmouth at six in the evening. There a doctor and an ambulance were waiting, and the body of the signalman was put ashore. Some of the crew were so exhausted that they had to be helped out of the boat, but they immediately refuelled her and made ready for a further attempt at rescue early next morning. The crew were then taken to the Shipwrecked Sailors' Home where they were given hot baths, hot drinks and food and dry clothes. At the same time a telephone call was put through to Cromer for more dry clothing and oilskins, and for another man to take the place of the signalman. They came at once by car.

The Gorleston life-boat was now on her way home. The bad weather and the absence of lights made it a difficult journey, but the coxswain stood in-shore, picked up the land, followed the coast down, and reached Gorleston about 10.30 at night. The crew were so wet and cold, the night so dark, that the coxswain decided not to refuel the life-boat until morning. He told the crew to assemble again at 5.30.

Late that night, when the Cromer coxswain heard that the Great Yarmouth and Gorleston life-boat had returned, he telephoned her coxswain to discuss their arrangements for the next morning. He said that he intended to go to sea again at four o'clock. The Gorleston coxswain said that he would wait until day.

CROMER'S THIRD ATTEMPT

Next morning, between 3.30 and 4 o'clock, the Cromer coxswain was up and got weather reports both from the Yarmouth naval base and the Cromer coastguard. Both told the same. Wind and sea had gone down a very little, but the weather was much what it had been the day before. At 4.15 he called at the naval base and asked that the boom defence might be opened. At 4.40 the life-boat put to sea. She had still three hours of darkness before her. The ropes were still round her propeller. She had 22 miles to go against the gale. It took her three hours and twenty minutes. She reached the sands about eight in the morning. By that time the wind had backed to the north-west, and wind and sea had both gone down. The fore part of the *English Trader* was now under water, but the life-boat was able, without difficulty, to go alongside the steamer's lee rail, which was only about two feet above her, and within half an hour the 44 survivors of the crew had been taken on board the life-boat and she was making again for Yarmouth. She arrived there and landed the men about 11.30 in the forenoon. Although both wind and sea had gone down, there was still too much sea for it to be possible to haul the Cromer life-boat on to her slipway, and her crew left her at Gorleston and returned to Cromer by car.

Meanwhile the Great Yarmouth and Gorleston life-boat had put out at 6.30 in the morning and reached Hammond Knoll at 8.30, to find that the Cromer life-boat had rescued the crew and was now returning. The Great Yarmouth and Gorleston life-boat arrived at her station again at 11.30.

THE REWARDS

Both the Cromer and Great Yarmouth and Gorleston life-boats made very gallant attempts on the first day in circumstances of great difficulty and danger, and the Cromer crew showed an indomitable spirit in preparing for sea again immediately they arrived at Yarmouth on the evening of that day, in spite of the terrible and exhausting experience through which they had passed, and in setting out again on the second attempt in the early hours of the following morning.

The Institution made the following awards :

To CROMER

To COXSWAIN HENRY G. BLOGG, a third clasp to the silver medal for gallantry which he already held ;

To each of the following members of the crew, already holders of the bronze medal for gallantry, with one or more clasps, another clasp :

To JOHN J. DAVIES, SENIOR, second-coxswain, and HENRY W. DAVIES, motor-mechanic, third clasps ;

To JAMES W. DAVIES, assistant motor-mechanic, and the late EDWARD W. ALLEN, boat signalman, second clasps ;

To WILLIAM T. DAVIES, bowman, and JOHN J. DAVIES JNR. and SIDNEY C. HARRISON, life-boatmen, clasps ;

To each of the following members of the crew, HENRY T. DAVIES, boat signalman, WILLIAM H. DAVIES, ROBERT C. DAVIES and JAMES R. DAVIES, the bronze medal for gallantry ;

To the coxswain and each of the above eleven members of the crew a copy of the vote inscribed on vellum, except to the late Edward W. Allen, whose widow was awarded, in place of it, a relative's certificate recording the gallantry of his death ;

To the coxswain and each of the ten members of the crew who took part in both services, a reward of £5, in addition to the ordinary rewards on the standard scale of £1 8s. 6d., for the first service and £2 16s. 6d. for the second service, making a total monetary reward to each man of £9 5s. ;

To the late EDWARD W. ALLEN, a reward of £5 in addition to the ordinary award on the standard scale of £1 8s. 6d. for the first launch, making a total monetary reward of £6 8s. 6d. ;

To GEORGE R. COX, life-boatman, who took the place of Edward W. Allen on the second service, the thanks of the Institution inscribed on vellum and a reward of £2 in addition to the ordinary scale reward of £2 16s. 6d., making a total reward of £4 16s. 6d.

Total rewards on the ordinary scale to crew and helpers for both services, £52 16s. ; additional rewards to crew, £62 ; other expenses, £26 19s. ; total rewards and expenses, £141 15s.

A pension was granted to the widow of Edward W. Allen on the same scale as if he had been a sailor of the Royal Navy killed in action, and the funeral expenses were paid by the Institution.

Letters of thanks were sent to Miss Pertwee, matron and secretary of the Shipwrecked Sailors' Home, Great Yarmouth, and to Police Constable R. C. Crighton, through the Chief Constable, Great Yarmouth, for his help to the crew when they came ashore exhausted.

To GREAT YARMOUTH AND GORLESTON

To COXSWAIN CHARLES A. JOHNSON, a third clasp to the bronze medal for gallantry, which he already held ;

To each of the other six members of the crew, JOHN R. WRIGHT, second-coxswain, THOMAS C. MORLEY, bowman, GEORGE F. MOBBS, motor-mechanic, ARTHUR G. BUSH, assistant motor-mechanic, WILLIAM PARKER, signalman, and LEWIS D. SYMONDS, life-boatman, the thanks of the Institution inscribed on vellum ;

To the coxswain and each of the six members of the crew a reward of £3 in addition to the ordinary reward on the standard scale, of £2 16s. 6d. for

the first service and £1 8s. 6d. for the second service, making a total reward to each man of £7 5s. ;

Total rewards on the ordinary scale for both services to crew and helpers, £25 8s. 6d. ; additional rewards to crew, £21 ; total rewards, £46 8s. 6d.

Total monetary rewards to both stations, £188 3s. 6d.

Many messages of congratulations were received, including messages from the flag officer at Great Yarmouth, the inspector of coastguard, and the owners of the *English Trader*, the Trader Navigation Co., Ltd. The owners also made a donation to the Institution.

OCTOBER 26TH. - AMBLE, NORTH-UMBERLAND. At 8.20 in the morning a message came from the senior naval officer, through the Blyth coastguard, that the Admiralty patrol vessel *Robina Ingles* appeared to be in difficulties. She was at anchor on a lee shore N.E. of Amble harbour, and a N.E. gale was blowing, with a heavy swell. At 8.45 the motor life-boat *Frederick and Emma* was launched and went alongside the *Robina Ingles*. In doing so she damaged her bow. While she was rescuing the crew of four, the cable parted and the *Robina Ingles* began to drift on to the rocks. This made the rescue very difficult, but the four men had been taken off before the vessel struck the rocks, and the life-boat returned to her station, arriving at 9.40 A.M.-Rewards, £7 12s.

OCTOBER 27TH. - SHERINGHAM, NORFOLK. At 12.50 in the afternoon the landlord of the Crown Inn, on the sea front, was serving in his bar. The morning had been foggy, but at that moment the sun came through and as it did so the landlord glanced out of the window and saw a speck on the sea about two miles north of Sheringham. He got his telescope on it, and saw that the speck was men on what looked like a raft. Just then the second-coxswain of the life-boat came in for his lunch-time glass of beer. He went off at once with the news, and at 1.5 the motor life-boat *Foresters Centenary* was launched. A light W.N.W. wind was blowing, and the sea was rough, with a strong swell after a very heavy gale the day before. The life-boat reached the "speck" twenty minutes later and found that it was a rubber dinghy with five airmen on board. They were all Poles, the crew of a Wellington bomber which had come down in the sea off the Wash at about 8.30 the night before in the gale. They had taken to their dinghy but, in the heavy seas, the sixth member of the crew had been unable to reach it and had been drowned. The other five men had been drifting and tossing in their dinghy in heavy seas for seventeen hours, soaked and sea-sick. The life-boat crew rescued them, gave them rum, chocolate and biscuits from the emer-

gency rations and brought them ashore, landing them at 2 P.M. A letter of thanks was received from the Directorate of Aircraft Safety. - Rewards, £19 16s. 6d.

OCTOBER 29TH. - PETERHEAD, ABERDEENSHIRE. At 5.30 A.M. the coastguard reported signals of distress, and a few minutes later said that a vessel was ashore one mile north of Rattray Head. At 6.35 A.M. the Peterhead motor life-boat *Julia Park Barry of Glasgow* was launched. A N.N.E. gale was blowing, with heavy seas. After punching north through sleet and hail for about two hours the life-boat found H.M. trawler *Flotta*, with a crew of thirty-three. She had been on escort duty, she was now high up on the beach, and her crew were being landed by the coastguard rocket life-saving apparatus. The life-boat stood by until 10 A.M. and then returned to her station, which she reached at 11.15 A.M.-Rewards, £10 0s. 6d.

BRONZE MEDAL SERVICE AT SHERINGHAM

OCTOBER 30TH - 31ST. - SHERINGHAM, NORFOLK. At 7.47 in the evening of the 29th of October the Sheringham coastguard reported that a vessel off Cley, about five miles west of Sheringham, was showing a signal that she was out of control and that the Yarmouth naval base had suggested that the life-boat should put out to investigate. A very strong gale was blowing from the north-east, dead on shore, with a very heavy sea, and the honorary secretary decided not to take the very great risk of launching the life-boat against the gale unless the vessel actually showed signals of distress. The crew had been assembled, and the coxswain, and some of the men, continued to stand by until midnight.

At 1.7 on the morning of the 30th the Cromer coastguard telephoned that the vessel was drifting ashore at Clcy. The honorary secretary then telephoned to Cley coastguard and found from him that the vessel was still a mile off shore and was signalling for a tug. The coastguard had replied to her signal that it was impossible to send out a tug in such weather, but that the crew of the life-boat was standing by to launch. The captain of the vessel had replied that he would signal again if he wanted the life-boat. By 7.50 in the morning the weather had

moderated a little, and the honorary secretary informed the Cromer coast-guard that the life-boat could be launched if she were needed. At 9.23 the Cley coastguard reported that the vessel had signalled that she was drifting and wanted help, and it was decided to launch. Although the weather had moderated a little, it was still blowing hard from the north-east. A very rough sea was running, and there were hard squalls of rain and sleet.

The motor life-boat *Foresters Centenary* was taken out of her house at a quarter to ten. The tide was low and, with a shortage of launchers, it was a very difficult launch. The life-boat on her carriage had first to be taken down the steep pebble beach, then through a narrow channel in which were about two feet of water, and then over a sandbank which was just covered with water. On this sand-bank the carriage stuck, and it was a hard struggle to move it again, but in the end the launchers dragged the life-boat into a sufficient depth of water, and at 10.23 she left her carriage. As it was low water the sea at the place of launching was not heavy, and it was broken by an outer ledge of rocks. The life-boat had to be taken through a narrow channel in this ledge, across which heavy seas were breaking. The coxswain handled her very skilfully and brought her safely through the channel. Once she was in deep water her chief difficulties were over. She reached the vessel at 11.5 and found her to be the Canadian steamer *Eaglescliffe Hall*, of Montreal. She had not gone ashore, but was lying with her two anchors down head to sea in about four fathoms of water. She had drifted through a boom defence, had carried part of it away, and had a lot of wires and buoys trailing from her propeller. The life-boat went alongside and made fast. Fifteen of the steamer's crew came down a rope ladder and dropped into the life-boat, but the captain and eight of the crew said that they would remain aboard, as the weather was moderating. The actual work of rescue had taken forty minutes. The life-boat arrived back at her station at 12.25 that afternoon.

The weather continued to improve,

and on the following day, at the request of a naval salvage officer, the life-boat took the fifteen rescued men, a salvage officer and supplies of food out to the *Eaglescliffe Hall* again. A tug had now come to tow out the steamer, and the life-boat piloted her until she had towed the steamer into deep water.

The Institution made the following awards :

To COXSWAIN JAMES E. DUMBLE, the bronze medal for gallantry and a copy of the vote inscribed on vellum;

To the coxswain and each member of the crew a reward of £2 in addition to the usual money award of 19s. on the standard scale ;

A letter of thanks to Mr. H. R. Johnson, the honorary secretary, who was at the telephone continuously from 7.47 on the evening of the 29th until 1.30 in the afternoon of the 30th ;

Additional awards were also made to the 44 launchers ;

Standard rewards to the crew and launchers, £21 19s. 6d. ; additional rewards to the crew and launchers, £27 10s. ; total rewards, £49 9s. 6d.

OCTOBER 30TH. - MINEHEAD, SOMERSET. At about 11.5 A.M. the resident naval officer at Watchet reported an object at sea two miles to the N.E. of Minehead. It was thought that it might be a rubber dinghy as an aeroplane had crashed the previous evening, but on being examined through the range finder of a coastal battery, it appeared to be a balloon. On the request of the resident, naval officer the motor life-boat *Kate Greatorex* was launched at 11.45; A.M. A strong N.N.E. wind was blowing, with a moderate sea. The life-boat found a partially submerged barrage balloon, and towed it to Minehead, arriving at 2.30 P.M. - Rewards, £8 9s.. 6d.

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

OCTOBER 1ST. - PETERHEAD, ABERDEENSHIRE. A fishing boat had been reported overdue, but it was found that she had put into Aberdeen. - Rewards, £13 3s. 6d.

OCTOBER 3RD. - LOWESTOFT, SUFFOLK. Two longshore fishing boats had made signals of distress, but they reached harbour without help. - Rewards, £8 10s. 6d.

OCTOBER 3RD. - HELVICK HEAD, CO. WATERFORD. A ship had been attacked by a German aeroplane, but she was only slightly damaged and made port without help. - Rewards, £15 18s.

OCTOBER 4TH. - STORNOWAY, ISLAND OF LEWIS. A steamer had gone aground north of Rudha Hunish, Skye, but she got off without help and went on her way. - Rewards, £7 9s. 3d.

OCTOBER 6TH. - FRASERBURGH, ABERDEENSHIRE. A naval trawler which was leaking had been reported to be making for Fraserburgh, but she made for Aberdeen instead. - Rewards, £14 9s. 6d.

OCTOBER 6TH. - PETERHEAD, ABERDEENSHIRE. A salvage steamer bringing scrap iron from a wreck had struck some rocks during a fog and had sunk, but her crew were picked up from their small boat by an Aberdeen trawler. - Rewards, £13 3s. 6d.

OCTOBER 9TH. - FRASERBURGH, ABERDEENSHIRE. A small motor coble had been seen making way with difficulty in bad weather, but she reached St. Combes without help. - Rewards, £8 5s. 6d.

OCTOBER 9TH. - MOELFRE, ANGLESEY. A British bomber aeroplane had been reported in the sea eighteen miles S.E. of Douglas, which would make her 39 miles from Moelfre, but it was found that the life-boat was not needed and she was recalled. - Rewards, £8.

OCTOBER 10TH. - PORT ASKAIG, ARGYLLSHIRE. An R.A.F. pinnace had foundered and her crew had taken to their small boat, but they were rescued by H.M.S. *Lochiel* a few minutes before the arrival of the life-boat. - Rewards, £10 9s. 6d.

OCTOBER 11TH. - ST. IVES, CORNWALL. A German aeroplane had been shot down about ten miles north-west of St. Ives, but no survivors could be found, only the wrecked aeroplane. - Rewards, £27 5s. 3d.

OCTOBER 12TH. - ROSSLARE HARBOUR, CO. WEXFORD. Red rockets had been reported and then a message came that an aeroplane had crashed on the coast, but nothing was found, and later it was learned that the aeroplane had crashed on land. - Partly paid permanent crew. Rewards, £6 10s. 6d.

OCTOBER 13TH. - WHITBY, YORKSHIRE. A British aeroplane was thought to have crashed in the sea ten miles north of Whitby, but nothing was found. - Rewards, £19 19s. 6d.

OCTOBER 14TH. - GIRVAN, AYRSHIRE. An aeroplane was reported to have crashed into the sea between Ailsa Craig and Bennane Head, but no trace of it could be found. - Rewards, £15 9s.

OCTOBER 14TH. - ROSSLARE HARBOUR, CO. WEXFORD. Rockets had been reported some miles S.S.E. of Greenore Point, but when it was learned that a convoy had been attacked well over on the Welsh side of St. George's Channel the life-boat was re-

called. - Partly paid permanent crew. Rewards, £6 3s. 6d.

OCTOBER 20TH. - KILMORE, CO. WEXFORD. At 6.30 in the evening a small tramp steamer was seen on her way westwards inside the Coningbeg Lightship, when two German aeroplanes attacked her. One aeroplane dropped three bombs, but they all missed, and the aeroplanes made four or five machine-gun attacks, but the steamer put up a spirited resistance. Both aeroplanes then made off southwards, and the steamer continued on her way to Waterford. At seven o'clock another ship was seen coming up from the east, and at about 7.20 she was attacked by a single aeroplane when about two miles S.E. of the Little Saltee Island. This ship, too, put up a stout resistance, and a big flame was suddenly seen to go up. It was then 7.30. The motor life-boat *Ann Isabella Pyemont* was at once launched and got away at 7.45. She made for the scene of the attack, but could find nothing. The Coningbeg Lightship was now firing signals for the life-boat which went and spoke her. The lightship reported that so far as she could see the attacked ship had shot down the aeroplane. The life-boat at once went back and searched right down to Black Rock off Carnsore Point, but she could find nothing and returned to her station at 11.30 P.M. - Rewards, £30 8s.

OCTOBER 20TH. - PORTPATRICK, WIGTOWNSHIRE. A motor vessel apparently in difficulties from the failure of her engine was seen to be in tow of another vessel, but the life-boat was recalled when the vessel was seen to slip her tow and go on under her own power. - Rewards, £4 15s.

OCTOBER 23RD. - MOELFRE, ANGLESEY. An aeroplane was reported to have come down in the sea, but it was found later that it had landed safely. - Rewards, £12.

OCTOBER 24TH. - ABERDEEN. An aeroplane had caught fire and come down in the sea, but the airman was picked up by a naval vessel. - Rewards, £14 11s. 6d.

OCTOBER 24TH. - PORTHDINLLAES, CAERNARVONSHIRE. An aeroplane had come down in the sea, but the crew were rescued by an Air Sea Rescue launch, which also towed the aeroplane to port. - Rewards, £11 8s.

OCTOBER 24TH. - ALDEBURGH, SUFFOLK. An aeroplane was reported to have crashed into the sea, but the life-boat found nothing. - Rewards, £19 11s. 6d.

OCTOBER 27TH. - CROMER, NORFOLK. An aeroplane had been reported down in the sea, but only an oxygen cylinder was found. - Rewards, £31 19s. 9d.

OCTOBER 28TH. - RHYL, FLINTSHIRE. A British aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £28 16s. 9d.

OCTOBER 31ST. - RAMSGATE, KENT. An airman had been reported down in the sea, but nothing could be found. - Rewards, £15 9s.

NOVEMBER

Launches 71. Lives rescued 91.

NOVEMBER 1ST. - SCARBOROUGH, YORKSHIRE. Wind and sea had got up in the morning while several fishing boats were out, and by eleven o'clock a strong easterly gale was blowing, with a rough sea. The motor life-boat *Herbert Joy II* put out, and two miles to the E.N.E. she found the keel boat *Thankful*, and escorted her back to harbour. She went out again and met the coble *Evelyn Margaret*, handed life-belts to her crew and escorted her in. During this trip she saw a floating mine and reported it to the coastguard. She put out again and escorted the fishing boat *Sceptre* past the mine and then, putting out again, she escorted in the fishing boat *Dahlia*. Putting out for the fifth time she warned a steam trawler of the mine and guided her past it, and on her sixth, and last, trip she met the keel boat *Alex*, handed life-belts to her crew, and escorted her in. She returned to her station at three in the afternoon. - Rewards, £20.

NOVEMBER 2ND. - HARTLEPOOL, DURHAM. An aeroplane was reported down in Tees Bay, and at 2.5 in the morning the motor life-boat *The Princess Royal (Civil Service No. 7)* put out to search for her. She found nothing, but as she was returning at about 9.45 a morse message came from the coastguard saying that H.M. Trawler *Loch Hope* was aground on the west bank of the entrance channel to Hartlepool. A fresh wind was blowing from the N.E., a rough sea was running, and a rising tide was washing the trawler inshore. Two tugs had gone to her help, but there was not sufficient water for the tugs to get anywhere near her, and only a life-boat could stand up to the heavy seas and broken water. The master of one of the tugs asked the life-boat to take a wire to the trawler, and the life-boat went alongside the *Loch Hope* and passed her about 200 fathoms of wire. She then put back to harbour with the other tug, to consult the dock master. The first tug attempted to tow the trawler out, but the wire parted. The life-boat returned to the trawler, taking with her a naval officer of the auxiliary patrol. She then took 200 fathoms of manilla rope from the tug to the *Loch Hope*, and this time the tug succeeded in refloating the trawler. It was then about 1.30 in the afternoon, and the life-boat was back at her station at 2 P.M. A letter of thanks was received from the naval authorities. - Rewards, £25 6s., also 19s. and property salvage case.

NOVEMBER 4TH. - FILEY, YORKSHIRE. The local fishing cobsles *Joan* and *Mary*, *Dorothy Rose*, and *Matthew* and *Edward* had gone out in bad weather, and by 11.45 A.M. it had got so much worse, with a fresh N.E. wind blowing and a breaking sea, that it was

decided to launch the motor life-boat and at 12.2 P.M. *The Cuttle* put out. She remained in attendance on the boats until they reached safety, and gave one coble, the *Matthew* and *Edward*, a short tow when her engine failed. The life-boat returned to her station at 3.30 P.M. - Rewards, £11 16s. 6d.

NOVEMBER 4TH - 6TH. - CROMER, NORFOLK. Both of the Cromer life-boats were launched to the S.S. *Teddington*, which had stranded after enemy attack in September. For details see September 17th, page 69.

NOVEMBER 6TH. - BEAUMARIS, ANGLESEY. At about 11 A.M. the coastguard telephoned that the resident naval officer at Holyhead wanted the life-boat to take out a doctor to the ex-Dutch motor vessel *Sumatra*, near Puffin Island, as she had an injured man on board, and the motor life-boat *Frederick Kitchen* was launched at 11.45 A.M. A S.W. wind was blowing and the sea was smooth. The life-boat found the vessel off Dinmore Point, put the doctor on board, and then escorted the vessel to Beaumaris pier, where the injured man was put ashore. He was a gunner who had been wounded in action against an enemy aeroplane on the previous evening. The life-boat returned to her station at 1.35 P.M. - Rewards, £6 13s.

NOVEMBER 6TH. - DONAGHADEE, CO. DOWN. At 12.15 in the afternoon the police reported that a parachute had come down in the sea off The Commons, Donaghadee, and at 12.45 the Belgian motor life-boat *Ministre Anseele*, on temporary duty at the station, was launched. She took with her, in tow, a small boat. Mr. David McKibbin, the honorary secretary of the station, went out as a member of the crew. A strong N.W. wind was blowing, with a choppy sea. The life-boat found part of a parachute with a mine attached. This the life-boatmen put into the small boat, brought it back, and handed over to an armourer of the R.A.F. - Rewards, £4 19s.

NOVEMBER 6TH. - PETERHEAD, ABERDEENSHIRE. At about 9.15 in the evening the naval officer in charge asked, through the coastguard, for the life-boat to be ready to launch to the help of H.M. Trawler *Flotta*. The trawler was being towed in by a tug from the strand at Rattray Head, and appeared to be sinking. At 9.20 another message came to say that the trawler was two miles east of Peterhead, and at 9.30 a third message said that she was off Buchan Ness., and that the life-boat should go out immediately. The motor life-boat *Julia Park Barry* of Glasgow was launched at 9.35, and on her way out met the tug going towards the harbour. When she got to the position given off Buchan Ness she saw H.M. Trawler *Filey Bay*, who told her that the *Flotta* had sunk, that she herself had two members of the crew and one dead man on board, and that the remainder of the crew were on the tug. The life-boat overtook the tug, took on board the nine men of the *Flotta's* crew and landed

them at Peterhead at midnight. - Rewards, £13 3s. 6d.

NOVEMBER 9TH. - POOLBEG, CO. DUBLIN. At about 12.15 P.M. information was received from the skipper of a tug that the S.S. *Rosehill*, of Cardiff, outward bound in ballast for Cardiff, had run aground on a sandbank N.W. of the Bull Lighthouse. A whole S.E. gale was blowing, with a rough sea. The motor life-boat *Helen Blake* was launched at 12.45 P.M., and stood by the steamer until 2.15 P.M., when a tug refloated her and towed her into port. The life-boat got back to her station at 2.30 P.M. - Rewards, £6 9s. 6d.

NOVEMBER 10TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. At 5.20 A.M. the Great Yarmouth coastguard telephoned that rockets had been seen, and later it was learned that the British steamer *Winona* was aground five miles N.E. 1/2 E. from Gorleston pier. The motor life-boat *Louise Stephens* was launched at 6.15 A.M. A strong S.E. wind was blowing, with a heavy sea. The life-boat made a wide search, but found nothing and returned to her station at 11.30 A.M. At 5 P.M. on the same day the flag officer in charge at Great Yarmouth asked, through the coastguard, that the life-boat might land wounded men from H.M. Trawler *Commander Holbrook*, and she left at 5.20 P.M., picking up a doctor and a sick-bay attendant at the naval base. It was now pitch dark, and it was only with great difficulty that the life-boat found the trawler in Yarmouth Roads and put the doctor on board. One of the men was so seriously hurt that the doctor wanted to get him ashore at once, and in spite of the heavy seas he was transferred to the life-boat. A wireless message was sent ashore for lights to be switched on, and at 7.45 P.M. the life-boat landed the wounded man and the doctor at the naval base. Here the life-boat was asked to wait for further instructions.

At 8.10 in the evening the life-boat was asked to go out again to the *Winona*, taking a salvage officer with her. The *Winona* was reported now to be ashore east of North Denes, but when the salvage officer arrived he said that the latest message was that the *Winona* had lost both her anchors and was drifting. He asked if the coxswain thought he could find her, and the coxswain said that he would try. The night was very dark, and it was not possible to see more than five yards. The seas were very heavy. The life-boat went northwards, and after a long search found the steamer in Cockle Gat at about ten at night. With difficulty the life-boat put the salvage officer on board her, and the coxswain advised him to keep the ship heading S.S.W. This was done, and after some time the salvage officer came on board the life-boat again, and asked the coxswain to send a wireless message ashore for a light to be shone at frequent intervals. The *Winona* was now nearing the Scroby Elbow Buoy, and the coxswain advised the salvage officer to keep her heading S.W. The *Winona* was now in deep water and the moon was rising.

It was possible to pick up the land, and the steamer was got into a safe position. As the salvage officer now reported that he was all right, the life-boat returned to harbour and informed Operations of the steamer's position. The life-boat then returned to her station and was moored in the river. It was now 12.45 in the morning of November 11th. The Flag Officer-in-Charge in Great Yarmouth sent his thanks to the life-boat for her services both to the *Commander Holbrook* and the *Winona*. - Rewards : first service, £9 5s. 6d. ; second service, £12 6s. 6d. ; third service, £15 11s. 6d.

NOVEMBER 10TH. - THURSO, CAITHNESS-SHIRE. A gale from the east had been blowing all through November 9th, and on the 10th it rose to hurricane force, with a very heavy sea running and the air thick with spindrift. Many ships had taken shelter in the bay, and the honorary secretary of the life-boat station was keeping watch on them. One of them was the fishing smack *Langness*, from the Faroes, which was anchored in Scrabster roadstead. She was bound for Aberdeen with sixty tons of fish, and had a crew of seven. She had two anchors down, but at 2.30 in the afternoon the honorary secretary saw her port cable part. Two minutes later he saw a distress flare burning on the smack and called out the life-boat crew. At 2.45 P.M. the motor life-boat *H.C.J.* was launched and found the *Langness* riding very heavily to her remaining anchor. The seas were so heavy that the life-boat had great difficulty in getting alongside. One sea nearly threw her right aboard the smack, and the next threw her against it, damaging her fender. In spite of this she succeeded in taking off the seven men and landed them at 3.15 P.M. Next day the *Langness* drove ashore. - Rewards, £8 7s. 6d.

NOVEMBER 10TH. - FALMOUTH, CORNWALL. Just before seven in the evening a message was received from the representative of a salvage company which was engaged in breaking up the wreck of the S.S. *Marie Chandris*, off Amsterdam Point, St. Anthony, saying that five of his men who were working on the ship could not get away in their boat as a gale was blowing from the south, with a rough sea. At 7.20 the motor life-boat *Crawford* and *Constance Conybeare* was launched, took off the men and brought them ashore at 9 P.M. A gift, in thanks for this help was received from the salvage company. - Rewards, £11 14s.

NOVEMBER 11TH. - HOLYHEAD, ANGLESEY. At 2.5 A.M. a steamer east of Salt Island was heard blowing on her siren, and a flare was seen, and at 2.55 A.M. the French motor life-boat *Jean Chacot*, on temporary duty at this station, was launched. A strong S.W. gale was blowing, with a rough sea. The life-boat found that the steamer *Penhale* had drifted on to the Norwegian steamer *Jan*, spoke the vessels, directed one to another anchorage, stood by for an hour, and then returned to her station, arriving at 4.30 A.M. - Rewards, £5 12s. 6d.

NOVEMBER 12TH. - DUNMORE EAST, CO. WATERFORD. A small cargo steamer, bound from Cork to Glasgow, the S.S. *Monmouth Coast*, of Liverpool, was attacked by two German aeroplanes at the entrance to Waterford Harbour. The weather was fine, and the coast watchers above Dunmore saw the aeroplanes drop bombs close to the steamer, and machine-gun her. The aeroplanes then made off, and the watchers believed that one of them had been hit by

rescue boat No. 244, with a crew of four, had fouled the nets of a fishing boat off Lee Bay. Information was at once given to the life-boat station, and on learning that the other R.A.F. boat stationed at Ilfracombe was not available the honorary secretary sent out the motor life-boat *Rosabella*. She left at 7 P.M. A slight westerly wind was blowing and the sea was smooth. The life-boat found the rescue boat off Capstone Point, drifting up channel, with the fishing boat standing by. She towed her back to Ilfracombe, arriving at 8.15 P.M. - Rewards, £21 12s.

SILVER MEDAL SERVICE AT SHOREHAM HARBOUR

NOVEMBER 16TH. - SHOREHAM HARBOUR, SUSSEX. Just after one in the morning the motor life-boat *Rosa Woodd and Phyllis Lunn* went out to the help of the minesweeper *President Briand*. A strong south wind was blowing, with a heavy swell, and the minesweeper, which was having trouble with her engine, was in danger of being carried ashore. The life-boat went alongside and, at the captain's request, stood by until about 9.30 in the morning. By that time the tide had flowed, there now seemed no danger of the minesweeper going aground, and a tug was on her way out. The life-boat returned to her station.

About 9.40 the coxswain of the life-boat was asked to go out in the pilot cutter and pilot in the minesweeper. The pilot cutter took him out and put him on board her. About the same time the S.S. *Goole*, a blockship, was ordered out to help

being wrecked in the harbour mouth. At 9.45 a call came for the life-boat to go out again, as the minesweeper and the tug were both in danger of going ashore. She was launched at once, the second-coxswain taking command. She found the tug trying to haul the minesweeper clear, and took a tow-rope herself, but both ropes parted. The minesweeper was now in very shallow water. She let go her anchor, but struck and lay helpless, rolling heavily, with the seas breaking over her.

The second-coxswain took the life-boat straight in to the rescue, but he had to go alongside six or seven times before he was able to take off all the 21 men of her crew and the life-boat's own coxswain. Once the life-boat's bow was lifted right on to the minesweeper's rail and her stem was damaged. Shortly after her crew had been rescued the minesweeper heeled over on her beam. The life-boat came back to harbour through a very heavy breaking sea, with the tide running strongly across the harbour mouth. She took several big seas on board. When she arrived at noon, it was just eleven hours since she had first gone out.

The second-coxswain had only taken charge twice before, both times in fine weather, and he handled the life-boat with very fine seamanship. The dangers of the rescue were increased by the fact, known to all the crew, that there had been many fatal casualties at Shoreham Harbour through landmines which had been placed below as well as above high water.

The Institution made the following awards :

To ACTING-COXSWAIN JAMES T. UPPERTON, the silver medal for gallantry, with a copy of the vote inscribed on vellum ;

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

To the other five members of the crew, JOHN E. LAKER, bowman, CECIL, M. AYLING, assistant motor-mechanic, VICTOR H. PAGE, CHARLES E. LAKER and ALBERT E. UPPERTON, life-boatmen, the thanks of the Institution inscribed on vellum ;

To the acting coxswain, motor mechanic, and each of the other five members of the crew, a reward of £1 in addition to the ordinary scale rewards of £3 15s. 6d., for the two services, making a total reward of £4 15s. 6d. to each man. Standard rewards to crew and launchers, £34 13s. ; additional rewards to the crew, £7 ; total rewards, £41 13s.

NOVEMBER 16TH. - COURTMACSHERRY HARBOUR, CO. CORK. At about 8.30 A.M. a telephone message came from the coast watchers that a ship was firing distress signals about two miles S.E. of Old Head of Kinsale, and the motor life-boat *Sarah Ward* and *William David Croweller* was launched at 8.45 A.M. A whole gale was blowing from the S.S.E., with rain and a very heavy sea. The life-boat found the steam trawler *Dandora*, of Aberdeen. Her engines had broken down, and she had been riding to an anchor, but another trawler had just arrived and had taken her in tow. The life-boat escorted the two trawlers into Kinsale Harbour, and returned to her station at 5.30 P.M. - Rewards, £14 3s. 6d.

NOVEMBER 16TH - 17TH. - KIRKCUDBRIGHT, KIRKCUDBRIGHTSHIRE, AND MARYPORT, CUMBERLAND. At 8.45 in the evening of November 16th the Kirkcudbright life-boat *Morison Watson* was launched to the help of *Hopper No. 2*, of Preston, which was reported to be ashore three miles west of Ravenshall Point. A moderate S.E. wind was blowing, with a moderate sea, and the night was very dark, with rain showers. The life-boat searched for half the night but could find no sign of the hopper and, as the weather was improving and the sea was calm, she returned to her station, arriving at 3 in the morning of November 17th.

The *Hopper No. 2* refloated, and at 8.20 on the evening of the 17th the naval authorities told the Maryport station that she was driving up the Solway Firth towards Maryport. A squally W.N.W. wind was now blowing, with a heavy sea. At 9.20 P.M. the Maryport motor life-boat *Joseph Braithwaite* was launched, and found the hopper one and a half miles north of Maryport piers. She was bound light from Birkenhead to Workington, and had a crew of five. The men were exhausted, and had had no food for two days. The life-boatmen gave them rum and chocolate from the emergency rations, and the coxswain went aboard the hopper, took charge and brought her into Maryport, with the life-boat escorting her. The life-boat returned to her station at 11.15 P.M. -

Rewards : Kirkcudbright, £16 ; Maryport, £20 10s.

NOVEMBER 18TH. - FILEY, YORKSHIRE During the afternoon two local motor boats were reported overdue, and at 5 P.M. the motor life-boat *The Cuttle* was launched to search for them. A light westerly wind was blowing, with a moderate swell. The life-boat found the *Peggy II* coming in under her own power, and after escorting her part of the way, the life-boat went to look for the other boat, the *Sheila*. She found her, with her engine broken down, two miles off Filey Brig. As darkness was approaching she took her in tow and brought her in. - Rewards, £16 19s.

NOVEMBER 17TH. - CLACTON - ON - SEA, ESSEX. Early in the evening the coast-guard reported that red flares had been seen from a sailing barge aground in Spitway, and at 7.32 P.M. the motor life-boat *Edward Z. Dresden* was launched. A fresh W.S.W. wind was blowing, with a rough sea. The life-boat found that the barge had refloated. She was the *Saltcote Belle*, bound with wheat for Colchester. The life-boat stood by her for half an hour to see if she was damaged, and, as she was not, the barge went on her way and the life-boat returned to her station, arriving at 1.30 A.M. - Rewards, £15 6s.

BRONZE MEDAL SERVICE AT RAMSEY

NOVEMBER 20TH. - RAMSEY, ISLE OF MAN. About seven in the morning, the steam trawler *Strathairlie*, of Aberdeen, of 193 tons, on her way from Fleetwood to the fishing grounds, ran ashore at Skellig Bay, about three miles north of Ramsey. The wind was blowing strongly from the south-south-east, with a heavy on-shore sea, and the night was very dark, with rain. The launch of the life-boat by tractor in the heavy sea and darkness was very difficult, but the motor life-boat *Lady Harrison* got away at 7.45. She reached the trawler at 8.30 and found her right in the surf on a flat sandy shore. The seas were sweeping clean over her, banging her heavily on the sands, and all the time driving her further in. The life-boat herself was nearly standing on end in the heavy surf. In that shallow water it was very difficult and hazardous for her to go near enough to rescue the trawler's crew, and the trawler gave no lee on either side, where the life-boat could have found some shelter from the seas. The coxswain anchored and dropped

down on his cable with the engines running. He could not, in the shallow water, go alongside in the ordinary way, but he managed to get two lines to the trawler from the life-boat, one from her bow and one from her stern. When a sea had passed, the life-boatmen hauled the life-boat near enough to the trawler for one of the trawler's crew to jump aboard. Then, before the next sea came, they hauled her out again by her cable. Again and again she went in, and again and again she was within a foot of being flung right on the trawler. Those who were watching from the shore expected at any moment to see them crash together. They knew that if they did it would certainly be the end of the trawler, the life-boat and both crews. But the coxswain handled the life-boat very skilfully. Thirteen times he took her without mishap near enough to the trawler for a man to jump aboard, until all the thirteen men of the crew had been rescued. Then he hauled her clear and brought her safely into Ramsey harbour at 9.36.

It was a hazardous rescue, carried out with great skill, and the Institution made the following rewards :

To COXSWAIN JOHN COMISH, the bronze medal for gallantry, with a copy of the vote on vellum ;

To ERNEST STARKEY, acting motor-mechanic, the thanks of the Institution inscribed on vellum ;

To the coxswain, acting motor-mechanic and each of the five members of the crew, a reward of £1 1s. in addition to the ordinary scale reward of 19s., making a total reward of £2 to each man, and an additional reward of 10s. to each helper. Standard rewards to the crew and launchers, £11 10s. ; additional rewards to crew and helpers, £16 7s. ; total rewards, £27 17s.

NOVEMBER 21ST. - ROSSLARE HARBOUR, CO. WEXFORD. At 12.55 in the morning the watchman reported rockets and flares from a ship between South Shear Buoy and Tuskar, and at 1.5 the motor life-boat *Mabel Marion Thompson* was launched. A southerly gale was blowing, with a very heavy sea. One and a half miles S.E. of the South Shear Buoy the life-boat found the Irish steamer *Kerrymore*. Her steering gear had broken down, and she was labouring heavily in the seas. The life-boat stood by her until

the weather improved and then returned to harbour at 3.15 A.M. She had told the steamer to signal by morse if she needed help, but at 8 A.M. the steamer went on her way. - Partly paid permanent crew. Rewards, £6 1s. 6d.

NOVEMBER 21ST. - LOWESTOFT, SUFFOLK. At 2.45 P.M. the naval base reported that two small fishing boats were in distress just outside the harbour, and at 3.5 the motor life-boat *Michael Stephens* was launched. A strong S.E. wind was blowing, with a heavy sea. The weather was very thick, with fog and rain. The life-boat found that one boat, the *Shield*, had been smashed to pieces against the South Pier, and her crew of three men had been rescued from the pier. She then went in search of the other boat *Joy*, which had a crew of four, found her near the harbour bar, and escorted her into harbour. Shortly afterwards H.M. Drifter *Rowantree*, in attempting to enter harbour, stranded on a newly made sand-bank about thirty yards outside the entrance, and the life-boat went to her help. She got a wire rope from her, and attempted to pluck her off, but the wire parted. A tug then came out and took the *Rowantree* in tow, with the life-boat standing by just inside the harbour entrance, but after a few minutes the *Rowantree* turned completely over. As she did so her crew of 13 got on to her up-turned bottom. The life-boat went alongside at once and rescued ten of the men. She was then carried away by the tide, but again got alongside and rescued the remaining five men. Two of the rescued men were injured. The life-boat returned to her station at 4.45 P.M.- An increase of 10s. in the usual money award was made to each man. Standard 'rewards to crew, £7 9s. ; additional rewards to crew, £4 10s. ; total rewards, £11 19s.

NOVEMBER 22ND. - STORNOWAY, ISLAND OF LEWIS. At 8.5 A.M. a message was received from a naval base that H.M. Motor Launch No. 219, with a crew of thirteen, was ashore on the east side of Goat Island, in Stornoway harbour, and was in danger of sinking, and at 8.25 the motor life-boat *William and Harriot* was launched. A moderate S.S.E. gale was blowing, with a rough sea and heavy rain. When the life-boat reached the launch she found that five of the crew had got on to the island when the launch struck, two of them badly injured. The life-boat got a rope to the launch and attempted to tow her off, but the rope broke. She then got another from the launch to H.M. Trawler *Harlech Castle*, which was anchored close in shore, and the trawler succeeded in towing the launch off. The life-boat stood by until the launch was safely berthed in the harbour, and then, taking a medical officer on board, returned to Goat Island and brought off the five men. She returned to her station at 11.15 A.M.- Rewards, £3 16s.

NOVEMBER 22ND. - WICKLOW. At 10 in the morning distress signals were made

by the motor schooner *Windermere*, of Arklow, a mile N.N.E. of Wicklow pier, and the motor life-boat *Lady Kylsant* was launched immediately. A strong S.S.E. gale was blowing, with a very heavy sea. The life-boat found the *Windermere* lying to with her only anchor down. She had lost her other anchor the night before in Arklow Bay. The life-boat took off her crew of five, who were exhausted, landed them, and returned to her station at 12 noon. - Rewards, £10 4s. 6d.

NOVEMBER 22ND. - BARRA ISLAND, HEBRIDES. During the morning the mail steamer *Lochearn*, of Oban, arrived in Castlebay harbour. A southerly gale was blowing, with a rough sea, and the steamer was unable to make the pier. She had to anchor in the harbour. As the day went on, and there appeared to be no signs of the gale abating, the captain of the *Lochearn* asked for the life-boat, and at 4.45 P.M. the motor life-boat *Lloyd's* put out and brought ashore fifteen passengers, including a sick woman. She returned to her station at 7.15 P.M. - Rewards, £10 8s. 9d.

NOVEMBER 22ND. - NEWHAVEN, SUSSEX. At 7.5 in the evening the naval authorities asked for the services of the life-boat for a patrol boat which was in difficulties near the mouth of the harbour and the motor life-boat *Cecil and Lilian Philpott* was launched at 7.30 P.M. A strong southerly wind was blowing and the sea was choppy. The life-boat found that the vessel was the patrol boat *Joseph*, of Dover, with a crew of twelve on board. She had run aground in the bight of the breakwater. The strong tide made the work difficult, but the life-boat succeeded in getting the boat afloat, and escorted her into harbour. She returned to her station at 11.45 P.M. The life-boat crew were thanked by the naval officer-in-charge. - Rewards, £17 17s.

NOVEMBER 23RD. - BARROW, LANCASHIRE. At 10.40 in the morning the Walney coastguard telephoned that a steam trawler was aground about one and a half miles W.S.W. of the coastguard station, and at 10.50 A.M. the motor life-boat *N.T.* was launched. A fresh southerly wind was blowing, with a rather heavy swell. The life-boat found the steam trawler *Nordale*, of Scarborough, aground. She had a crew of fifteen, and was laden with fish for Fleetwood. The life-boat towed her off and escorted her as far as the Wyre Light. She then returned to her station, arriving at 2.15 P.M. - Property salvage case.

NOVEMBER 23RD. - KIRKCUDBRIGHT. At 1.15 P.M. the Portpatrick coastguard reported that fire and smoke had been seen some miles S.S.W. of Ravenshall Point, and fifteen minutes later the Isle of Whithorn coastguard reported that an aeroplane had crashed three miles off Garliestown. The motor life-boat *Morison Watson* was launched at 2 P.M. A moderate S.W. wind was

blowing, with a slight sea. An R.A.F. speed boat had already gone out, had found wreckage and had picked up the bodies of two American airmen. When the life-boat arrived she helped in a further search, and found blue prints and four cylinders, which later she handed over to the R.A.F. at Gibbhill. The speed boat had now received an order by wireless to take the bodies to Whithorn. As she did not know the passage the life-boat coxswain went aboard to pilot her, and the two boats made for Whithorn. After the bodies had been landed they returned to their stations, the life-boat arriving at 6.45 P.M. - Rewards, £12 9s. 3d.

NOVEMBER 24TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. At 10.15 In the morning the naval authorities asked that the life-boat should be launched to go to the help of a vessel 15 miles east of Gorleston. The vessel had been attacked by the enemy and was being towed in by two tugs. A light S.W. wind was blowing, with a moderate sea. The motor life-boat *Louise Stephens* was launched at 10.30 and found that the vessel was the steamer *Blair Nevis*. She was now very low in the water, but her crew wished to remain on board. Her captain, however, asked the life-boat to stand by as he had no boats. The life-boat then helped by taking a salvage officer from one of the tugs to the *Blair Nevis* and by carrying messages to the tug and to a motor launch. Escorted by the life-boat the *Blair Nevis* reached Yarmouth Roads at about 3.30 P.M., and after standing by for half an hour the life-boat returned to her station at 5.15. - Rewards, £6 4s. 6d.

NOVEMBER 24TH. - WHITBY, AND RUNSWICK, YORKSHIRE. The Whitby fishing boats had gone out about 9 in the morning, and a strong S.W. wind had got up, bringing a rough sea. By three in the afternoon all had returned to harbour except the coble *Spray*. She had one man and three boys on board. As no news could be got of her, the No. 1 motor life-boat *Mary Ann Hepworth* was launched at 3.50, and found the *Spray* six miles away to the north-east with her engine broken down and half full of water. The life-boat took her in tow and brought her into harbour. The Runswick motor life-boat had also put out, but she was recalled when it was learned that the *Spray* had been taken into Whitby. - Rewards : Whitby, £10 11s. 3d. ; Runswick, £15 12s. 6d.

NOVEMBER 27TH. - WELLS, NORFOLK. At 11.45 P.M. a message came from the coastguard that an aeroplane was down in the sea three miles N.W. from Wells look-out, and at 12.19 the motor life-boat *Royal Silver Jubilee, 1910-1935* was launched. A light southerly breeze was blowing, and the sea was smooth. Dr. E. W. Hicks, the honorary secretary of the station, went out with the life-boat. The way down to the sea is by a winding channel full of shoals, which is doubly difficult in a time of war when no lights can be shown, and on the way down the life-boat found an R.A.F. rescue launch,

which was also going out, in difficulties. The coxswain of the life-boat put his second-coxswain on board the launch to pilot her, and Dr. Hicks also went on board her. The launch then went out to sea, followed by the life-boat. When she was near to the position given by the coastguard, the launch flashed her lamp and at once a small answering light appeared. The launch ran down to it and found a rubber dinghy with six airmen on board, the crew of a Wellington bomber. The launch rescued them and took the dinghy in tow, and the second coxswain of the life-boat piloted her up the channel again. The life-boat saw her returning, and she turned back, reaching her station again at 3.21 in the morning. - Rewards, £23 6s. 9d.

NOVEMBER 30TH. - BARMOUTH, MERIONETHSHIRE. During the afternoon several Spitfire aeroplanes were flying near Barmouth, and at 3.40 P.M. the life-boat coxswain saw one of them dive into the sea. Twenty minutes later the motor life-boat *Lawrence Ardern, Stockport* was launched. A moderate east wind was blowing, but the sea was calm. A mile and a half N.W. of Fairbourne beach the life-boat found a large patch of oil, a pilot's seat, a pair of high boots, an oxygen cylinder, an arm rest and other bits of wreckage. These she brought ashore and handed to the police, to be given later to the R.A.F. She returned to her station at 8.30 P.M. - Rewards, £12 5s. 3d.

NOVEMBER 30TH. - ARKLOW, CO. WICKLOW. At 9.15 P.M. a message was received from the civic guard that a fishing boat was showing distress signals half a mile up the north shore, and at 9.40 P.M. the motor life-boat *Inbhear Mor* was launched. A S.E. wind was blowing and the sea was rough. By the light of her searchlight the life-boat found a local herring drifter anchored close in shore in heavy seas, half a mile from the pier head on the north beach. She had no sails or engine, only oars. The life-boat rescued the three men on board and took the boat in tow. She arrived back at Arklow at 10.30 P.M. - Rewards, £13 1s.

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

NOVEMBER 1ST. - KILLYBEGS, CO. DONEGAL. Flares had been reported twelve miles off, but nothing was found. This was the first service call received at, this recently established station, where the life-boat arrived on 24th August, 1941. - Rewards, £13 2s. 6d.

NOVEMBER 2ND. - COURTMACSHERRY HARBOUR, CO. CORK. A trawler had been bombed, but her crew, several of them wounded, were picked up by another trawler. - Rewards, £14 0s. 6d.

NOVEMBER 2ND. - MINEHEAD, SOMERSET. An aeroplane was reported to have crashed into the sea. With the help of soldiers the life-boat was launched, but she

found nothing, and articles subsequently washed ashore proved the aeroplane to have been a German bomber. - Rewards, £24 3s. 6d.

NOVEMBER 4TH. - FLEETWOOD, AND BLACKPOOL, LANCASHIRE. Two airmen had baled out of a British Defiant trainer aeroplane when its engine failed, but nothing was found, and it was learnt that the pilot had come down on shore. Later the body of the other airman was washed up. A letter of thanks was received from the Squadron to which the aeroplane belonged. - Rewards, Fleetwood £13 9s., Blackpool £15 10s.

NOVEMBER 5TH. - RHYL, FLINTSHIRE. A British aeroplane was reported to have crashed into the sea, but nothing could be found. - Rewards, £23 1s. 6d.

NOVEMBER 7TH. - EASTBOURNE, SUSSEX. A British aeroplane had been seen to crash into the sea, but a search, in which an Admiralty boat and aeroplanes took part, found nothing. - Rewards, £16 8s. 3d.

NOVEMBER 8TH. - FRASERBURGH, ABERDEENSHIRE. An aeroplane had been reported down in the sea thirty-seven miles in a N.E. direction from Kinnaird Head, but nothing was found. The life-boat was out for ten and a half hours. - Rewards, £23 19s.

THREE LIFE-BOATMEN OVERBOARD

NOVEMBER 9TH - 10TH. - MONTROSE, AND BROUGHTY FERRY, ANGUS. Shortly after six in the evening an Admiralty tug was bombed from the air. The Montrose coxswain saw the bombs dropping. Thinking that the life-boat would be needed he went to the station, and the crew stood by. At 6.45 a message came that the tug was in no danger of sinking, but the crew was asked to continue standing by. Then a request from the resident naval officer was received that the life-boat should be launched, and at 8.30 the motor life-boat *The Good Hope* put out. A gale was blowing from the S.E. No leading lights could be shown, and the coxswain had to take her down stream trusting to his own knowledge. He knew that to cross the bar in that weather would be a hazardous business. A very heavy sea was rolling in. He reduced speed until he met the breakers and then went full speed ahead to clear them. The life-boat shipped some very heavy seas, but she came safely through and headed to the N.E. The tug had been reported two miles away, and the life-boat saw a light flashing which she took to be the tug. If it was in fact her light the coxswain saw she must be so close inshore that it would be impossible for the life-boat to reach her, and he tried to get in touch with the shore by wireless, as, in the heavy seas, it was impossible to make out the shore signals which were being flashed to the life-boat. He could get no reply.

All attempts to get in touch with the shore failed, and to attempt to enter harbour again in the heavy sea and in the darkness,

with no leading lights being shown, would have been too great a risk. The coxswain decided to remain outside, steaming slowly into the teeth of the gale in order to keep his position. With no shore navigation lights to guide him he had lost the entrance to the harbour, and at one time during the night he was surprised to find that the life-boat was near rocks in heavy broken water. He put her at full speed ahead for fifteen minutes to get her off the land, and then, reducing speed again to little less 'than half,' he kept her at that through the hours of the night. The coxswain was at the wheel until about three in the morning. Then the second-coxswain took his place until six, still keeping the boat's head to the wind. Then the bowman took the wheel until dawn, which began about a quarter to eight.

The coxswain then headed towards the land, but could not see it. Until ten in the morning he steered to the north-west. He now had a man on each side keeping a sharp look-out for breakers, for though the land could still not be seen, he knew that it must be close as the sea had begun to break very heavily. At last he caught sight of Gourdon Hill about three miles away, and knew he was off Johnshaven. He altered course and arrived off Montrose harbour about noon. He again tried to get in touch with the shore by wireless, but failed. He could see nothing of the Admiralty tug, and thought that, if she had gone ashore, she must now be a complete wreck. He could see that the sea at the entrance to the harbour was so heavy that it would be dangerous to attempt to enter. The alternative was to try to make the Firth of Forth, but in that course there was the danger of running out of fuel and being left to drift outside the firth through another night. He decided to take the risk of entering Montrose harbour. The gale was still blowing from the S.E. and a mountainous sea was running. He put out the drogue and headed for the harbour. When he was about a mile off the bar the seas began to break with terrific force, but the life-boat continued her course without trouble until she was about 100 yards from the Annat Buoy. Then a terrific sea struck her, and the next thing the coxswain knew he was being drawn under water. When he came up he could see two members of the crew (the bowman and his son) floating about twenty yards nearer the shore, and the life-boat herself floating still further inshore, among the breakers, but he could not see if anyone was on board.

The life-boat had been struck twice. The first sea had lifted her out of the water. The second, crashing down on the deck, had carried away the coxswain's safety straps, and washed him and two others out of the boat. Though it did not capsize her, it submerged her. The second-coxswain, who had been standing by the coxswain, was thrown heavily into the bottom of the boat, and was right under water. As the boat's stern came up he found that he was hanging on to the steering rod with the right hand and the gunwale with his left. He had been cut about the head and face, but he had not lost his senses. He thought that the life-boat's

stern had been under water for about fifteen seconds. The engines were still running and, as the water cleared off, the life-boat gathered headway. The second-coxswain could see the men in the water about two lengths astern, but in that heavy sea, and with the drogue out, it was impossible to turn to pick them up, and the life-boat was now so close to the shore that she twice touched bottom while the second-coxswain was bringing her back into the channel. He continued his way up harbour, and as he approached the pier shouted to the honorary secretary, who was waiting there, that three men had been swept overboard, that they might be washed ashore and that he must get a doctor. It was then 12.45 P.M. on November 10th, and the life-boat had been at sea for sixteen hours. The crew landed, bruised and all suffering from shock.

Meanwhile the three men in the water had been so buffeted by the seas - as the coxswain said, " churned over and over " - that, when they saw the life-boat go on her way, they gave up hope of being saved, but the tide carried them nearer the shore, their life-belts kept them afloat, and all three reached land, still conscious, but exhausted and dazed. The coxswain was the last of the three. He had been in the water fully an hour, and had been carried a mile by the tide. He just managed to crawl up the beach, saw two men who were searching for him, and then lost consciousness. Dr. Alexander Stephen was waiting ready on the beach when they were washed up, and after he had attended to them, they were taken to hospital, where they remained for a few days.

BROUGHTY FERRY

At 4.37 in the morning of November 10th, that is, just over eight hours after the Montrose life-boat had gone out, the Broughty Ferry station was informed that the Montrose life-boat had gone to the help of an Admiralty tug ashore near North Esk, but that she had not kept touch with the shore. The Broughty Ferry crew were asked to stand by. Another message came asking them to go out to search for the Montrose life-boat, and saying that the coastguard life-saving apparatus was standing by near the wreck of the tug. At 6.55 the motor life-boat *Mona* put out. She saw the wreck of the tug near North Esk, and realized that the rescue of its crew could only be done by the life-saving apparatus. She could not get within two miles of her. She searched Montrose bay, but could find no sign of the Montrose life-boat. Her coxswain assumed that she must have made for her station and he himself made for the Tay. The life-boat arrived off the bar about two in the afternoon, but in that heavy sea it was hopeless to attempt to go in. The coxswain then headed for May Island where he arrived at 5 P.M. He could get no answer to his signals, so he decided to take shelter in the Firth of Forth, and a naval vessel sent him to anchorage off Methil at 8.45 in the evening. There the life-boat remained until nine next morning when she put into Methil harbour. She had then been 26 hours at sea.

She stayed there until 10.25 A.M. the following day, when she returned to her station, arriving at 4.30 in the afternoon.

For both life-boats it had been a long and very arduous service and the Institution made the following rewards :

MONTROSE

To the coxswain and the two other members of the crew who were washed overboard, a reward of £2 16s. 6d. in addition to the ordinary scale reward of £2 16s. 6d., making a reward of £5 13s. to each man ;

To each of the other five members of the crew, a reward of £2 in addition to the ordinary scale reward of £2 16s. 6d., making £4 16s. 6d. to each man ;

To the launchers additional rewards amounting to £1 10s. ;

To the coxswain and six other members of the crew, excluding the full-time motor-mechanic, compensation for loss of earnings, amounting to £64 19s. 8d. ;

To the coxswain and each of the seven members of the crew, each of whom lost clothing and other belongings, compensation amounting to £58 4s. ;

Standard rewards to crew and launchers, £25 14s. ; additional rewards to crew and launchers, £19 19s. 6d. ; compensation for loss of earnings, £64 19s. 8d. ; compensation for loss of belongings, £58 4s.. Total rewards and compensation to crew and launchers. £168 17s. 2d.

The Institution sent special letters of thanks to Mr. David Wyllie, the honorary secretary of the station, Dr. Alexander Stephen, to whose care the three men washed ashore owed their lives, and who refused to take any fee for his services, Provost Andrew Todd, the chairman of the branch, the naval officer-in-charge, and the police.

BROUGHTY FERRY

To the coxswain and each of the other seven members of the crew a reward of £2 in addition to the ordinary scale reward of £3 15s. 6d., making a reward of £5 15s. 6d. to each man. Standard rewards to crew and launchers, £25 7s. ; additional rewards to crew, £16 ; other expenses, £12 14s. ; total rewards to crew and launchers, and expenses, £54 1s.

Total rewards and expenses for the two life-boats, £222 18s. 2d.

NOVEMBER 9TH. - DONAGHADEE, CO. DOWN. A vessel had been reported in distress, but no trace of her could be found. - Rewards, £14 7s. 6d.

NOVEMBER 10TH. - TENBY, PEMBROKESHIRE. A signal and a red light had been reported, but nothing was found. - Rewards, £15 19s. 6d.

NOVEMBER 11TH. - STROMNESS, ORKNEYS. Distress signals had been reported two to three miles S.E. of Burgh Head, Stronsay, but on calling in at Kirkwall,

the life-boat found that her services were not needed, as no trace of any vessel could be seen. - Rewards, £23 12s.

NOVEMBER 14TH. - HOLYHEAD, ANGLESEY. Two red flares had been seen, but the life-boat found nothing. - Rewards, £2 17s.

NOVEMBER 15TH. - RHYL, FLINTSHIRE, AND HOYLAKE, CHESHIRE. A British aeroplane had been reported down in the sea, but the life-boats found nothing, and it was learned later that no aeroplane was missing. - Rewards : Rhyl, £13 2s. ; Hoylake, £30 4s. 6d.

NOVEMBER 6TH. - SUNDERLAND, DURHAM. A ship had been reported drifting, but the only vessel found had her anchor down and did not need help. - Rewards, £15 7s. 6d.

NOVEMBER 16TH. - BARROW, LANCA-SHIRE. An aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £6 3s.

NOVEMBER 16TH. - RUNSWICK, SCARBOROUGH, AND WHITBY, YORKSHIRE. A British bomber aeroplane had been reported down some miles out at sea, and later it was reported that another bomber was down, but nothing was found by the life-boats, although the Runswick crew saw a German raider brought down. Scarborough life-boat saw and reported several floating mines. Three Whitby fishing boats also joined in the search. - Rewards : Whitby, £7 6s 6d. ; Runswick, £14 18s. ; Scarborough, £20 13s. 6d.

(See Whitby, " Services by Shore-boats," page 104.)

NOVEMBER 17TH. - CROMER, NORFOLK. A British airman was reported to have baled out into the sea, but nothing was found. - Rewards, £28 0s. 6d.

NOVEMBER 19TH. - CLOUGHEY, CO. DOWN. Red lights, apparently dropped from an aeroplane, had been reported, but nothing was found. - Rewards, £21 13s. 6d.

NOVEMBER 21ST. - ROSSLARE HARBOUR, CO. WEXFORD. A fishing boat had been reported overdue, but she was found ashore above high water mark with her crew safe. - Partly paid permanent crew. Rewards, £3 1s. 6d.

NOVEMBER 22ND. - PETERHEAD ABERDEENSHIRE. A workman from a shipbuilding yard had reported that a boat had capsized off North Head, Peterhead, but nothing was found, and it was thought that what had been seen was the Broughty Ferry life-boat making for Fraserburgh. - Rewards, £6 14s. 6d.

NOVEMBER 23RD. - STORNOWAY, ISLAND OF LEWIS. The Norwegian steamer *Ledual* had gone ashore, but was refloated. - Rewards, £11 5s.

NOVEMBER 24TH. - KILMORE, CO. WEXFORD. A steamer was reported to have been attacked by enemy aeroplanes, but nothing was found. - Rewards, £40 5s.

NOVEMBER 26TH. - STORNOWAY, ISLAND OF LEWIS. A naval tug had gone ashore, but refloated. - Rewards, £6 13s.

NOVEMBER 26TH. - ST. DAVID'S, PEMBROKESHIRE. An aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £12 6s.

NOVEMBER 27TH. - NEWCASTLE, CO. DOWN. Red flares had been reported, but nothing could be found. - Rewards, £42 8s.

NOVEMBER 28TH. - CROMER, NORFOLK. An aeroplane had been reported down in the Sea, but the life-boat was recalled by wireless, as the wrong position had been given. - Rewards, £13 6s. 6d.

NOVEMBER 29TH. - PEEL ISLE OF MAN. It had been reported that an aeroplane was missing and that a body with a life-jacket was floating in the sea, but nothing could be found. - Rewards, £17 6s. 3d.

DECEMBER

Launches 34. Lives rescued 34.

DECEMBER 1ST. - LERWICK, SHETLANDS. Shortly before mid-day the naval authorities telephoned that the ten-year-old daughter of the lightkeeper at South Lighthouse, Fair Isle, was in urgent need of a doctor. A S. by W. gale was blowing, with a heavy sea, and it was impossible to send any other vessel. The motor life-boat *Lady Jane and Martha Ryland* left at 12.40 P.M., and reached Fair Isle at 6.30 P.M. She took on board the girl Margaret Smith, and her father and mother, and landed them at Lerwick at 12.5 A.M. next morning. The girl was taken to hospital and was operated on at once. The surgeon afterwards thanked the life-boat crew and said that their promptitude had enabled him to save the girl's life. Later she was killed in an air-raid. - No expense to the Institution.

DECEMBER 3RD. - ROSSLARE HARBOUR, CO. WEXFORD. At about 11.20 P.M. on the 2nd December a terrific explosion was heard, followed by a series of small explosions, and then rockets were seen going up from the Tuskar Rock Lighthouse. The motor life-boat *Mabel Marion Thompson* was launched at 12.45 on the morning of December 3rd. Mr. W. J. B. Moncas, the secretary of the branch, went with her. A light wind was blowing from the south, and the sea was calm. As the life-boat travelled towards the lighthouse her crew could see repeated SOS signals in morse. She had taken her boarding boat with her, and Mr. Moncas and two of the crew landed from it on the rock. A mine,

which the three keepers of the lighthouse had, for two hours, watched drifting slowly towards them, had struck the base of the lighthouse and exploded. One of the men was on duty in the tower, and the other two were in the kitchen. The explosion had broken the glass in the lantern 100 ft. above the rock, and had put out the light. It had knocked down and dazed the man who was on duty in the tower. It had wrecked the living quarters and seriously injured the two men who were in the kitchen. One of them had multiple injuries, was unconscious and had had all his clothes blown off him. The other was conscious, but severely injured. The uninjured man had dragged them clear of the wreckage of the living rooms and, with great difficulty, they were lifted into the life-boat. Leaving one of her crew to stay with the one uninjured keeper, the life-boat returned to her station, arriving at 2.15 in the morning. The injured men were sent to hospital but two hours later one of them died. The Institution sent a letter of thanks to Mr. Moncas and the crew, and the Institution was warmly thanked by the Commissioners of Irish Lights. At the funeral of the lightkeeper the Institution was represented by the district inspector, Lieut-Commander S. W. Tansley, R.D., R.N.R. - Partly paid permanent crew. Rewards, £4 4s.

DECEMBER 6TH. - FLAMBOROUGH, YORKSHIRE. In the early morning several fishing cobs had put out to sea, but shortly afterwards the weather began to get bad, and several of the boats on reaching the fishing grounds, turned back. By 1 P.M. a S.W. gale was blowing, with a rough sea, and at 3 P.M. as one of the boats, the *Boy's Own*, had not returned, the motor life-boat *Elizabeth and Albina Whitley* was launched to search for her. She found her at 4.15 P.M., about six miles off Flamborough Head, making very bad weather and in a precarious position. Her crew of four were baling all the time. The life-boat threw a line to her and towed her back, arriving at 5.30 P.M. - Rewards, £19 5s. 3d.

DECEMBER 7TH. - THURSO, CAITHNESS-SHIRE. In the early morning a north-westerly gale, between 80-90 miles an hour, was blowing, with a very heavy sea and showers of rain and hail, and at 2.30 a steam drifter, with no one on board, broke adrift. She drifted towards the life-boat, lying at moorings, carried away one of her mooring ropes and bent four stanchions. Together the two vessels continued to drift until they came alongside a steamer. There they were secured. At 9.15 in the morning the life-boat crew were summoned, and they went out and moored the life-boat in a vacant berth. At eleven in the morning it could be seen that a steamer in Scrabster roadstead, the S.S. *Sado*, of Haugesund, Norway, was in difficulties. She was a vessel of over 900 tons, laden with cement for Scrabster, and had a crew of 17. A few minutes later she was heard blowing her siren for help, and at 11.45 A.M. the motor life-boat *H.C.J.* slipped her moorings and went to the *Sado's* help. As she

was going out between the pier heads, a squall struck her and she scraped against one of them, damaging the edge of the deck. She found that the steamer had lost both her anchors and was drifting. The coxswain put one of his crew on board and, with the life-boat standing by, the *Sado* was taken into harbour and moored. It was then 12.30 P.M. Two hours later the steamer broke all her ropes and went aground. - Property salvage case.

DECEMBER 8TH. - ROSSLARE HARBOUR, CO. WEXFORD. At 5.45 A.M. a message was received from the military lookout post at Greenore Point that rockets and flares had been seen, and at 6.35 A.M. the motor life-boat *Mabel Marion Thompson* was launched. A light S.W. breeze was blowing and the sea was smooth. The life-boat saw the SOS signal being flashed, made for it, and, when two miles S. by E. of Haugh Buoy found a ship's boat with eleven men on board. They were the crew of the steamer *Gertie*, of Liverpool, which had struck a mine and sank near the Tuskar Rock, and they had flashed the signal with an electric torch. The life-boat rescued the eleven men and took their boat in tow. The men were uninjured, but very wet and cold, and they were given rum. The life-boat landed them at Rosslare pier, and returned to her station at 8.10 A.M. - Partly paid permanent crew. Rewards, £3 10s. 6d.

DECEMBER 9TH. - AITH, SHETLANDS. A message was received from Dr. Cruickshank, of Walls, that he had had an urgent call to go to Foula Island. The weather was too rough for the ferry boat to make the passage, and no other vessel was available on the mainland, so he asked that the life-boat should take him. The life-boat crew were assembled and stood by, but meanwhile the weather had got rapidly worse, and when Foula was rung up it was learnt that no boat could land on the island in the increasingly heavy seas and unfavourable wind. On the two following days a whole gale was blowing, and the heavy seas still made landing at Foula impossible. By the 9th the weather had moderated, and at 10 A.M. the motor life-boat *The Rankin* was launched, with Dr. Cruickshank on board. A whole gale was still blowing, with a very heavy sea and squalls of sleet. The life-boat reached Foula at 2.30 in the afternoon and found that the patient, a woman, was too ill to be taken through the rough seas, so it was decided that she should shelter in the lee of the island for the night. By next morning the seas had moderated, the woman was taken on board, and the life-boat landed her at Aith, where she was taken to hospital for an operation. The life-boat returned to her station at 2 P.M. on the 10th December. - Expenses defrayed by the Department of Health for Scotland.

DECEMBER 23RD. - WHITBY, YORKSHIRE. At about 10.10 A.M. the coastguard telephoned that the local motor fishing coble *Zephyr*, with a crew of three, was flying distress signals about one and a half miles

N.E. of Whitby Rock Buoy, and at 10.30 A.M. the No. 1 motor life-boat *Mary Ann Hepworth* was launched. A fresh N.W. breeze was blowing, with a ground swell. The life-boat found the *Zephyr* disabled with a rope round the propeller, took her in tow and brought her into Whitby at 11.40 A.M. - Rewards, £7 6s. 6d.

DECEMBER 25TH. - LOWESTOFT SUFFOLK. At 3.45 P.M. a man told the life-boat, coxswain that a small boat was in difficulties in the South Roads, and this was reported to the naval duty officer who kept the boat under observation. Later a message came from the naval base that the boat was drifting out to sea, and that the occupants were waving a flag. At 4.15 P.M. the motor life-boat *Michael Stephens* was launched. A strong N. by E. wind was blowing, with a rough sea. The life-boat reached the small boat four miles south of Lowestoft, and found her half full of water, with two exhausted men aboard. The life-boat took them off and, with their boat in tow, made for Lowestoft, but a sea struck the small boat and broke her painter, and she had to be abandoned. The life-boat arrived back at her station at 5.30 P.M. - Rewards. £7 18s. 6d.

DECEMBER 25TH. - HARTLEPOOL, DURHAM. At 6.50 P.M. on Christmas Day information was received, through the coastguard, that distress signals had been seen, and the life-boat crew were assembled. At 7.35 P.M. the naval authorities reported that an Admiralty tug was being sent out and asked that the life-boat should go also, and the motor lifeboat *The Princess Royal* (Civil Service No. 7) was launched at 8 P.M. A moderate N.N.W. wind was blowing and the sea was rough. Three miles N. of Heugh the life-boat found the S.S. *Charles Parsons*, of London, with a crew of twenty on board. She had been bombed by a German aeroplane, was making water and was not under control. One of her crew had had his legs broken and he was transferred to the life-boat. She then sent a wireless message to the local naval wireless station asking for a doctor and ambulance to be in readiness, and, at the captain's request, she also asked for two tugs to help the steamer into port. She landed the injured man at 9.40 P.M. and returned to the *Charles Parsons*. She stood by her until the tugs towed her into Hartlepool at 1.30 next morning. - Rewards, £15 11s.

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

DECEMBER 1ST. - ST. IVES, CORNWALL. An aeroplane had been reported down in the sea, but neither wreckage nor survivors could be found. - Rewards, £10.

DECEMBER 4TH. - FERRYSIDE, CARMARTHENSHIRE. A motor boat owned by mooring contractors to the R.A.F. was overdue, but later she was reported to be safe. - Rewards, £16 19s.

DECEMBER 5TH. - HASTINGS, KENT. A red light had been reported on the water off Bexhill, but nothing could be found.- Rewards, £44 17s.

DECEMBER 6TH. - DUN LAOGHAIRE, CO. DUBLIN. Rockets and shell-fire had been reported, but nothing could be found. - Rewards, £14 5s. 6d.

DECEMBER 6TH. - PORTPATRICK, WIGTOWNSHIRE. A seaplane had been reported down in the sea, but was later reported to be safe. While searching for her, the life-boat found a barrage balloon partly deflated, but in the heavy seas it was impossible to salvage it. - Rewards, £5 14s.

DECEMBER 7TH. - APPLIEDORE, DEVON. An aeroplane was reported to have crashed into the sea, but the life-boat was recalled by the naval authorities.- Rewards, £15 12s.

DECEMBER 8TH. - BROUGHTY FERRY, ANGUS. An R.A.F. seaplane had failed to return to its base, but nothing could be found. - Rewards, £13 1s.

DECEMBER 8TH. - MONTROSE, ANGUS. At 5.15 in the evening the coastguard at Usan reported that four Admiralty trawlers were being bombed by enemy aeroplanes two miles to the S.E., and the motor life-boat *The Good Hope* put out at 5.35. She reached the position given by the coastguard 25 minutes later. Two of the trawlers had been sunk, but they must have gone down very quickly for there was no trace of them. Aeroplanes dropped flares, and by their light the life-boat continued her search for over five hours, but she found nothing. If there were any survivors from the two trawlers, they must have been picked up by the other two, which had gone on their way to their base before the life-boat arrived. - Rewards, £14 8s.

DECEMBER 10TH. - MOELFRE, ANGLESEY. An unknown drifter had struck a mine, but the life-boat found only wreckage. - Rewards, £7 1s.

DECEMBER 12TH. - SHOREHAM HARBOUR, SUSSEX. An aeroplane, which had caught fire, was reported to have come down in the sea, but naval rescue boats had already gone to its help. - Rewards, £15 7s. 6d.

DECEMBER 18TH. - ABERDEEN. An aeroplane was reported to have crashed in the sea, but nothing could be found.- Rewards, £15 9s.

DECEMBER 10TH. - BARMOUTH, MER-IONETHSHIRE. An aeroplane had been reported down in the sea off Pwllheli, but nothing was found. - Rewards, £29 3s.

DECEMBER 19TH. - PORTHDINLLAEN, CAERNARVONSHIRE. A tanker had

been attacked by German aeroplanes and set on fire, and the life-boat and naval motor boats went as near to her as possible, but saw no sign of anyone on board. - Rewards, £15 10s.

DECEMBER 20TH. - STORNOWAY, ISLAND OF LEWIS. H.M. Tank Landing Craft 144 was in danger, as her engine had broken down, but she was taken in tow by one of H.M. trawlers. - Rewards, £6 13s.

DECEMBER 20TH. - ARBROATH, ANGUS. A pilot had baled out from a British aeroplane, but he was picked up by a naval vessel. - Rewards, £7 15s. 6d.

DECEMBER 22ND. - KILMORE, AND ROSSLARE HARBOUR, CO. WEXFORD. An aeroplane was reported to have crashed into the sea, and red and green flares could be seen apparently at sea level, but nothing was found. - Rewards : Kilmore, £33 14s. 6d ; Rosslare Harbour, partly paid permanent crew, £4 15s.

DECEMBER 23RD. - FILEY, YORKSHIRE. Lights had been reported flashing on the water and it was thought that an aeroplane might be down, but nothing could be found. - Rewards, £23 0s. 6d.

DECEMBER 27TH. - HARTLEPOOL, DURHAM, AND REDCAR, YORKSHIRE. Flares had been seen and an aeroplane was believed to be in the sea, but the life-boats found nothing, and later it was learned that a German aeroplane had been lost, with her crew. - Rewards : Hartlepool, £15 11s. ; Redcar, £18 12s.

DECEMBER 28TH. - DUN LAOGHAIRE, CO. DUBLIN. A small steamer had been reported drifting in need of help, but the life-boat found that she was a trawler at anchor, and that what had been thought to be a red flag on her fore stay, as a signal of distress, was the flag on a Dan buoy which she was carrying forward. - Rewards, £7 11s.

DECEMBER 29TH. - BALLYCOTTON, CO. CORK. Flares, followed by rockets, had been reported, and the noise of aeroplanes had been heard, but nothing was found.- Rewards, £7.

DECEMBER 29TH. - SCARBOROUGH, YORKSHIRE. An aeroplane had been reported down, but only patches of oil were found. - Rewards, £44 19s.

DECEMBER 30TH. - DONAGHADEE, CO. DOWN. The sound of a horn and shouts for help were heard at eight in the evening, and the life-boat put out at once. She saw a ship's life-boat with seven men on board, but before she reached them an R.A.F. rescue boat got ahead of her and rescued the seven men. Their ship had struck a rock and had sunk. - Rewards, £13 7s. 6d.

Services by Shore-boats

JANUARY MEETING

ILFRACOMBE, DEVON. At about 5 in the afternoon of the 21st June, 1940, the coastguard reported a ship's boat drifting some five miles north of Ilfracombe. A light N.N.W. wind was blowing, with a slight sea. The honorary secretary sent out a motor fishing boat, manned by three life-boatmen. They picked up the boat, which had no one on board, and brought it to Ilfracombe Harbour. - Rewards, £1 10s., 4s. for fuel used, and 4s. to coxswain for loss of earnings.

ISLAY, ARGYLLSHIRE. At about 1.30 in the afternoon of the 6th August, 1940, the coastguard received information from Port Ellen that a boat was drifting in at Soldier's Rock, Graffdale. Port Askaig life-boat was some distance away, and a motor boat was sent out from Port Charlotte by the coastguard, manned by two men accompanied by a police officer. The drifting boat was found to be a raft. No one was on board. The boat towed the raft ashore. - Rewards, £1 10s. and 10s. for fuel used.

PORT ST. MARY, ISLE OF MAN. Shortly after 4 in the afternoon of the 7th December, 1940, an aeroplane crashed off Langness Point. A strong gale was blowing from the N.E., with a very rough sea. Three boats put out to search, the Port St. Mary motor life-boat, the motor trawler *Margaret Rose*, manned by seven men, and a 14-foot open boat from Langness Lighthouse manned by the principal keeper, W. Quillan, and a bus driver, Eric Hudson, who volunteered to go. They had to bail constantly, and their boat was in danger of sinking. When they saw the trawler and life-boat approaching they returned to the lighthouse. Their action was very brave, and they ran great risk in such a boat in that heavy sea. Nothing was found of the aeroplane. - Rewards : £2 10s. and a framed letter of thanks each to Mr. W. Quillan and Mr. E. Hudson : £7 to the crew of the trawler, and £2 for fuel used. Total rewards. £14.

(See Port St. Mary, "Accounts of Services by Life-boats," page 139.)

HILBRE, CHESHIRE. At 3.10 P.M. on the 20th December, 1940, an aeroplane was seen to dive into the sea near Hilbre Point. A party of soldiers was on the beach, and an officer from this party, two other soldiers and a fisherman, got a boat from the Yacht Club and put out. They rescued one airman. Later the coastguard recovered the body of another from the aeroplane. - Rewards, a letter of thanks to the officer and £1 10s. to the three men.

CAISTER, NORFOLK. About one in the morning of the 28th December, 1940, a

Wellington bomber crashed into the sea a mile north of the life-boat station and 200 yards from the shore. A N.W. wind was blowing and there was broken water at the scene of the crash. The life-boat coxswain, two other life-boatmen and a soldier put out in a small boat at 1.25. With some difficulty they got alongside the aeroplane, only to find that the crew of six had left. All six had swum for the shore, and three had reached it. The small boat searched unsuccessfully for two hours and then returned. - Rewards, £4 and 10s. for broken stern sheets.

FEBRUARY MEETING

PORT WEMYSS, ISLAY. The S.S. *Agate*, laden with coal and bound from Poole to Belfast, lost touch with her convoy during thick weather and ran ashore at Carn Point on the west coast of Islay at 4.30 in the morning of the 30th December, 1940. The captain and his crew of fourteen abandoned ship and made along the coast of Islay in the ship's boat. At 10 o'clock the boat, which was three miles off shore, was seen from Port Wemyss, and three men put off in a motor boat. They found the men in the ship's boat very exhausted, and towed their boat through a heavy swell into smooth water. There they took the most exhausted men into their own boat and guided the remainder in the ship's boat to the shore. The coast at this place is treacherous, with swift tides, and it is almost certain that the shipwrecked men would not have reached safety without help. - Rewards, £2 17s.

ILFRACOMBE, DEVON. At mid-day on the 12th January, 1941, the coastguard reported two rafts adrift off Ilfracombe, and the honorary secretary of the life-boat station sent off three life-boatmen in a motor boat. They brought in both rafts. At 10.15 next morning they put off again and found and towed in a third raft. No men, or bodies, were found. - Rewards, £3 15s. and 15s. for fuel used.

PORTHDLINLLAEN, CAERNARVONSHIRE. The fishing boat *Snowdrop*, of Aberystwyth, had put in at Porthdlinllaen to await the flood tide and, owing to bad weather, had remained there. A strong easterly wind was blowing, with a choppy short sea. On the evening of the 14th January, 1941, shouts were heard from her, and three men went out in a rowing boat to find that the *Snowdrop* was drifting towards the rocks. They got out another anchor, and then brought ashore the crew of two. Later, as the flood tide made and the moon came out, it was seen that the *Snowdrop* was again drifting, and two men, and the *Snowdrop's* own crew, relaunched the rowing boat, warped the *Snowdrop* out of danger and brought her into harbour safely. - Rewards, £1 10s.

MARCH MEETING

SANDAY, ORKNEYS. On the morning of the 10th December, 1940, flares were seen by the coastguard from the Holms of Ire, where the trawler *Alex Hastie*, of Aberdeen, had gone ashore, with a crew of ten aboard. A fresh S.W. wind was blowing, with a heavy swell and an ebbing tide. The coastguard life-saving apparatus could not get across the sounds until 10 A.M., but in the meantime four men put off in a 10 1/2 feet boat. They landed on the lee side of the Outer Holm, walked the remainder of the way through long grass, and succeeded in rescuing one of the crew before the L.S.A. arrived. These men then assisted the L.S.A., and looked after one of the crew who had been hurt. The trawler was abandoned and became a total wreck. The Stromness life-boat was sent out, but the rescue work had been completed before she could reach the position. - Rewards, £3.

(See Stromness, "Accounts of Services by Life-boats," page 139.)

APRIL MEETING

SCOURIE, SUTHERLAND. On the afternoon of the 26th February, 1941, a motor boat, with a crew of four, went out line-fishing near Handa Island. On the following morning the boat had not returned, and enquiries were made, without result. About 10.45 a bonfire was seen on Handa Island and a motor boat, manned by two men, put off from Scourie. They found the four missing men on the island, and brought them back to Scourie. - Rewards, £1 5s. and 14s. 6d. for fuel used.

CRUDEN BAY, ABERDEENSHIRE. At about 9 in the morning of the 7th March, 1941, information was received that an aeroplane had crashed in the sea off Whinniford, and the coastguard sent out a motor boat. She found nothing. A destroyer picked up one airman. Three others were missing. The Peterhead motor life-boat also searched, but without success. - Rewards, £3.

(See Peterhead, "Accounts of Services by Life-boats," page 40.)

ST. ANDREWS, FIFESHIRE. On the evening of the 17th March, 1941, three Polish soldiers, who were out in a small rowing boat, were seen to be in difficulties. The tide was ebbing, and an increasing light S.S.E. wind was blowing, with a slight swell. A coastguard and three other men put out in a pulling boat, found the soldiers completely exhausted, and brought them and their boat into St. Andrews. - Rewards, £2.

PORT ISAAC, CORNWALL. At about 4.50 in the afternoon of the 19th March, 1941, a Gladiator aeroplane fell into the sea about one and a half miles W.N.W. of Kelland Head. The sea was smooth and the weather fine, with a light N.W. wind. The Padstow No. 1 motor life-boat put out, but in the meantime the pilot had been picked up, uninjured, by a fisherman and landed at Port Isaac at about 6 o'clock. - Rewards, 10s.

(See Padstow, "Accounts of Services by Life-boats," page 41.)

CRAIL, FIFESHIRE. At 9.41 P.M. on the 19th March, 1941, the Elie coastguard reported to Anstruther life-boat station that a small fishing boat was ashore under the look-out at Crail, and that a boat from Crail was needed. The weather was foggy, with a light westerly wind and a calm sea. A small boat, manned by four men, put out from Crail and brought ashore the fishing boat's crew of seven men. - Rewards, £3 and 2s. for fuel used.

NEW BRIGHTON, CHESHIRE. At 5 in the afternoon of the 21st March, 1941, a rocket was fired in the Mersey off Egremont Stage. A light S.E. wind was blowing and the sea was smooth. The Institution's motor boarding boat, manned by the coxswain, bowman and motor mechanic put out to investigate, and found the S.S. *British Commodore* at anchor. She had fired a rocket, but it was a mistake and she did not need help. - Rewards, 10s.

EYEMOUTH, BERWICKSHIRE. On the afternoon of the 2nd April, 1941, the Admiralty patrol vessel *Crammond Isle* was attacked and sunk by enemy aeroplanes about three miles east of Eyemouth. A moderately strong S.E. wind was blowing, with a rough, confused sea. Eleven of the ship's crew got away in a boat and two on a raft. The remaining two were lost. Five boats went out to their help, the life-boats from St. Abbs and Eyemouth and three fishing boats from Eyemouth. The St. Abbs life-boat picked up the boat with the eleven survivors, but a rope fouled her propeller. The Eyemouth life-boat found nothing. One of the fishing boats towed in the St. Abbs life-boat and then put out again to help in the search for the raft. Another fishing boat found and rescued the men on the raft. The crews of the three fishing boats did not desire any rewards, but £11 3s. 6d. was paid by the Institution in compensation for damage caused to another boat by one of the three fishing boats. Thanks were received from the naval authorities at Leith.

(See Eyemouth and St. Abbs, "Accounts of Services by Life-boats," page 42.)

LYTHAM - ST. ANNE'S, LANCASHIRE. At 12.14 in the morning of the 8th April, 1941, the honorary secretary of the life-boat station was informed by the police that an enemy aeroplane had been shot down, and that cries for help had been heard from the beach. The sea was smooth, with a moderate E. breeze. Low water prevented the life-boat going out, so a large punt was manned by the honorary secretary, Mr. F. Dearden, five life-boatmen and two Home Guards. They found that the German airman had scrambled ashore and was in charge of the police. The aeroplane was burning on the banks on the other side of the river, about one and a half miles to the south, so the honorary secretary took the life-boat's boarding boat and a small punt across the river and launched the punt over the

South Training Wall, manned by two of the life-boat's crew and the two Home Guards. They landed and searched for about two hours, but found no trace of enemy airmen. At 9.45 A.M. Squires Gate R.A.F. reported that one of their aeroplanes on patrol had seen a parachute on the bank near the 8th Mile Light. The honorary secretary sent out three life-boatmen in a fishing boat. They found a parachute, with harness and a wireless set, but no airmen. - Rewards, a letter of thanks to Mr. F. Dearden, £5 to the men who went out in the night, £1 10s. to the men who went out in the day and 5s. to a helper on shore. Total rewards, £6 15s.

MAY MEETING

PORTLOE, CORNWALL. At 2.40 in the morning of the 14th April, 1941, the coast-guard watchman saw an aeroplane make a forced landing on the sea. Her engines had failed. He immediately called on two fishermen, who put out in a boat. They found the two airmen unable to use their rubber boat as it was foul of the tail of the aeroplane, and rescued them. A drifter towed in the aeroplane. - Rewards, £1.

BOULMER, NORTHUMERLAND. On the night of the 27th April, 1941, H.M.S. *Patia*, an auxiliary vessel of the Royal Navy, was sunk by enemy aeroplanes about eight miles N.E. of Boulmer. The weather was clear, with a light, N.E. wind and a moderate swell. The motor life-boats from Amble and Boulmer both went out early on the 28th and picked up a number of dead bodies. While they were out a raft was reported off Cullernose Point, and the honorary secretary of the Boulmer life-boat station, Mr. W. Stanton, went out with three fishermen in a motor boat. - Rewards, a letter of thanks to Mr. Stanton, and £3 3s.

(See Boulmer and Amble, "Accounts of Services by Life-boats," page 47.)

JUNE MEETING

CARNE, Co. WEXFORD. On the night of the 16th March, 1941, the steam trawler *Thomas Booth*, of Milford Haven, when on her way to the fishing grounds, ran on to the Whelkeen Rock, a mile off shore, S.S.E. of Wexford. The weather was foggy, with a light N.E. wind and a slight ground swell. Her SOS was seen flashed through a break in the fog, and three men put out in a rowing boat. Guided by another SOS they found the trawler's crew of eleven in the ship's boat. They did not know their position, and their boat was drifting towards a reef of rocks over which a strong spring tide was running. The three men guided them safely to Carne pier. - Rewards, £3.

BALLYCOTTON, Co. CORK. On the 23rd April, 1941, the coxswain of the Ballycotton life-boat and two other life-boatmen were fishing from a rowing boat about two miles out in Ballycotton Bay. A fresh wind was blowing, with a moderate sea and a long swell. The weather got worse, and at 5.30 in the

afternoon a sea broke on the boat, capsizing her. Two of the men clung to the keel and the other to an oar. The boat drifted into broken water, turning over several times. Half a mile away was another boat, a 14-foot dinghy manned by two brothers. They saw the accident and at once went to the rescue. The sea was increasing, and before they arrived they broke one of their oars in two, but they handled their dinghy with great coolness, courage and skill. They got to the scene just in time and picked up the three men in the water, now almost exhausted, hauling them in over the stern of the dinghy.

It was a rescue in which the rescuers not only showed courage and skill, but ran great risk, and the Institution awarded its thanks inscribed on vellum, to each of the two men, MICHAEL LYNCH and MATTHEW LYNCH.

The Institution made rewards of £3 and also paid £1 10s. for a new pair of oars. Matthew Lynch returned his money award to the Institution.

BARDSEY ISLAND, CAERNARVONSHIRE. At about 6 in the evening of the 29th April, 1941, the R.A.F. at Penrhos reported, through the coastguard, that an aeroplane was down in the sea nine miles W.N.W. of Bardsey Island. A moderate E.N.E. wind was blowing, with a slight sea. The Porthdinllaen life-boat was launched, aeroplanes went up, and by means of prearranged signals the coastguard called out the Bardsey Island motor boat. With a crew of five she searched throughout the night, but found nothing. - Rewards, £7 10s. and £1 1s. for fuel used.

(See Porthdinllaen, "Accounts of Services by Life-boats," page 49.)

PORT ST. MARY, ISLE OF MAN. Shortly before eleven in the morning of the 2nd May, 1941, an aeroplane crashed into the sea in Port St. Mary bay. Wind and sea were moderate. The coastguard reported the crash to the life-boat station, and the life-boat was launched, but meanwhile the crash had been seen from the shore by four men, who put out in two small motor boats. One boat, getting away very quickly, reached the aeroplane within fifteen minutes, and found that the pilot was dead. She got his body out of the partly submerged aeroplane and brought it ashore. - Rewards, £1 15s. and 5s. for fuel used.

(See Port St. Mary, "Accounts of Services by Life-boats," page 52.)

ST. DAVID'S, PEMBROKESHIRE. Shortly before 8 in the evening of the 20th May, 1941, a burning aeroplane was seen by a farmer on Ramsey Island to fall into the sea to the south-west of the island. A light N.N.W. wind was blowing, with a calm sea. The farmer told one of his men to bring round his motor boat, and then went himself to the shore opposite the spot. There he saw a man swimming towards him, and the man shouted "Friend, Pole". The farmer helped him out of the water. By this time the motor boat had arrived and took both men aboard. On her way to Ramsey Sound the motor boat was met by the St. David's life-boat, which

took aboard the farmer and the airman. The farmer's man took the motor boat back to her moorings, and the life-boat landed the airman, who was suffering from burns, shock and exhaustion. The farmer then went in the life-boat to guide her to the scene of the accident, and the life-boat picked up the airman's parachute. She then went to the motor boat's mooring and collected his tunic and life-jacket. - Rewards, £1 5s.

(See St. David's, "Accounts of Services by Life-boats," page 51.)

SENNEN COVE, CORNWALL. At about 10.45 on the night of the 27th May, 1941, the auxiliary cruiser *Registan* was bombed by four enemy aeroplanes and set on fire six miles N.W. of Sennen Cove. The weather was fine, with a light S.W. wind and a moderate sea. The Sennen Cove life-boat was being overhauled, and her second-coxswain and four other men put out in a motor fishing boat at 11 o'clock. Close to the burning steamer they rescued four men from a raft, one badly injured. They had made use of a morse lamp and the light had attracted an enemy aeroplane, which flew over the motor boat and machine-gunned her crew, but without doing them any damage. They landed the four rescued men at Sennen Cove at 3.15 in the morning. The St. Ives life-boat had been launched at 11.15 P.M., but arrived to find that all survivors had been rescued by destroyers. - Rewards, £10 and £1 for use of boat.

(See St. Ives, "Accounts of Services by Life-boats," page 53.)

BARDSEY ISLAND, CAERNARVONSHIRE. At 10.10 in the morning of the 29th May, 1941, information was received at the Aberdaron look-out that an aeroplane was down in the sea one mile south-east of Bardsey Island. Signals were made to the island, and a motor boat, manned by four men, put out, but the report proved to be a false alarm. - Rewards, £2 and 7s. 6d. for fuel used.

SEAHAM, DURHAM. At about 5.15 in the afternoon of the 1st June, 1941, the coast-guard reported a cable two and a half miles south of Seaham coastguard look-out and a quarter of a mile off shore, with one of the crew of three waving his arms. A light N.E. breeze was blowing, with a slight sea. The Seaham life-boat was off service, and two men put out in a motor cable and towed the disabled cable to Seaham Harbour. - Rewards, £1 5s. and 5s. for fuel used.

GOURDON, KINCARDINESHIRE. At 1.40 in the morning of the 6th June, 1941, information was received from the coastguard that a vessel was on fire about eight miles S.E. by E. from Gourdon. She was one of a convoy which had been attacked by enemy aeroplanes. A N.E. wind was blowing, with a slight swell. Seven men put out in a motor boat, but found that the Montrose life-boat had already arrived and was taking some survivors from one of two steamers which had rescued the crew of the bombed steamer.

The seven men in the motor boat returned ashore. - Rewards, £9 13s. 6d.

(See Montrose, "Accounts of Services by Life-boats," page 54.)

SEAHAM, DURHAM. About 8 in the morning of the 8th June, 1941, the coast-guard reported an "object with a flash from it" a quarter of a mile south of Shippersea Bay. Wind and sea were moderate. Three men put out in a motor cable, but found nothing. - Rewards, £1 17s. 6d. and 5s. for fuel used.

JULY MEETING

CRICCIETH, CAERNARVONSHIRE. At about 11.30 in the morning of the 26th March, 1941, a Wellington bomber crashed into the sea, between Criccieth Castle and Harlech. The weather was foggy, with a heavy swell. Two rowing boats, each manned by two men, put out, but before they could find anything an R.A.F. speed boat and the Pwllheli life-boat arrived, and the two rowing boats went back. - Rewards, £2 5s. In addition to a small monetary award and 27s. for damage, paid by the R.A.F. to one of the boats.

(See Pwllheli, "Accounts of Services by Life-boats," page 41.)

CULZEAN, Ayrshire. At one in the afternoon of the 24th May, 1941, a Spitfire aeroplane was seen to fall into the sea about one and a half miles north-west of Maidens. Something was seen to fall away from the aeroplane, but it was not possible to say if it was the pilot or part of the aeroplane. The aeroplane sank. A north-east wind was blowing, and the sea calm. Six men in two motor fishing boats, which were anchored in Maidens Harbour, immediately put out and searched for an hour, but all they found was an oxygen cylinder, a seat cushion, a head pad, and boot. - Rewards, £2 5s. and 5s. for fuel used. The crew of one of the boats returned their rewards as a donation to the funds of the Institution.

WHITSTABLE, KENT. At 4.30 in the afternoon of the 28th May, 1941, two men were fishing from a small dinghy a quarter of a mile west of Whitstable harbour. They hoisted sail to return ashore, and their boat capsized. The motor fishing smack *Express* CK.231 was informed by the coastguard and, manned by her crew of three, she went immediately to the rescue. She found the two men clinging to their upturned boat. They had been in the water twenty minutes and were exhausted. The three men brought them ashore. Had they not been so prompt in going out the two men would probably have been drowned. - Rewards, £2 5s. and 2s. 6d. for fuel used.

ABERYSTWYTH, CARDIGANSHIRE. At 4.15 in the morning of the 1st June, 1941, the honorary secretary of the life-boat station was called to the police station and told that a German aeroplane had been shot down twelve miles due west of Aberystwyth. The life-boat's coxswain and motor-mechanic put

out in a motor boat at 5.10, with three police officers. They searched a large area, but found nothing and returned at 3.30 p.m. They had then been over ten hours at sea. The Barmouth motor life-boat also searched and found nothing. - Rewards, £1 10s. to the two life-boatmen and £1 for fuel used.

(See Barmouth, "Accounts of Services by Life-boats," page 56.)

WATCHET, SOMERSET. On the 10th June, 1941, the second-coxswain of the life-boat, E. J. Escott, learned that two little girls had been trapped by the tide on a ledge to the west of the harbour. Escott is a pilot, and was about to board a steamer. After he had got aboard her, the steamer towed his hobble boat to the scene. The hobble boat then cast off and her crew of two men rowed her to the ledge. In the meantime two other men had got down the 50-foot cliff to the beach and one of them had reached the ledge. He helped the girls into the hobble boat. - Rewards, £1 10s. and a letter of thanks to Second - Coxswain Escott.

FILEY, YORKSHIRE. At 2.55 in the afternoon of the 14th June, 1941, the coastguard reported that the fishing coble *Topsmoz* was broken down four miles E.N.E. of Filey Brigg, and was being towed by a naval trawler towards the Bell Buoy. Her mast had gone overboard. A fresh W.S.W. wind was blowing, with a moderate sea. The life-boat crew were assembled, but the coxswain thought a coble would be more suitable than the life-boat, and put out in his own coble with three other life-boatmen. The trawler left the *Topsmoz* when about a mile off Filey Brigg whistling buoy, in order to join two other trawlers which were waiting for her, and the coxswain's coble towed in the *Topsmoz* and her crew of three. - Rewards, £1 10s. and 4s. 6d. for fuel used.

CRAIL, FIFESHIRE. At about 5 p.m. on the 16th June, 1941, the coastguard reported that a raft was adrift one and a half miles S.S.W. of Fife Ness. There was a light west breeze, with a smooth sea. Two fishermen went out in a motor fishing boat, found three soldiers and a civilian on the raft and rescued them. - Rewards, £1 10s. and 3s. for fuel used.

PORTSOY, BANFFSHIRE. At 11.15 in the morning of the 17th June, 1941, the coastguard saw a small fishing boat, under sail, but not making headway. A light N.W. wind was blowing, with a slight sea, and the tide was four hours ebb. The man on board the fishing boat was inexperienced. He lowered sail as he approached a lee shore, and tried to row off, but he made no headway and was in danger of going ashore on the rocks on the east side of Portsoy Bay. At the request of the coastguard two men put out in a motor fishing boat and towed the small boat into harbour. - Rewards, 10s.

WATCHET, SOMERSET. On the afternoon of the 20th June, 1941, an R.A.F. training aeroplane came down in the sea about five miles E.N.E. of Watchet harbour. The

weather was fine and the sea calm. An R.A.F. officer asked for help, and four men, including the life-boat coxswain and second-coxswain, put out with the officer in a rowing boat. They used this boat in preference to launching the life-boat, as it could be got away at once from the pier-head. Nothing was found but oil and wreckage, and the boat returned to harbour at 7.40 p.m., getting a tow for some distance from a patrol vessel. The Minehead life-boat had also put out, but found nothing. - Rewards, £4.

(See Minehead, "Accounts of Services by Life-boats," page 57.)

HASTINGS, SUSSEX. On receipt of a message from the Dover naval authorities, at about 5 p.m. on the 21st June, 1941, that an aeroplane was coming home damaged, two men stood by in readiness to put off, but their services were not required. - Rewards, 5s.

COVERACK, CORNWALL. At about 3 in the morning of the 25th June, 1941, an aeroplane crashed into the sea two miles from Coverack. The crash was heard and reported by a coast-watcher, and three men put off from Coverack in a motor boat at 6.5. They found a German airman floating in the water, and returned with him at 7.30 a.m. - Rewards, £1 10s. and 2s. 6d. for fuel used.

WELLS, NORFOLK. The Wells motor life-boat was launched at 9.45 in the morning of the 26th June, 1941, to the help of an aeroplane which had come down in the sea about three miles north of Wells. A light westerly wind was blowing. The sea was smooth and the weather fine. The life-boat found nothing but a rubber balloon. About half an hour after the life-boat had gone out an object, which might have been a parachute, was seen, and three men put out in a motor fishing boat, but the object began to drift more rapidly, as if some weight attached to it had fallen off it, and it disappeared to the eastward. - Rewards, £1 10s. and 5s. for fuel used.

(See Wells, "Accounts of Services by Life-boats," page 56.)

MONTROSE, ANGUS. About 4.15 in the afternoon of the 2nd July, 1941, it was reported to the police that a boy, who was bathing off the beach pavilion, had disappeared. The tide was low, with a light easterly wind and a smooth sea. The police appealed to the life-boat honorary secretary for help. In view of the low tide and the position where the boy had last been seen, he sent out the coxswain's motor fishing boat, towing a small boat, instead of the life-boat. Three men manned the motor boat, and after about two hours' search they recovered the body. - Rewards, £1 17s. 6d. and 2s. 6d. for fuel used.

SEPTEMBER MEETING

HOYLAKE, CHESHIRE. On the afternoon of the 30th June, 1941, two women with two small children were cut off by the rising tide

between the baths and wooden jetty at Hoylake. The weather was fine and the sea calm. Their plight was seen from the shore but no boat was available. Two bathers swam out and brought in a rowing boat, but it was without oars. A fisherman got paddles from the baths., and the boat put out manned by the life-boat coxswain, a coast-guard and two bathers. They reached the scene just in time. The women were holding up the children and were themselves up to their necks in water. - Rewards, £1 2s. 6d.

WHINNYFOLD, ABERDEENSHIRE. At 10 in the morning of the 3rd July, 1941, the motor fishing boat *Diligent*, of Peterhead, went ashore two hours after high water at the Scaurs of Cruden. Wind and sea were moderate, but the weather was foggy. The crew shouted for help and three men put out from Whinnyfold in a motor boat. They rescued the *Diligent's* crew of four, and landed them at Whinnyfold at about 10.30. The Peterhead life-boat was also launched, but she was not required. - Rewards, £1 2s. 6d. and 3s. 6d. for fuel used.

(See Peterhead, "Accounts of Services by Life-boats," page 59.)

CRAIL, FIFE. Shortly after 2.30 in the afternoon of the 4th July, 1941, an aeroplane was seen by the coastguard to crash into the sea eight miles from Fifeness. The weather was fine and the sea smooth. Two motor boats, manned by five men, went out, rescued the airman and salvaged his rubber boat. - Rewards, £1 17s. 6d. and 6s. for fuel used.

(See Anstruther, "Accounts of Services by Life-boats," page 59.)

CROMER, NORFOLK. At 4.48 in the morning of the 6th July, 1941, the coastguard reported that an aeroplane had been seen to fall into the sea one mile east of Cromer. The weather was fine, with a light S.W. wind and a smooth sea. As the No. 1 motor life-boat was being overhauled, four men put out in two crab boats, which could get away more quickly than the No. 2 life-boat. Three airmen got ashore without help, but a fourth was missing. The two boats searched for him, but found nothing and returned at 7 A.M. - Rewards, £3 12s. and 10s. for fuel used.

HASTINGS, SUSSEX. About two in the morning of the 8th July, 1941, a rubber float was reported off St. Leonards. The weather was clear, with a light N.W. wind and a smooth sea. Four men put out in a motor boat and found only a floating can and a piece of a dan buoy. - Rewards, £3 8s. and 4s. for fuel used.

SIDMOUTH, DEVON. On the evening of the 8th July, 1941, a small rowing boat was in difficulties five miles S.S.E. of Sidmouth. A light N.W. wind was blowing, with a slight swell. The naval authorities sent out a boat, but she could not find the rowing boat and was recalled. Next morning the Exmouth life-boat station was, informed, but she was not needed, as a motor fishing boat, which

was at sea with two men on board, found the small rowing boat about seven o'clock and towed her, and her crew of two, into Sidmouth at eight o'clock. - Rewards, £1 and 2s. 6d. for fuel used.

FILEY, YORKSHIRE. On the evening of the 9th July, 1941, the motor fishing coble *Peggy II* was reported overdue and could not be seen from the cliffs. A light northerly wind was blowing, with a slight sea and some fog. The motor boat *Sunbeam* put out. The Filey motor life-boat was also out. While they were searching, the coble, with her engines broken down, came in under oars, arriving at 10 o'clock. - Rewards, £1 10s. and 6s. for fuel used.

(See Filey, "Accounts of Services by Life-boats," page 59.)

HASTINGS, SUSSEX. At 8 in the morning of 10th July, 1941, the coastguard asked for the services of a motor boat as three-quarters of a mile S.E. off Fairlight there appeared to be a submerged boat with men hanging to it. The sea was calm, with a light N.E. wind. Two men put out in a motor boat, but they found only a bather's float with a piece of wood attached. They brought it ashore. - Rewards, 15s. and 2s. 6d. for fuel used.

HYPHE, KENT. About 3.45 in the afternoon of the 12th July, 1941, a rifleman of the 1st London Irish Rifles got into difficulties while bathing about one hundred yards east of the Hythe coastwatching post. Two men went to his help in a motor boat and brought him ashore. He soon recovered. - Rewards, 10s.

AUCHENMALG, WIGTOWNSHIRE. At 4.30 in the afternoon of the 13th July, 1941, a visitor reported to the coastguard that an aeroplane had crashed in Luce Bay half a mile from the shore. Two men went out in a fishing boat. They picked up one man alive and one dead. - Rewards, £1 and 5s. for use of the boat.

JOHNSHAVEN, KINCARDINESHIRE. About 4.20 in the afternoon of Sunday the 18th July, 1941, two Spitfire aeroplanes collided and crashed into the sea two miles S.E. of Brother-ton Point. A few minutes later two Johnshaven fishing boats put out to their help, each with a crew of four men. They found only a rubber cushion. The Gourdon life-boat also put out, but found nothing. - Rewards, £4 and £1 for fuel used.

(See Gourdon, "Accounts of Services by Life-boats," page 59.)

STROMA ISLAND, PENTLAND FIRTH. On the morning of the 18th July, 1941, a Spitfire aeroplane, escorting a convoy, crashed in the sea about 400 yards off Mell Head, south-west of Stroma Island. A moderate S.E. wind was blowing, with a moderate swell. Two men in a rowing boat saw it, and at once went to the rescue. They picked up the pilot ten minutes after he had crashed. Meanwhile the coastguard had called out a motor boat, and she had put off with three fishermen and

a schoolboy on board. They towed the rowing boat to the nearest landing place, where the pilot was taken to a house. The motor boat then fetched a doctor from the mainland and later conveyed the rescued airman to the mainland. - Rewards, £1 2s. 6d., 5s. for fuel used and £3 for loss of fishing.

PORT-WRINKLE, CORNWALL. At 4.45 in the evening of the 4th July, 1941, a British bombing aeroplane, returning from Brest, crashed into the sea off Tregantle cliff, near Portwrinkle. Two men put out at once in a motor fishing boat and found that the aeroplane's crew, two of whom were wounded, had got ashore in their rubber dinghy. They took the men aboard their fishing boat and brought them to Portwrinkle. - Rewards, 15s.

HUNSTANTON, NORFOLK. About 6.40 in the evening of the 25th July, 1941, a British trainer aeroplane crashed into the sea off Hunstanton look-out hut. Two men in a motor fishing boat, on their way from Heacham to Brancaster, altered course and reached the spot in a few minutes, and an Army captain and two other soldiers, who were bathing, swam to the spot, but the aeroplane had sunk, and there was no sign of her crew. The fishing boat picked up the swimmers and landed them, and after cruising round for a short time went on to Brancaster. - Rewards, 15s. and 2s. 6d. for fuel used.

CROMER, NORFOLK. Shortly after 8 in the morning of the 26th July, 1941, the naval base at Great Yarmouth reported, through the coastguard, that H.M. Trawler *Strathgarry* was going to anchor off Cromer and wanted a boat sent out to land some airmen. The weather was fine. The life-boat coxswain and three other men went out in a motor fishing boat and brought ashore from the trawler six Polish airmen, one slightly injured. - Rewards, £1 10s. and 2s. 6d. for fuel used.

BURGHEAD, ELGINSHIRE. At 2.35 in the morning of the 27th July, 1941, the coastguard saw an aeroplane come down in the sea off Burghead, and asked the police to send out a motor boat. Two men put out ten minutes later, and found the aeroplane's rubber dinghy with a complete crew of six of a Whitley bomber belonging to an R.A.F. training school. They brought the men and their dinghy ashore. - Rewards, £1.

DUNGENESS, KENT. At 12.45 in the afternoon of the 1st August, 1941, an aeroplane was seen to crash into the sea about one mile from the coastguard look-out at Lade. Two rescue boats and a fishing boat with two men on board were close by and went to the spot. The fishing boat rescued one airman and the crash boats the other two. - Rewards, to the two men, 15s. and 2s. 6d. for fuel used.

CRICCIETH, CAERNARVONSHIRE. At 10.50 in the morning of the 1st August, 1941, a raft was seen drifting seawards from the coastwatching post at Llandanwg, and a motor boat from Criccieth put out at 11.25

manned by a boatman and an airman who was on leave. They reached the raft at 12.38, rescued two men and a boy who were on board, and took them to Harlech, returning to Criccieth again at 5 o'clock. - Rewards, £1 5s. and 12s. 6d. for fuel used.

PEEL, ISLE OF MAN. While the motor fishing boat *Emulate*, of Pittenweem, was drift-net-fishing for herring off the west coast of the Isle of Man on the night of the 4th August, 1941, the wind changed and her nets fouled the propeller. She anchored. The wind was now blowing half a gale from the N.W., with a rough sea, and about eight next morning the *Emulate* was reported in distress about four miles W.N.W. of Peel. The Peel life-boat was launched, but before she reached the spot the *Emulate* had been taken in tow by another Scottish fishing boat, the *Protect Us*, which brought her safely into harbour. - Rewards, £2 12s. 6d. and 5s. for fuel used. The rewards were returned as a gift to the Institution.

(See Peel, "Accounts of Services by Life-boats," page 60.)

WHITSTABLE, KENT. About 2 in the afternoon of the 12th August, 1941, the fishing boat *Express*, manned by two men, father and son, of Tollesbury, Essex, struck a mine and sank off East Spaniard Buoy. The men were able to get away in their small boat. They hoisted a blanket as a distress signal, and it was seen by the motor fishing boat *Emma* which was fishing four miles away. A fresh W.N.W. wind was blowing, with a choppy sea. The *Emma* went to their help, picked them up and landed them at Whitstable. The two rescued men had themselves been rewarded by the Institution the month before for rescuing other men in difficulties. - Rewards, £1 and 2s. 6d. for fuel used.

BARROW, LANCASHIRE. On the morning of the 15th August, 1941, a British aeroplane came down in the sea off Walney Island. A light S.E. wind was blowing, with a slight sea. One man put out in a rowing boat from Barrow, and two men in a motor boat from Haverigg. The Barrow motor life-boat was also launched, and the man in the rowing boat helped the airmen from the wings of their aeroplane into the life-boat. The life-boat then took his boat in tow. The engine of the boat from Haverigg had broken down, and the life-boat took this boat in tow as well. - Rewards, 12s. 6d.

(See Barrow, "Accounts of Services by Life-boats," page 65.)

ABERYSTWYTH, CARDIGANSHIRE. While the Aberystwyth life-boat was out searching for an aeroplane on the afternoon of the 21st August, 1941, a message was received through the coastguard from the Air Sea Rescue Service, Liverpool, reporting an aeroplane in the sea nine miles N.W. of Aberystwyth. Two men put out at about 3 in the afternoon in a motor boat and the resident naval officer at Aberystwyth went with them. They searched, but found nothing, and re-

turned about four hours later. - Rewards, £1, 9s. for fuel used and £4 for loss of earnings.

(See Aberystwyth, "Accounts of Services by Life-boats," page 66.)

BARDSEY ISLAND, AND PORTHYSGADEN, CAERNARVONSHIRE. On the evening of the 21st August, 1941, information came that an aeroplane was down in the sea off Porthysgaden. A light westerly breeze was blowing, and the sea was smooth. Three boats put out to the rescue : a motor boat from Porthysgaden, with a crew of three, at 5.50 in the evening, a Bardsey Island boat from Aberdaron, with a crew of five at 6.25, and the Porthdinllaen life-boat at 6.51. The Bardsey Island boat found nothing. The Porthysgaden boat picked up the body of an airman and the life-boat took her in tow. - Rewards, £6 17s. 6d. and 9s. for fuel used.

(See Porthdinllaen, "Accounts of Services by Life-boats," page 65.)

WHITSTABLE, KENT. About 8.45 P.M. on the 21st August, 1941, it was learned that the motor boat *Juno*, with a crew of two, had broken down off Whitstable. Darkness was falling and she was in danger of drifting ashore. Two men went out in a motor boat and brought her in. The rescued men had had their boat mined nine days before and had been rescued. Earlier in the year they had themselves been rewarded for a rescue. - Rewards, £1 5s. and 2s. 6d. for fuel used.

LLANDUDNO, CAERNARVONSHIRE. During the evening of the 26th August, 1941, a small boat, in which there were two visitors from a convalescent home, got into difficulties. A strong N.N.W. wind was blowing, with a choppy sea. Two fishermen put out in a rowing boat to the rescue, but they also got into difficulties. The life-boat coxswain and another man then went out in a motor boat, but when they reached the boat with the two visitors on board their petrol had run out. They anchored and the coxswain put the two visitors on board the motor boat. Leaving them there, he, and the man with him, then got into the visitors' rowing boat and pulled ashore. This took them about two hours. They then got a second motor boat, returned to the rescue and towed in their own motor boat and the rowing boat which had gone out to the rescue. - Rewards, £2 15s. and 2s. for fuel used.

OCTOBER MEETING

KINLOSS, ELGINSHIRE. At 11.40 in the morning of the 27th August, 1941, it was reported to the Burghhead coastguard by the R.A.F. at Kinloss, that an aeroplane had come down in the sea two miles north of Kinloss. Three men put out from Burghhead in a motor boat, but found nothing, as the information given was incorrect. - Rewards, £1 2s. 6d. and 5s. for fuel used.

DONAGHADEE, Co. DOWN. On the 29th August, 1941, the motor fishing vessel *Henrietta* was out with nine people on board

and did not return. At 10.25 at night flares were seen by the coastguard and the Donaghadee life-boat was launched, but could find no trace of the *Henrietta*. Meanwhile two men had put out in a small motor boat, *I'm, Alone*, and they found the *Henrietta* with her engine broken down. Her engineer, however, was able to repair it, and she came in under her own power, bringing with her the two in the motor boat. - Rewards, £1.

(See Donaghadee, "Accounts of Services by Life-boats," page 67.)

BARDSEY ISLAND, CAERNARVONSHIRE. About 9.45 in the evening of the 20th September, 1941, the R.A.F. reported that an aeroplane had come down in the sea 28 miles away from the island. Three boats put out, a motor boat from Bardsey Island with six men on board and the life-boats from Porthdinllaen and Holyhead. The three boats made a long search, but nothing was found except oil and fuel tanks, which were seen floating by a destroyer. - Rewards, £7 10s. and 15s. for fuel used.

(See Porthdinllaen and Holyhead, "Accounts of Services by Life-boats," page 71.)

PORT ST. MARY, ISLE OF MAN. About 2.30 in the morning of the 24th September, 1941, the coastguard saw a vessel aground on the rocks at Gansey Point, about half a mile from Port St. Mary harbour. A light S.E. wind was blowing and the sea was calm, but the weather was foggy. The coastguard reported it to the harbour master, who put out in a motor boat with a fisherman and a member of the crew of an Air Sea Rescue launch. He arranged to signal for the life-boat should she be needed and her crew were assembled. The three men found the Danish motor vessel *Merkur II* aground on the sloping rocks of Gansey Point. She had gone aground at high spring tide and was in danger of falling over as the tide ebbed. The harbour master took off her crew of seven and brought them ashore. The *Merkur II* was refloated by a tug at the next high water. - Rewards, £1 17s. 6d. and 2s. 6d. for fuel used.

BEXHILL, SUSSEX. About 2.55 in the afternoon of the 27th September, 1941, a Spitfire pilot baled out of his aeroplane, which crashed into the sea. The pilot landed in the water, with a rubber dinghy, about one and a half miles from the shore, south of Bexhill. The tide was high and the weather fine. Two men put off in a small rowing boat and rescued him. - Rewards, 15s.

NEW BRIGHTON, CHESHIRE. At 7.25 in the evening of the 28th September, 1941, a small flat-bottomed boat was seen drifting out to sea on the ebb tide off New Brighton stage. There were two boys on board it. They had taken it from its moorings at Egremont and had no oars. The weather was clear, with a slight sea and no wind, but darkness was coming on. The motor life-boat motor-mechanic and another life-boatman manned the motor boarding boat and towed the drifting boat back. - Rewards, £1.

NOVEMBER MEETING

WALMER, KENT. Shortly after 6 in the evening of the 17th August, 1941, a British Beaufort bomber crashed into the sea between Kingsdown and Walmer, some 400 yards off shore. A fresh S.W. wind was blowing, with a choppy sea. The accident was seen by a man who was on his way to church, and he went at once to the beach. There he launched his 9-feet dinghy and rowed out, accompanied by an unknown officer. They found three airmen in the sea, got two into the dinghy and, with the third airman made fast to her, returned to the shore. A fourth airman was lost. A motor boat had also put off, manned by the life-boat coxswain, two men and a boy, but the dinghy had already rescued the men. - Rewards, £1 2s. 6d. to the men in the motor boat and 2s. for fuel used. The man in the dinghy declined an award.

DRUMMORE, WIGTOWNSHIRE. About 6.35 in the evening of the 3rd September, 1941, a motor cyclist reported to the Drummorie coastguard that an aeroplane had crashed into the sea off Terally Point, Luce Bay. A light S.S.E. wind was blowing, with a confused sea, and the weather was misty, with rain. Drummorie harbour was dry and the only boat available was a 14-feet rowing boat, which was on the mud. This boat was got on to an R.A.F. lorry, taken three miles by road to the shore, carried over the shingle and launched. She had a crew of six, the station officer of coastguard, the harbour-master, an R.A.F. corporal, and three air-craftmen who had manned the lorry. They were helped on shore by another airman. They found nothing, and on the following day the aeroplane, with the body of the pilot inside, was found by divers from an Air Ministry vessel. - Rewards, £3 15s. and 5s. to the man who helped on shore.

ORMSARY, ARGYLLSHIRE. On the morning of the 10th September, 1941, a naval trawler struck on a rock at Knap Point, at the mouth of Loch Killisport, and sank in deep water. A north-westerly wind was blowing, with a rough sea. Of the trawler's crew of fifteen, five were drowned; others got ashore on a raft; and others were seen by an aeroplane struggling in the water. The airmen flew over Ormsary and dropped messages saying that there were sailors in the water and going ashore on an island to the north. Two rowing boats put out. One of the boats was manned by two men used to boats, and the other by four men, an auxiliary policeman, an airman, a forester and a worker in a saw mill. Two of these men, with the policeman and the airman, were on leave to attend a funeral. They were actually at the funeral when the message was dropped by the aeroplane, and left at once to help in the rescue.

The two boats searched the island and, finding no one, pulled for the shore of the loch and landed. There they found that some of the trawler's crew had got ashore, and helped with artificial respiration.

The Port Askaig life-boat was also launched, and reached the scene later. She

picked up two bodies and a ship's boat.- Rewards, a letter of thanks and £1 to each of the six men.

(See Port Askaig, "Accounts of Services by Life-boats," page 69.)

BRORA, SUTHERLAND. About 4.30 in the afternoon of the 16th September, 1941, a Botha aeroplane crashed into the sea 2 1/4 miles east of Brora. A light S.S.E. wind was blowing, with a slight sea. Two fishing boats put out, one of them manned by three men aged 74 73 and 66. These men found the aeroplane, with three of the crew on the wings, two of them badly injured. The fourth airman was drowned. They rescued the three airmen, and the other boat took the aeroplane in tow, and handed her over to naval vessels. Later she sank, but was salvaged. The Cromarty life-boat and an R.A.F. speed boat also came out to the rescue. Rewards, £1 17s. 6d., £3 for loss of fishing and 19s. for repairs and fuel used.

(See Cromarty, "Accounts of Services by Life-boats," page 71.)

CROMER, NORFOLK. At 5.35 in the evening of the 17th September, 1941, an aeroplane crashed into the sea east of Cromer pier. The crash was seen by soldiers, who told some fishermen. A light N.W. wind was blowing, with a slight sea. Ten men put off in two motor boats, but found no one, for the aeroplane was a *Queen Bee*, operated by wireless, and had no crew. One of the motor boats took the aeroplane in tow, but she sank.- Rewards, £3 15s. and 10s. for fuel used.

FOLKESTONE, KENT. About 3.15 in the afternoon of the 27th September, 1941, two airmen baled out from a British aeroplane off Folkestone. One, a Belgian, came down in the sea about half a mile off Copt Point. and the aeroplane and the other came down on shore near The Warren. Three men who were out in a fishing boat went to the airman in the sea, picked him up, and then put him on board a motor torpedo boat. - Rewards, £1 2s. 6d.

ILFRACOMBE, DEVON. About 6.30 P.M. on the 8th October, 1941, a lady visitor saw a man on Gull Rock, Beacon Point, Hele Bay, waving for help. She told a man who reported to the coastguard. A variable off-short S.W. wind was blowing, and the tide was four hours flood. It would cover the rock at high water. Two men put out in a rowing boat and succeeded in rescuing the man, although there was some ground sea, both at the launching place and the rock.- Rewards, £1.

FOLKESTONE KENT. At 6.45 in the morning of the 9th October, 1941, a fishing boat could be seen from Folkestone pier on fire. She was about half a mile away. She had three men on board. Three other men were in a boat which was nearby, and within five minutes had rescued them. The burning boat drifted ashore, drifted away again, and then drifted close to the pier. There the

fire brigade poured water on her, and, in the end, she sank alongside the pier. - Rewards, £1 2s. 6d.

SOUTHWOLD, SUFFOLK. About one o'clock in the afternoon of the 11th October, 1941, a motor fishing boat was seen flying a flag of distress. Half a gale was blowing from the N.N.E., with squalls and a very heavy sea. The defences across the mouth of the harbour made it impossible for any vessels to go out, and the life-boat station had been closed, but the life-boat coxswain and three other men put out to the rescue in a motor fishing boat launched off the beach. Six other men helped them to launch her, and they ran great risk of their boat being capsized, as a heavy sea was breaking on the beach. As it was, they lost an oar and broke their rudder, but they found the fishing boat half a mile east of Southwold, with her engine broken down, and rescued the two men on board. - Rewards, £4 to the four men, £3 0s. 6d. for repairs to the boat and fuel used and £1 10s. to the six helpers on shore.

WHITBY, YORKSHIRE. About 2.30 in the afternoon of the 21st October, 1941, the motor fishing coble *Brighter Hope*, with the life-boat coxswain and two other members of the crew on board, was running for Whitby harbour when she saw that the coble *Guide Me* was in difficulties. A strong N.N.W. wind was blowing, with a rough sea, and the *Guide Me*, with the tide and sea against her, had got on the edge of the Whitby rocks. She made signals of distress. The *Brighter Hope* got right across the rocks, through broken water, and several times her crew had to bring her up head to the sea. In the end she reached the *Guide Me*, found that she had a crew of four on board, that her engine had broken down and that she had lost an anchor and was hanging on to her last one. The *Brighter Hope* towed the *Guide Me* safely into harbour. - Rewards, £1 10s. and 2s. 6d. for fuel used.

ILFRACOMBE, DEVON. At 10 in the morning of the 22nd October, 1941, the coastguard reported a ship's boat drifting about three miles N.E. of Widmouth Head. A fresh northerly wind was blowing, with a slight sea. Mr. T. R. L. Green, the life-boat honorary secretary, went out in a motor boat with three other men. At 10.55 they reached the ship's boat. She was damaged and partly waterlogged, but had no one on board. They towed her into Ilfracombe harbour. - Rewards, 15s. and 5s. for fuel used.

PAIGNTON, DEVON. About 3.55 p.m. on the 26th October, 1941, a sailing dinghy, with three men on board, capsized a mile east of Roundham Head. A strong wind was blowing from the north, with a choppy sea, and the weather was very cold. A boy saw the accident and told a private of the Buffs and an aircraftman of the R.A.F. They looked out to sea and could see something floating in the water. They ran at full speed to Paignton harbour, 300 yards away, got two oars from a guard-room, which had to be

unlocked, pushed a 12-foot dinghy 30 yards into the sea and started to row to the rescue. The soldier had some experience of handling boats, but the aircraftman had not, and as the progress was slow, the soldier took both oars and rowed the greater part of the way. They found three men clinging to the up-turned dinghy and quickly rescued two of them. The third man was much heavier. They found it very difficult to get him aboard, and in doing so ran a very grave risk of capsizing their dinghy. As it was, water came in over the stern quarter. The rescue had taken twenty minutes. The boat was still in considerable danger, with fire men on board her in the choppy sea. The two men first rescued volunteered to row and the two rescuers sat in the stern, to trim the boat, in itself a difficult operation in the choppy sea with an over-loaded boat. The two rescued men were much exhausted and had frequently to stop rowing and rest, but they succeeded in bringing the boat safely in.

In recognition of their promptitude and courage the Institution has awarded to PRIVATE CHARLES W. F. REEVES and AIRCRAFTSMAN THOMAS ECKERSLEY each the Institution's thanks on vellum and £2.

DECEMBER MEETING,

LOSSIEMOUTH, MORAYSHIRE. About 5.30 in the morning of the 30th July, 1941, a motor fishing vessel at sea, some four miles N.W. by N. from Lossiemouth, heard shouts for help, and cruising round picked up two airmen from a Wellington bomber which had crashed into the sea. The weather was fine. - Rewards, £5 for loss of fishing.

PORHTKERRIS, CORNWALL. About 8 in the morning of the 27th October, 1941, a Hudson aeroplane of Coastal Command crashed into the sea a quarter of a mile east of Porthkerris beach in Falmouth bay. A light northerly wind was blowing and the sea was calm. Three men who were at work in the St. Keverne Quarry at once put out in a rowing boat. The Hudson had burst into flames and submerged very quickly, and they had to pull their boat through burning petrol on the surface of the sea. They succeeded in reaching the aeroplane, and rescued two of her crew of four. - Rewards, £3.

LANGNESS, ISLE OF MAN. About 12.40 in the afternoon of the 13th November, 1941, a British aeroplane was seen to crash into the sea about a quarter of a mile S.S.E. of Langness Lighthouse. A light easterly wind was blowing, with a smooth sea. Two light-keepers at once went to their boat, carried it over the rocks and launched it with the help of R.A.F. recruits, who were at rifle practice nearby. The keepers rowed to the spot, but meanwhile one R.A.F. recruit had swum out to the help of the airmen, reaching them just before the boat. The keepers rescued the two airmen and brought them and the recruit ashore. - Rewards, £2.

WHITBY, YORKSHIRE. On the morning of the 16th November, 1941, information

was received that a British aeroplane had come down in the sea twelve miles E. by N.1/2 N. of Whitby. An easterly wind was blowing, with a rough sea. Runswick and Scarborough motor life-boats put out, but the low tide prevented Whitby motor life-boat getting away at once. In view of this delay the coastguard asked that fishing boats should be sent, and three, manned by eleven men, left at 9.20 A.M. They searched for over three hours, but found nothing.- Rewards, £10 9s. and £2 for fuel used.

(See Runswick, Scarborough and Whitby, "Accounts of Services by Life-boats" page 90.)

NEWBIGGIN-BY-THE-SEA, NORTHUMBERLAND. About 1.30 in the afternoon of the 27th November, 1941, the coble *Primrose* was struck by a heavy sea, when preparing to make a landing, and two of her crew of three were washed overboard. The coble was about 150 yards out to the south of the wall of Newbiggin quay, and the sea was very rough, with a southerly wind of almost gale force. Another coble, the *Robert and Sisters*, with a crew of three, was near, and rescued the two men in the water. The *Primrose*, with the other member of her crew still aboard, drifted ashore. - Rewards £1 10s.