

Services by the Life-boats of the Institution, by Shore-boats and by Auxiliary Rescue- boats during 1942

During the year life-boats were launched 443 times. Of these launches 244 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

1942	Number of Life-boat Launches	Lives Rescued by Life-boats	Vessels which Life-boats Saved or Helped to Save	Lives Rescued by Shore-boats	Lives Rescued by Auxiliary Rescue Boats
January	88	253	8	28	-
February	37	3	1	2	-
March	63	75	6	62	-
April	25	32	7	7	-
M a y	22	17	1	8	-
J u n e	17	-	-	8	-
J u l y	17	7	3	66	-
August	22	18	4	-	-
September	37	74	4	18	-
October	32	31	4	12	3
November	22	7	2	6	-
December	61	79	5	14	-
Totals	443	596	45	231	3

Thirty-eight Medals for Gallantry

PLYMOUTH, DEVON

On the 13th January, 1942, the Plymouth life-boat saved a Sunderland Flying Boat of the Royal Australian Air Force and rescued her crew of two.

COXSWAIN WALTER D. CROWTHER was awarded the bronze medal.

CAMPBELTOWN, ARGYLLSHIRE

On the 19th January, 1942, the Campbeltown life-boat rescued forty-four of the crew of the motor vessel *Mobeka*, of Antwerp.

COXSWAIN JAMES THOMSON was awarded the silver medal.

SECOND COXSWAIN DUNCAN NEWLANDS was awarded the bronze medal.

BOWMAN DUNCAN BLACK was awarded the bronze medal.

MOTOR MECHANIC HUBERT LISTER was awarded the bronze medal.

LIFE-BOATMAN JOSEPH McGEACHY was awarded the bronze medal.

LIFE-BOATMAN DUNCAN McLEAN was awarded the bronze medal.

LIFE-BOATMAN NEIL SPEED was awarded the bronze medal.

LIFE-BOATMAN JAMES LANG was awarded the bronze medal.

NEWCASTLE, CO. DOWN

On the 21st January, 1942, the Newcastle life-boat rescued thirty-nine of the crew of the S.S. *Browning*, of Liverpool.

COXSWAIN PATRICK MURPHY was awarded the gold medal.

SECOND COXSWAIN WILLIAM MURPHY was awarded the silver medal.

MOTOR MECHANIC ROBERT AGNEW was awarded the silver medal.

BOWMAN WILLIAM J. LENAGHAN was awarded the bronze medal.

ASSISTANT MOTOR MECHANIC THOMAS McCLELLAND was awarded the bronze medal.

LIFE-BOATMAN PATRICK McCLELLAND was awarded the bronze medal.

LIFE-BOATMAN PATRICK ROONEY was awarded the bronze medal.

PETERHEAD, ABERDEENSHIRE

On the 23rd-26th January, 1942, the Peterhead life-boat rescued the crew of forty-four of the S.S. *Runswick*, the crew of twenty-six of the S.S. *Fidra*, and thirty-six of the crew of the S.S. *Saltwick*.

COXSWAIN JOHN B. McLEAN was awarded the gold medal.

MOTOR MECHANIC DAVID F. WISEMAN was awarded the silver medal.

LIFE-BOATMAN ALEXANDER W. HEPBURN, acting as second coxswain, was awarded the bronze medal.

LIFE-BOATMAN WILLIAM STRACHAN, acting as bowman, was awarded the bronze medal.

ASSISTANT MOTOR MECHANIC WILLIAM SUMMERS was awarded the bronze medal.

LIFE-BOATMAN ALEXANDER GOWANS was awarded the bronze medal.

LIFE-BOATMAN ALEXANDER STRACHAN was awarded the bronze medal.

LIFE-BOATMAN GEORGE CORDINER was awarded the bronze medal.

HARTLEPOOL, DURHAM

On the 26th January, 1942, the Hartlepool life-boat rescued five of the crew of the S.S. *Hawkwood*, of London.

LIEUT. WILLIAM H. BENNISON, C.G.M., R.N.V.R., coxswain of the life-boat, was awarded the gold medal.

MOTOR MECHANIC HERBERT W. JEFFERSON was awarded the silver medal.

BOWMAN THOMAS GILCHRIST was awarded the bronze medal.

ASSISTANT MOTOR MECHANIC ROBERT HORSLEY was awarded the bronze medal.

EMERGENCY MOTOR MECHANIC EDWARD WALLACE was awarded the bronze medal.

LIFE-BOATMAN RICHARD COULSON was awarded the bronze medal.

LIFE-BOATMAN WILLIAM HORSLEY was awarded the bronze medal.

LIFE-BOATMAN HERBERT PEARSON was awarded the bronze medal.

WICK, CAITHNESS-SHIRE

On the 21st September, 1942, the Wick life-boat rescued thirty-one people from the steam tug *St. Olaves*, and the motor vessel *Gold Crown*.

COXSWAIN NEIL STEWART, jun. was awarded the bronze medal.

PETERHEAD, ABERDEENSHIRE

On the 15th December, 1942, the Peterhead life-boat rescued the crew of twelve of the steam trawler *Loch Wasdale*, of Aberdeen.

CAPTAIN JAMES WINTER, harbour master, acting as coxswain, was awarded the bronze medal.

BALLYCOTTON. CO. CORK

On the 23rd December, 1942, the Ballycotton life-boat rescued the crew of thirty-five of the S.S. *Irish Ash*, of Dublin.

COXSWAIN PATRICK SLINEY was awarded the silver medal.

SECOND COXSWAIN MICHAEL L. WALSH was awarded the bronze medal.

MOTOR MECHANIC THOMAS SLINEY was awarded the bronze medal.

ASSISTANT MOTOR MECHANIC WILLIAM SLINEY was awarded a clasp to his 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.

1942	Time of Launching		Persons rescued from shipwreck
Jan. 5.	5.45 p.m.	Motor vessel <i>Nansen</i> , of Norway. Aith life-boat saved vessel and rescued - - - - -	9
" 7.	10.5 a.m.	British aeroplane. Pwllheli life-boat gave help.	
" 9.	8.40 a.m.	H.M.S. Patrol Vessel <i>Seilestier</i> . Lytham-St. Annes life-boat saved vessel and rescued - - - - -	6
" 9.	5.10 p.m.	Tug <i>Arcadia</i> . Skegness life boat gave help.	
" 9.	5.25 p.m.	S.S. <i>Eastwood</i> , of London. Wells life-boat stood by vessel.	
" 10.	8.30 p.m.	S.S. <i>Speke</i> , of Liverpool. Port St. Mary life-boat landed 7 and gave help.	7
" 12.	3.57 p.m.	Fishing boat <i>Eibhlín óg</i> , of Baltimore. Baltimore life-boat escorted boat.	
" 12.	5.25 p.m.	Fishing boat <i>Never Mind</i> , of Liverpool. New Brighton No. 1 life-boat saved boat and rescued - - - - -	2
" 12.	10.15 p.m.	S.S. <i>Empire Parsons</i> . Longhope life-boat stood by vessel.	
" 13.	3.38 a.m.	A Sunderland flying boat. Plymouth life-boat saved flying boat and rescued - - - - -	2
" 13.	11.45 a.m.	Barge <i>Glenmore</i> , of Rochester. Clacton-on-Sea life-boat saved vessel and rescued - - - - -	2
" 17.	7.30 a.m.	S.S. <i>Empire Homer</i> , of Greenock. Barra Island life-boat	
" 18.	10.0 a.m.	landed 49 and gave help.	
" 18.	1.24 p.m.	Lerwick life-boat landed a woman injured in an air attack from Out Skerries Lighthouse.	
" 19.	8.45 a.m.	Motor vessel <i>Mobeka</i> , of Antwerp. Campbeltown life-boat -	44
" 19.	11.20 a.m.	S.S. <i>Glendenning</i> , of Newcastle-on-Tyne. Blyth life-boat stood by vessel.	
" 20.	12.15 p.m.	Fishing boat <i>Cheerful</i> , of Fraserburgh. Girvan life-boat saved boat and rescued - - - - -	5
" 21.	1.50 a.m.	S.S. <i>Orminster</i> and other vessels. Cloughie life-boat stood by vessels and landed 2.	
" 21.	5.5 a.m.	S.S. <i>Browning</i> , of Liverpool. Newcastle, Co. Down, life-boat -	39
" 21.	8.10 a.m.	S.S. <i>Marklyn</i> , of Newport, Mon. Portpatrick life-boat gave help.	
" 21.	10.50 a.m.	S.S. <i>Eugenie S. Embiricos</i> , of Andros. Barra Island life-boat stood by vessel.	
" 21.	11.0 p.m.	S.S. <i>Eugenie S. Embiricos</i> , of Andros. Barra Island life-boat -	28
" 23.	7.50 a.m.	S.S. <i>Runswick</i> and S.S. <i>Saltwick</i> , both of Whitby. Peterhead life-boat escorted vessels.	
" 23.	8.35 p.m.	R.A.F. launch. Great Yarmouth and Gorleston life-boat escorted launch.	
" 24.	12.50 a.m.	S.S. <i>Runswick</i> , of Whitby. Peterhead life-boat - - - - -	44
" 24.	12.25 p.m.	Fishing cobs, <i>Peggy, June and Ann, Joan and Mary</i> , and <i>Jean and Barbara</i> , of Filey. Filey life-boat escorted cobs.	
" 24.	12.35 p.m.	Fishing cobs, <i>North Star, Alex, Dahlia, Thankful, Chrystalite, Sceptre</i> , and <i>B.S. Collings</i> , of Scarborough. Scarborough life-boat escorted cobs.	
" 26.	2.0 a.m.	S.S. <i>Fidra</i> , of Glasgow. Peterhead life-boat - - - - -	26
" 26.	7.35 a.m.	S.S. <i>Hawkwood</i> . Hartlepool life-boat - - - - -	5
" 26.	8.30 a.m.	S.S. <i>Saltwick</i> , of Whitby. Peterhead life-boat - - - - -	36
" 26.	noon	S.S. <i>Eugenie S. Embiricos</i> , of Andros. Barra Island life-boat landed 16 sheep and provisions.	
" 26.	1.30 p.m.	British aeroplane. Moelfre life-boat salvaged wreckage.	
" 26.	2.0 p.m.	Fraserburgh life-boat took food to Pennan cut off by snow.	
" 26.	2.0 p.m.	S.S. <i>Empire Pilgrim</i> and S.S. <i>Lesrix</i> . Aberdeen No. 1 life-boat gave help.	
" 27.	10.0 a.m.	Fraserburgh life-boat fetched electricians from Aberdour to repair Fraserburgh electricity supply.	
" 29.	9.45 a.m.	A rubber dinghy. Cromer No. 1 life-boat - - - - -	1
" 29.	10.0 a.m.	Fraserburgh life-boat took food to Pennan cut off by snow.	
" 29.	10.30 a.m.	Fishing boats <i>North Star, Chrystalite, Sceptre, Evelyn Margaret, Thankful, Premier, B. S. Collings, Alex</i> , and <i>Courage</i> , of Scarborough. Scarborough life-boat escorted boats.	

		Time of Launching		Persons rescued from shipwreck
1942				
Jan.	29.	11.20 a.m.	Thirteen fishing cobsles, of Filey. Filey life-boat escorted cobsles.	
"	29.	2.25 p.m.	Motor trawler <i>Boy Charlie</i> , of Brixham. Torbay life-boat saved vessel and rescued - - - - -	2
"	30.	11.0 a.m.	Fraserburgh life-boat took message concerning air raid casualties to Pennan.	
"	30.	8.40 p.m.	Steam trawler <i>Marlborough</i> , of Grimsby. Fraserburgh life-boat saved vessel.	
"	31.	12.35 p.m.	H.M. Minesweeper <i>Unicity</i> . Blyth life-boat - - - - -	2
Feb.	1.	12.25 p.m.	British aeroplane. Sheringham life-boat salvaged wreckage.	
"	2.	9.55 a.m.	Motor vessel <i>Sedulity</i> , of London. Cromer No. 1 life-boat landed an injured man.	
"	5.	12.30 a.m.	Steam trawler <i>Gozo</i> , of Milford. Dunmore East life-boat saved vessel.	
"	5.	4.50 p.m.	Fraserburgh life-boat took a doctor to New Aberdour cut off by snow.	
"	9.	9.15 a.m.	H.M. Drifter <i>Golden News</i> . Lowestoft life-boat stood by vessel.	
"	10.	11.40 a.m.	Fishing motor boat <i>Laura</i> , of Donaghadee. Donaghadee life-boat escorted boat.	
"	10.	1.10 p.m.	Fishing fleet of Staithes. Runswick life-boat escorted boats.	
"	10.	5.0 p.m.	Fishing boat <i>Peveril</i> , of Douglas. Douglas life-boat escorted boat.	
"	13.	3.30 a.m.	Steam trawler <i>Sanserit</i> , of Aberdeen. Thurso life-boat stood by vessel.	
"	17.	5.35 a.m.	Port Askaig life-boat brought a sick woman from Colonsay.	
"	20.	6.0 a.m.	S.S. <i>Sard</i> , of Glasgow. Cloughey life-boat gave help.	
"	22.	4.50 a.m.	S.S. <i>Yewkyle</i> , of Glasgow. Great Yarmouth and Gorleston life-boat gave help.	
"	22.	11.35 a.m.	S.S. <i>Ensign Marie St. Germain</i> . Lowestoft life-boat landed 25 and a dog.	
"	27.	3.47 p.m.	A British aeroplane. Margate life-boat - - - - -	3
Mar.	3.	5.45 p.m.	A boat. The Humber life-boat saved boat and rescued - - - - -	3
"	3.	6.45 p.m.	A R.A.F. launch. New Brighton No. 2 life-boat saved launch and rescued - - - - -	7
"	6.	9.0 a.m.	S.S. <i>High Wear</i> , of London. Hartlepool life-boat escorted vessel.	
"	7.	6.30 a.m.	H.M. Trawler <i>Sheldon</i> . Buckie life-boat gave help.	
"	8.	11.10 a.m.	Small boat of Montrose. Gourdon life-boat saved boat.	
"	12.	9.15 a.m.	A ship's raft. Ballycotton life-boat salvaged raft.	
"	12.	11.30 p.m.	Steam drifters <i>Morning Rays</i> , of Fraserburgh, and <i>Amity</i> , of Buckie. Buckie life-boat gave help.	
"	13.	7.45 p.m.	S.S. <i>Brian</i> , of Sunderland. Blyth life-boat - - - - -	9
"	14.	10.30 a.m.	S.S. <i>Brian</i> , of Sunderland. Blyth life-boat landed 21.	
"	15.	7.57 a.m.	H.M. Destroyer <i>Vortigern</i> . Cromer No. 1 life-boat picked up 11 dead bodies.	
"	15.	8.2 a.m.	H.M. Destroyer <i>Vortigern</i> . Sheringham life-boat picked up 1 dead body.	
"	15.	9.55 a.m.	Steam trawler <i>Danearn</i> , of Aberdeen. Peterhead life-boat stood by vessel.	
"	15.	6.40 p.m.	H.M.S. <i>Hyderabad</i> . Aberdeen No. 1 life-boat stood by vessel. Steam tug <i>Bruno</i> . Aberdeen No. 1 life-boat saved tug and rescued - - - - -	10
"	15.	5.45 p.m.	S.S. <i>Tanafjord</i> , of Oslo, Norway. Campbeltown life-boat gave help.	
"	17.	10.37 a.m.	A British aeroplane. Redcar life-boat picked up a dead body.	
"	17.	2.16 p.m.	H.M. Tug <i>Adept</i> . Campbeltown life-boat - - - - -	30
"	18.	1.50 a.m.	S.S. <i>Ebro</i> , of London. Peterhead life-boat stood by vessel.	
"	18.	9.20 p.m.	S.S. <i>Ebro</i> , of London. Fraserburgh life-boat - - - - -	12
"	20.	3.0 p.m.	A vessel. Fraserburgh life-boat took out a pilot.	
"	21.	11.15 p.m.	Sailing ship <i>Ellie Park</i> , of Dublin. Girvan life-boat gave help.	
"	25.	11.5 a.m.	A British aeroplane. Whitby No. 1 life-boat saved dinghy and rescued - - - - -	4
"	26.	6.0 p.m.	Barmouth life-boat disposed of a mine.	
"	27.	9.20 a.m.	Steam trawler <i>Earl of Buchan</i> . Eyemouth life-boat landed an injured man.	
Apl.	2.	11.43 a.m.	A dinghy, of Jaywick. Clacton-on-Sea life-boat saved dinghy and rescued - - - - -	1
"	7.	6.45 p.m.	National Fire Service fire-float, of Southend-on-Sea. Southend-on-Sea life-boat saved float and rescued - - - - -	7
"	8.	8.45 p.m.	The Coningbeg lightship. Kilmore Quay life-boat landed a sick man, thereby saving his life - - - - -	1

		Time of Launching		Persons rescued from shipwreck
1942				
Apl.	11	3.58 a.m.	A British aeroplane. Cromer No. 1 life-boat landed 6.	
"	17.	3.50 p.m.	Fishing boat <i>New Skylark</i> , of Ramsgate. Ramsgate life-boat saved boat and rescued - - - - -	2
"	19.	4.50 p.m.	Fishing vessel <i>Boy Eric</i> , of Lowestoft. Ramsgate life-boat gave help.	
"	24.	6.50 a.m.	Fishing boats <i>Margaret</i> , <i>Boy Don</i> , and <i>Alsace Lorraine</i> , of Newlyn. Penlee life-boat saved 3 boats and rescued - - -	12
"	27.	11.55 a.m.	Barge <i>Emma</i> , of Rochester. Southend-on-Sea life-boat saved vessel and rescued - - - - -	1
"	29.	12.45 p.m.	A small boat. Salcombe life-boat - - - - -	8
May	4.	3.20 a.m.	S.S. <i>Dunvegan Bay</i> , of Leith. Fraserburgh life-boat saved vessel and rescued - - - - -	14
"	9.	7.20 p.m.	S.S. <i>Tartar</i> , of Sligo. Dunmore East life-boat gave help.	
"	11.	11.45 a.m.	Fishing cobs <i>Courage</i> and <i>Evelyn and Margaret</i> , of Scarborough. Scarborough life-boat escorted cobs.	
"	12.	3.30 a.m.	H.M. Trawler <i>Ben Ardna</i> . Cullercoats life-boat stood by vessel.	
"	13.	4.25 p.m.	St. Abbs life-boat picked up the dead body of a Canadian airman.	
"	17.	9.25 a.m.	Motor vessel <i>Narval</i> , of Delfzijl. Ferryside life-boat stood by vessel.	
"	25.	1.30 p.m.	Fishing boat <i>Silver Cloud</i> , of Gourdon. Gourdon life-boat - -	3
"	25.	5.45 p.m.	Yacht <i>Betty</i> , of Gorleston. Cromer No. 1 life-boat gave help.	
"	30.	2.0 p.m.	Fishing yawl <i>Golden West</i> , of Wick. Berwick-on-Tweed life-boat gave help.	
June	3.	11.30 a.m.	Fishing boat <i>Ruby</i> , of Berwick-on-Tweed. Berwick-on-Tweed life-boat gave help.	
"	10.	11.55 p.m.	Fishing boat <i>Quest</i> , of Cullen. Buckie life-boat gave help.	
July	13.	5.50 a.m.	Motor launch <i>Shirken</i> , of Oysterhaven. Courtmacsherry life-boat saved boat and rescued - - - - -	1
"	14.	6.15 a.m.	An aeroplane. Wells life-boat - - - - -	1
"	18.	12.50 p.m.	Motor fishing coble <i>Freda</i> , of Whitby. Whitby No. 1 life-boat saved boat and rescued - - - - -	3
"	20.	7.32 p.m.	Motor fishing boat <i>Joan and Mary</i> , of Filey. Filey life-boat gave help.	
"	21.	7.40 p.m.	Motor fishing boat <i>Ivy</i> , of Filey. Filey life-boat saved boat and rescued - - - - -	2
"	27.	9.20 a.m.	H.M. Minesweeper <i>T.35</i> . Moelfre life-boat stood by vessel.	
"	30.	3.42 a.m.	Sheringham life-boat picked up the body of an airman.	
"	30.	6.10 p.m.	An aeroplane. Cromer No. 1 life-boat gave help.	
Aug.	5.	4.50 a.m.	A German aeroplane. Clovelly life-boat - - - - -	3
"	8.	5.5 a.m.	S.S. <i>Gorsefield</i> , of Liverpool. Port St. Mary life-boat stood by vessel.	
"	10.	4.10 p.m.	Yacht <i>Brunette</i> , of Dun Laoghaire. Dun Laoghaire life-boat saved yacht and rescued - - - - -	5
"	11.	11.45 a.m.	Port Askaig life-boat brought a sick woman from Colonsay, thereby saving her life - - - - -	1
"	11.	12.45 p.m.	Sailing boat <i>Lalzi</i> , of Port Oriel. Clogher Head life-boat saved boat and rescued - - - - -	3
"	11.	11.20 p.m.	Trawler <i>River Ythan</i> , of Fleetwood. Fleetwood life-boat escorted trawler.	
"	15.	12.5 p.m.	Motor boats <i>Aksel</i> and <i>Arthur</i> , of Norway. Fraserburgh life-boat gave help.	
"	15.	4.30 p.m.	Motor fishing boat <i>Excelsior</i> , of Stromness. Stromness life-boat saved boat and rescued - - - - -	3
"	19.	12.22 a.m.	Hastings life-boat salved gear.	
"	20.	3.40 p.m.	An aeroplane. Holyhead life-boat picked up two dead bodies.	
"	21.	12.15 a.m.	Motor fishing boat <i>Oncard</i> , of Rosslare Harbour. Rosslare Harbour life-boat escorted boat.	
"	31.	10.15 p.m.	Fishing boat <i>Guillemot</i> , of Kilmore Quay. Kilmore life-boat saved boat and rescued - - - - -	3
Sept.	1.	1.30 p.m.	S.S. <i>Empire Breeze</i> . Dunmore East life-boat landed 47.	
"	2.	10.23 a.m.	Hastings life-boat salved aeroplane gear.	
"	2.	7.10 p.m.	A small rowing boat. Dun Laoghaire life-boat gave help.	
"	3.		Landing craft No. 390. Peterhead life-boatmen, by means of life-boat's life-saving apparatus, rescued - - - - -	17
"	3.	3.15 p.m.	Lifting craft No. 17. Newhaven life-boat gave help.	
"	5.	1.27 p.m.	Youghal life-boat rescued a bather - - - - -	1
"	6.	11.45 a.m.	A rowing boat, of Spittal. Berwick-on-Tweed life-boat saved boat and rescued - - - - -	6
"	10.	2.45 p.m.	Naval Pinnace 205. Girvan life-boat saved boat and rescued -	3

		Time of Launching		Persons rescued from shipwreck
1942				
Sept.	12.	10.45 p.m.	An aeroplane. Sennen Cove life-boat salvaged wreckage.	
"	14.	3.30 p.m.	A rowing boat, of Benllech. Moelfre life-boat saved boat and rescued - - - - -	2
"	14.	4.30 p.m.	Fishing boat <i>Caribou</i> , of Ramsey. Ramsey life-boat escorted boat.	
"	15.	7.10 p.m.	Fishing smack <i>Golden Arrow</i> , of Rhyl. Rhyl life-boat - - -	2
"	15.	9.30 p.m.	R.A.F. launch <i>No. 170</i> . Buckie life-boat - - - - -	9
"	19.	7.8 p.m.	S.S. <i>Moelfre Rose</i> , of Liverpool. Cloughy life-boat stood by and escorted vessel.	
"	21.	3.5 a.m.	Steam tug <i>St. Olaves</i> and motor vessel <i>Gold Crown</i> . Wick life-boat - - - - -	31
"	23.	2.0 p.m.	French motor life-boat <i>Jean Charcot</i> . Appledore life-boat escorted boat.	
"	29.	9.5 p.m.	Fishing boat <i>Safe Return</i> , of Skibbereen. Baltimore life-boat saved boat and rescued - - - - -	3
"	30.	2.55 p.m.	Motor vessel <i>Benguela</i> , of London. Whitehills life-boat escorted vessel.	
"	30.	5.53 p.m.	Fishing boat <i>Providence</i> , of Margate. Margate life-boat gave help.	
Oct.	8.	2.34 p.m.	An aeroplane. Sennen Cove life-boat picked up 2 dead bodies and a rubber dinghy.	
"	8.	12.50 p.m.	Motor boat <i>Dawn</i> , of Glasgow. Cloughy life-boat saved boat and rescued - - - - -	2
"	12.	1.0 p.m.	A British aeroplane. Newquay, Cornwall, life-boat - - - -	6
"	17.	4.30 p.m.	H.M. Trawler, <i>No. 677</i> . Sheringham life-boat landed a sick man.	
"	21.	7.30 a.m.	H.M.S. <i>Wedgeport</i> . Cloughy life-boat gave help.	
"	21.	10.10 p.m.	An aeroplane. Great Yarmouth and Gorleston life-boat picked up wreckage.	
"	22.	1.0 p.m.	Motor fishing boat <i>Meta</i> , of Ravensglass. Barrow life-boat saved boat and rescued - - - - -	2
"	23.	11.55 a.m.	Fishing boat <i>Vesterland</i> , late of Denmark. Buckie life-boat stood by vessel.	
"	25.	5.30 p.m.	A ship's raft. Fenit life-boat saved raft.	
"	26.	8.5 p.m.	Port of London Authority vessel <i>Thoma II</i> , of London. Southend-on-Sea life-boat - - - - -	8
"	26.	10.30 p.m.	National Fire Service fire-boat <i>Norwich Belle</i> . Southend-on-Sea life-boat saved vessel and rescued - - - - -	7
"	29.	3.5 a.m.	S.S. <i>Spenanger</i> , of London. Port St. Mary life-boat gave help.	
"	29.	3.45 p.m.	Three fishing boats. Eyemouth life-boat stood by boats.	
"	30.	2.0 a.m.	S.S. <i>Spenanger</i> , of London. Port St. Mary life-boat gave help.	
"	30.	7.10 a.m.	An aeroplane. Sheringham life-boat - - - - -	6
"	31.	2.30 p.m.	A fishing boat. Arranmore life-boat escorted boat.	
Nov.	6.	8.45 p.m.	Fishing boat <i>Dan O'Connell</i> , of Arklow. Arklow life-boat gave help and landed 1.	
"	10.	4.12 p.m.	Motor boat <i>Maris Stella</i> , of Fraserburgh. Fraserburgh life-boat saved boat and rescued - - - - -	5
"	18.	2.15 p.m.	Fishing boats <i>Minnie</i> , <i>Flora</i> and <i>Star of Hope</i> , of Staithes. Runswick life-boat escorted boats.	
"	18.	7.43 p.m.	Motor fishing boat <i>Silver Queen</i> , of Lowestoft. Cromer No. 1 life-boat saved boat and rescued - - - - -	2
"	24.	8.0 p.m.	H.M. Trawler. Cromer No. 2 life-boat brought papers ashore.	
"	28.	11.13 a.m.	Motor fishing vessel <i>Dahlia</i> , of Hull. Hartlepool life-boat gave help.	
Dec.	1.	11.15 a.m.	Fishing cobs <i>Silver Line</i> , <i>Freda</i> , and <i>Margaret</i> , and 7 boats of Whitby. Whitby No. 1 life-boat escorted boats.	
"	1.	11.25 a.m.	Fishing cobs <i>Quest</i> , <i>Doreen May</i> , <i>Imperialist</i> , and <i>Boys Own</i> , of Flamborough. Flamborough life-boat escorted cobs.	
"	1.	11.35 a.m.	Three fishing cobs, of Staithes, and two, of Runswick. Runswick life-boat escorted cobs.	
"	1.	1.30 p.m.	Five motor fishing cobs, of Filey. Filey life-boat escorted cobs.	
"	1.	3.30 p.m.	Fishing boat <i>Margaret</i> , of Conway. Llandudno life-boat stood by boat.	
"	2.	4.10 a.m.	Steam trawler <i>Celtia</i> , of Fleetwood. Port Askaig life-boat gave help.	
"	2.	12.20 p.m.	Nine fishing cobs, of Scarborough. Scarborough life-boat escorted cobs.	
"	4.	5.30 a.m.	Motor vessel <i>Rosedene</i> , of Sunderland. Seaham life-boat gave help.	
"	7.	2.20 a.m.	A British aeroplane. Shoreham Harbour life-boat salvaged gear.	

SERVICES 1942

1942		Time of Launching		Persons rescued from shipwreck
Dec.	9.	6.15 p.m.	Motor fishing coble <i>Doris</i> , of Flamborough. Flamborough life-boat saved coble and rescued - - - - -	4
,,	12.	10.0 p.m.	Steam trawler <i>Dereske</i> , of Milford Haven. Ballycotton life-boat gave help.	
,,	13.	5.0 a.m.	Three tank landing vessels. Dungeness life-boat stood by vessels.	
,,	13.	9.30 a.m.	Landing craft <i>No. 534</i> . Walmer life-boat saved vessel and rescued - - - - -	12
,,	14.	1.35 a.m.	Tank landing craft <i>No. 398</i> . Stornoway life-boat - - - - -	15
,,	14.	7.50 a.m.	Steam trawler <i>Moray</i> . Kilmore life-boat gave help.	
,,	14.	3.15 p.m.	Steam trawler <i>Moray</i> . Dunmore East life-boat took out pilot.	
,,	15.	4.20 a.m.	Trawler <i>Loch Wasdale</i> , of Aberdeen. Peterhead life-boat - - -	12
,,	15.	10.45 a.m.	S.S. <i>Irish Beech</i> . Dunmore East life-boat took pilot out.	
,,	16.	11.45 a.m.	Motor fishing coble <i>Boys Own</i> , of Flamborough. Flamborough life-boat escorted coble.	
,,	17.	10.2 a.m.	A rubber dinghy from a German aeroplane. Aldeburgh No. 1 life-boat salved dinghy.	
,,	20.	3.25 p.m.	Two fishing boats of Bullock. Dun Laoghaire life-boat gave help.	
,,	23.	12.45 p.m.	S.S. <i>Irish Ash</i> , of Dublin. Ballycotton life-boat saved vessel and rescued - - - - -	35
,,	29.	10.15 a.m.	Fishing coble <i>Treasure</i> , of Amble. Amble life-boat stood by coble.	
,,	29.	12.24 p.m.	A R.A.F. launch. Padstow No. 1 life-boat escorted launch.	
,,	29.	1.12 p.m.	Rowing fishing boat <i>Molly</i> , of Gorleston. Great Yarmouth and Gorleston life-boat saved boat and rescued - - - - -	1
,,	29.	2.45 p.m.	Motor fishing vessel <i>Vesterland</i> . Buckie life-boat 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 - - - - -	443
Of these launches 244 were to vessels and aeroplanes in distress through attack by the enemy or from other causes due to the war, and 199 were to vessels in distress from other causes.	

Lives rescued.

Lives rescued by life-boats - - - - -	596
Lives rescued by shore-boats, auxiliary rescue-boats and in other ways, for whose rescue the Institution gave rewards - - -	234
Total of lives rescued - - - - -	830

Of the 596 lives rescued by life-boats, 202 were from vessels and aeroplanes in distress through attack by the enemy or on account of the war, and 394 from vessels in distress from other causes.

Persons landed.

Persons landed who had been, or might have been, in danger or distress - - - - -	162
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Vessels and boats helped.

Vessels and boats which life-boats saved or helped to save from destruction - - - - -	45
Vessels or boats which life-boats stood by, escorted to safety, or helped - - - - -	153

Accounts of Services by Life-boats

JANUARY

Launches 88. Lives rescued 253.

JANUARY 5TH. - AITH, SHETLANDS. At 5.10 P.M. the coastguard reported distress signals a mile west of Eshaness Point, and the motor life-boat *The Rankin* was launched at 5.45 P.M. A strong northerly gale was blowing, with a heavy sea and squalls of snow. The life-boat found the Norwegian motor vessel *Nansen*, with her engine and steering gear broken down, her fuel tanks empty, her anchor lost, and her crew of nine exhausted. They had been without food and water for several days. After some manoeuvring the life-boat took her in tow, and at 3.15 A.M. next morning brought her into Aith. - Property salvage case.

JANUARY 6TH - 7TH. - BARMOUTH, MERIONETHSHIRE, AND PWLLHELI, CAERNARVONSHIRE. During the evening information was received from the coastguard that a British aeroplane had come down in the sea about six miles south-west of Llanbedrog. A light northerly wind was blowing, with a moderate sea. The Barmouth motor life-boat *Lawrence Arden*, *Stockport* was launched at 6.20 P.M. and the Pwllheli motor life-boat *C. and S.* at 7 P.M. Aeroplanes and a naval launch also took part in the search, but nothing was found, and both life-boats returned to their stations a few minutes after midnight. On the following morning the Pwllheli life-boat put out again at 10.5 A.M., as what was thought to be a rubber dinghy had been seen some four miles west of Mochras Point. On her way he found an aeroplane, an Anson trainer. As she was settling, the life-boat attached a buoy and line to her. She soon disappeared, but the buoy made it possible to find and save her later. The life-boat then searched for the missing crew until a Spitfire aeroplane signalled to her that, after being in their dinghy all night, they had been rescued. The life-boat returned to her station at 1.30 P.M. - Rewards : Barmouth, £16 5s. 6d. ; Pwllheli, £13 2s. 6d. and £5 14s.

(See Crickieth, "Services by Shore-boats," page 63.)

JANUARY 9TH. - WELLS, NORFOLK, AND SKEGNESS LINCOLNSHIRE. Information was received at Wells from the coastguard at about 4.48 PM. that a tug was showing flares off Scolt Head. A strong northerly wind was blowing, with a rough sea and snow squalls. The tide was low and the motor life-boat *Royal Silver Jubilee 1910-1935* had to be taken across three miles of sand before she could be launched at 6.20 P.M. She found nothing at the position given, but she saw lights a long way off in the same direction, and found the collier *S.S. Eastwood*,

of London. She was at anchor and leaking, and her master asked the life-boat to stand by. He also said that another life-boat had gone to the tug which was two miles E. by N. The life-boat stood by until another tug arrived and took the steamer in tow, and then returned to her station at 3.25 A.M. At Skegness, at 4.30 in the afternoon, the coastguard reported SOS signals from a steamer eight miles S.E. by E. At 5.10 P.M. the motor life-boat *Anne Allen* put out. She found the tug *Arcadia* and the *S.S. Eastwood*. Both were damaged, one as the result of a mine, and neither was able to go on her way, but both crews refused to leave their vessels and said that they would stay on board until a tug came. The life-boat stood by until early morning. She then took the *Arcadia* in tow in an unsuccessful attempt to get her into deeper water. After 40 minutes she gave up the attempt and returned to her station, arriving at 2.40 A.M. - Rewards : Wells, £23 12s. ; Skegness, £19 17s.

JANUARY 9TH. - LYTHAM - ST. ANNE'S, LANCASHIRE, AND NEW BRIGHTON, CHESHIRE. At 8.30 A.M. a message came from the Hoylake coastguard asking that the life-boat should go to an aeroplane reported down off Formby Point, and at 8.40 the Lytham - St. Anne's motor life-boat *Dunleary* was launched. A strong N.W. breeze was blowing, with heavy gusts, and the sea was rough. On her way down the River Ribble, the life-boat saw H.M. *Seilestier* aground on the south wall, between the thirteenth and fourteenth mile, with a crew of six. It was then about 9.15 in the morning. The tide was falling, and the *Seilestier* would be in no danger until the flood, so the life-boat went on to the position given to look for the aeroplane. Meanwhile, at 8.10 the Hoylake coastguard had reported to the New Brighton station that two Spitfires had crashed off Formby, and the crew of the No. 2 motor life-boat *Edmund and Mary Robinson* was assembled. As soon as more precise information had been received about the position of the aeroplanes the motor life-boat was launched. It was then 8.38 in the morning. She searched from Formby Point to Southport and met and spoke the Lytham-St. Anne's life-boat off Ainsdale. Neither life-boat could find any trace of the aeroplanes, and the New Brighton life-boat gave up the search at 12.15 in the afternoon and returned to her station, arriving at 2.10. The Lytham-St. Anne's life-boat returned to the *Seilestier*. It was now flood tide, but the *Seilestier* was still aground. The life-boat went alongside her and made fast, but while she was there the *Seilestier's* dinghy broke adrift, so the life-boat cast off and picked her up. She then went alongside again, passed a veering line to the *Seilestier* and towed her off. As she was towing her up

channel the veering line parted, but the *Seilestier* now had one engine working, and was able to continue under her own power. The life-boat returned to her station at 2 in the afternoon. - Rewards : Lytham-St. Anne's, £7 5s. and property salvage case ; New Brighton, £8 2s.

JANUARY 10TH. - PORT ST. MARY, ISLE OF MAN. At 7.45 P.M. the lights were seen of a ship ashore on Gansey Point, about half a mile N.E. of Port St. Mary breakwater, and the motor life-boat *Sir Heath Harrison* was launched at 8.30 P.M. A light easterly wind was blowing and the sea was smooth, but the night was very dark, with showers of sleet. The life-boat found that the stranded ship was the *S.S. Speke*, of Liverpool, bound, laden, for Belfast from Liverpool. She had a crew of seven. The life-boat took them off and landed them at 9.10 P.M. At 4.30 A.M. the following morning the life-boat took the seven men back to the *Speke*, and they re-floated her under her own power as the tide rose, at about 5.20 A.M. She came into Port St. Mary harbour, and the life-boat returned to her station at 6 A.M. - Rewards, £27 17s.

JANUARY 12TH. - NEW BRIGHTON, CHESHIRE. At 5 P.M. the life-boat coxswain received information that the fishing boat *Never Mind*, of Liverpool, was missing, and that signals of distress had been seen off the Burbo Bank, and the No. 1 motor life-boat *William and Kate Johnston* put out at 5.25 P.M. A strong S.E. wind was blowing, with a moderate sea. Half-way down the Rock Channel the life-boat found the fishing boat with her engine broken down and her crew of two exhausted. The life-boat took the men on board and, with the *Never Mind* in tow, returned to her station, arriving at 6.15 P.M. A letter of thanks and a donation were received from the rescued men. - Rewards, £13 12s. 6d.

JANUARY 12TH. - LONGHOPE, ORKNEYS. At 9.34 P.M. the Kirkwall coastguard reported a vessel ashore on the east side of Stromo, and the motor life-boat *Thomas McCunn* was launched at 10.15 P.M. A S.S.E. gale was blowing, with a very rough sea, and the night was very dark. The life-boat found that the vessel was the *S.S. Empire Parsons*. Part of her crew had been rescued from the shore by the coastguard life-saving apparatus, and the remainder were in no immediate danger. The life-boat stood by the steamer until daylight and then returned to her station, arriving at 11.15 A.M. - Rewards, £32 9s. 6d.

JANUARY 12TH. - BALTIMORE, CO. CORK. Five local fishing boats were several miles out, line-fishing, and as a strong breeze got up from the S.W. four of them returned at 2 P.M. The wind increased, the sea became very rough, and as the fourth boat, the *Eibhlin Og*, with a crew of four, had not returned, the motor life-boat *Shamrock* was launched at 3.57 P.M. She found the fishing boat two miles from land, with her engine

broken down, but she was able to get into harbour, escorted by the life-boat. They arrived there at 5.30 P.M. - Rewards, £12 15s.

BRONZE MEDAL SERVICE AT PLYMOUTH

JANUARY 13TH. - PLYMOUTH, DEVON. At eight minutes past three in the morning a message came from the King's Harbour Master that distress flares had been seen in Jenny-cliffe Bay, and at 3.38 the motor life-boat *Robert and Marcella Beck* left her moorings. The wind was from south to south-west, with a very rough sea and heavy squalls of rain. At four o'clock the life-boat found a Sunderland flying boat, belonging to the Royal Australian Air Force, with two men on board. She had been at anchor. A coastal vessel had anchored near her, had dragged her anchor in the rough seas, collided with the flying boat, and carried her on to the rocks. She was aground between the cliffs and the pier. It was just high water and the seas were rebounding heavily from the cliffs. The flying boat was in great danger. She was almost certain to break up in those seas, and the two men on board to be drowned.

The life-boat reported by wireless to the naval authorities, who sent back a message asking the life-boat, if possible, to tow the flying boat clear, and, if that, were not possible, to stand by her. The life-boat found it very difficult, to communicate with the two men on the flying boat, so she returned to Mount Batten and picked up an air force officer. The night was very dark, with the rain squalls, but the searchlight was turned on from the shore, and by its light the life-boat went in to the rescue. Three times she fired her line-throwing gun, but two of the lines parted, and in the rough seas the two men on the flying boat were unable to get hold of the third. There was very little room to manoeuvre in the narrow space, but the coxswain took the life-boat, closer in to attempt to get a line aboard the flying boat by throwing the heaving cane. He had to go in several times, and the second-coxswain and one of the crew were nearly washed overboard, but in the

end the two men on the flying boat succeeded in seizing and making fast the line, and the life-boat towed the flying boat to safety in the Cattewater with her crew on board. She arrived back at her station at 7.12 in the morning.

The life-boat had been very skilfully and courageously handled, in very difficult circumstances, and the Air Officer Commanding at Mount Batten sent the following message to the King's Harbour Master : " Very many thanks for your valuable assistance last night. The prompt action and skill of the life-boat's crew, with the assistance of searchlights, undoubtedly saved a valuable aircraft from becoming a complete wreck. Would greatly appreciate it if you would convey my thanks to all concerned." To this the King's Harbour Master replied : " Very many thanks for your message, which is much appreciated. This message is being passed to Plymouth life-boat, to whose excellent work I consider that all credit is due."

The Institution made the following awards :

TO COXSWAIN WALTER D. CROWTHER, the bronze medal for gallantry, with a copy of the vote inscribed on vellum ;

To the eight members of his crew, ALBERT E. SLEEMAN, second-coxswain, W. F. LILLICRAP, bowman, ARTHUR WILLIAM BANHAM, motor-mechanic, REGINALD A. FOOTE, assistant motor-mechanic, FOSTER L. G. HOLMES, second assistant mechanic, and E. CURTISS, G. STANBURY and F. FOWLER, life-boatmen, the thanks of the Institution inscribed on vellum ;

To the coxswain and each of the eight members of the crew, a money reward of £1 in addition to the ordinary reward on the standard scale of £2 7s. Rewards on the standard scale, £18 16s. ; additional rewards, £9 ; total rewards, £27 16s.

On July 11th H.R.H. The Duke of Kent, K.G., President of the Institution, presented the medals and vellums in the Guild Hall Square at Plymouth. Among those who were present were Admiral of the Fleet Sir Charles Forbes, G.C.B., D.S.O., Commander: in-Chief, Plymouth, Lady Forbes, the

Air-Vice Marshal and Officers of the R.A.F., representatives from the squadron of the Royal Australian Air Force to which the flying boat belonged, the Garrison Commander at Plymouth, the Lady Mayoress (The Viscountess Astor) and the Deputy Lord Mayor. The Lord Mayor himself was prevented by illness from being present.

This was the Duke of Kent's last service to the Institution. Seven weeks later, on August the 25th, he was killed in an air accident on active service.

JANUARY 13TH. - CLACTON - ON - SEA, ESSEX. At 11.14 A.M. the coastguard reported a sailing barge aground on the Gunfleet Sands, four miles S.E. of Clacton pier. A moderate S.S.W. wind was blowing, with a rather rough sea. The motor life-boat *Edward Z. Dresden* was launched at 11.45 A.M. and found the barge *Glenmore*, of Rochester, laden with maize. She was high and dry. The life-boat stood by, and when the tide rose the life-boat towed the barge into deep water. It was then 7.43 in the evening. Two life-boatmen were put aboard the barge to help the crew of two, and the life-boat continued to tow until 9 P.M., when she and the barge anchored until daylight. The life-boat then towed the *Glenmore* to Brightlingsea, arriving at 12.15 P.M. and got back to her station at 4 P.M. She had been out for over twenty-eight hours. - Property salvage case.

JANUARY 16TH - 26TH. - BARRA ISLAND, HEBRIDES. At nine in the evening of the 15th the Kyle coastguard telephoned that a vessel was ashore two miles N.W. by W. of Barra Head, and the life-boat crew were assembled. Shortly afterwards another message came that the vessel had been able to go on her way. A gale of exceptional violence was blowing from the south-east, and the night was very dark, with squalls of rain and sleet. A very heavy sea was running into the harbour at Castlebay, and it was breaking on the beach with such force that it would have been impossible to launch the boarding boat to go out to the motor life-boat *Lloyd's* at her moorings. The crew continued to stand by, and at eleven o'clock a message came from the Leanish coastguard that a vessel was ashore near Leanish Point. The coxswain, motor-mechanic and signalman went to Leanish Point, and were able to make out the vessel. She was the steamer *R. J. Cullen*, of St. John's, New Brunswick. She was hard on a platform of rock, on an even keel, and tremendous seas were breaking over her. It would have been impossible in such seas to get near her, and a signal was made to the steamer's crew to stay on board and not attempt to use their boats. The reply came back that they would stay, but

that the steamer was being badly battered. It was the unanimous opinion that it would be madness to attempt a rescue until the weather moderated.

Half an hour after midnight another message came that a vessel was ashore on the east side of Mingulay, and a later message said that she was breaking up. She was the S.S. *Empire Homer*, of Greenock. The life-boat's crew continued to stand by, waiting for a lull in the gale, and at four o'clock another message came from Kyle advising the life-boat to leave the vessel on the rocks at Leanish Point and to go to Mingulay.

Just before daylight the weather seemed to ease a little and the crew went out in the boarding-boat. It took them 15 minutes to row the 150 yards to the life-boat. At nine in the morning the life-boat put to sea. It was still blowing a gale from the S.E., and a heavy cross sea was running. The life-boat took heavy water on board. She passed the *R. J. Cullen*, saw that for the present she was all right, and went on to Mingulay, but though she searched the whole coast she could see no trace of the *Empire Homer*. She then returned to the *R. J. Cullen*, but she found that the reefs, and the heavy seas breaking on them, prevented her from getting nearer than half a mile away, and that nothing could be done until the weather moderated. The steamer was still well up on the rocks, and the life-boat again advised the master to stay on board. She then returned to her station where she arrived at 3.30 in the afternoon of the 16th. The crew had then been on duty for 18 hours. It was still blowing a gale, with hard squalls of rain and sleet.

The crew remained in touch with the coast-guard throughout the night, and at eight o'clock next morning, the 17th, the life-boat again put out to search for the *Empire Homer*, still reported to be on Mingulay. The weather had now moderated, but there was a heavy swell. The life-boat again could find no trace of the steamer, and was turning away when she saw a rocket go up, apparently from the west coast of Sandray Island, some five miles, as the crow flies, from Mingulay. As the life-boat drew near she saw a crowd of men on the shore, but no sign of any vessel. This was the crew of the *Empire Homer*, who had got ashore. The steamer herself was hidden behind the south-east point of Sandray Island. After going near enough to shout to the men to wait, the life-boat put back to Castlebay, and came out again with her boarding boat. With this boat she brought off all the 49 men, and landed them at Castlebay at two in the afternoon. She had been out for six hours.

Meanwhile the honorary secretary of the life-boat station, not knowing how long the life-boat would be away, and anxious to take advantage of the lull in the weather, got the fishing vessel *St. Margaret* to go to the help of the *R. J. Cullen*. Her skipper took with him a fisherman who was used to catching lobsters at Leanish Point and thoroughly knew the rocks. There was still a high sea and swell, but the *St. Margaret* was able to go under the quarter of the *R. J. Cullen* and

by means of a pilot ladder to rescue her whole crew of 47 men.

Next morning, the 18th, the master of the *Empire Homer* asked if the life-boat could go to Sandray Island again to bring ashore some of the *Empire Homer's* equipment, and at 10 o'clock the life-boat set out, taking with her the *Empire Homer's* master, mates, engineers and wireless officers. She found the steamer with her bow high above the water and her stern broken off near the after hatchway. The officers filled one of the ship's boats with Lewis guns, wireless gear, and navigation instruments and the life-boat towed it back, arriving at seven o'clock in the evening. She had been out for nine hours.

At 10.45 the following night, the 19th, a message came from Kyle that a vessel was ashore close to Barra Head, and at 11.20 the life-boat again put out. A strong southerly wind was blowing, and the sea was moderate, but there was a heavy swell. The night was pitch dark and it was snowing heavily. The life-boat went right round the islands, using her searchlight, and passed two destroyers, which also seemed to be searching, but she found no vessel in distress, and arrived back at her station at 7.30 next morning, the 20th. She had been out for eight hours. This vessel, it was thought, must have been the Norwegian steamer *Ingrid* which had gone ashore, not close to Barra Head, but on Tiree, some 30 miles to the east, in the Inner Hebrides.

At nine o'clock the following morning, the 21st, a message came from the coastguard at Leanish Point that another vessel had gone ashore off the point, and the life-boat put out at 10.50. A strong wind was blowing, and there was a very rough sea at Leanish. The life-boat arrived at the point at 11.40 and found the Greek steamer *Eugenie S. Embiricos*, of Andros, on the rocks close to the *R. J. Cullen*. Again she found it impossible, on account of the reefs, and the heavy seas breaking over them, to get near the wreck. She stood by all day, hoping that the weather would moderate. It did not, and she returned to her station, arriving at six in the evening. She had been out for seven hours.

The crew stood by at the station until 11.15 that night and then put out again, taking the boarding boat with them. They waited until daylight on the 22nd, and then went close to the steamer, but the wind was now blowing a gale, and the coxswain felt that it was impossible to use the boarding boat, in that sea, so the life-boat took it to Breivig Bay. She returned to the steamer, but could not get alongside. She then saw that the steamer was launching a boat, so she lay where the boat could drop down to her. When she had taken the men off her, she towed the empty boat to windward, so that it could drop down to the steamer again. In this way, in three trips, 28 of the steamer's crew were rescued. Two had swum ashore during the night, and the master and three others remained on board. The life-boat returned to her station, arriving at two in the afternoon. She had been out for nearly fifteen hours.

After the life-boat had landed the steamer's crew at the pier, and had been refuelled, she

was taken to her moorings. Her own boarding boat was still at Breivig Bay, but her crew borrowed a boat in which to come ashore. As the last man got into it, a wave struck it and it capsized. All the men were thrown into the water, but all got ashore or back into the life-boat.

The captain of the steamer, and the three men who had stayed aboard with him, were brought ashore next day, the 23rd, by a fishing boat, and on the 26th the life-boat went to Breivig Bay to fetch her boarding boat. The sea was moderate, with a wind from the N.W. At the request of the steamer's master the life-boat also brought ashore from the steamer 16 live sheep and some provisions. She was out from midday until 3.30 in the afternoon. Thus ended this succession of services lasting twelve days.

One of the crew, J. MacNeil, was taken ill as a result of being thrown into the sea from the boarding boat, and two months later he died of pneumonia. The Institution paid the expenses of his illness and funeral, pensioned his widow from the day of his death, and made her a weekly allowance for her son until he should reach the age of sixteen. This pension and allowance were the same as if MacNeil had been a sailor, soldier or airman killed in action.

The ordinary rewards on the standard scale were £9 5s. to each man, and the Institution gave an extra reward to each man of £3.

It also gave an extra reward of £1 10s. to a fisherman, who took part in three of the services, in addition to the ordinary rewards on the standard scale of £5 4s.

It made a reward of £3, and sent a letter of thanks to Miss MacLeod, the sister of the honorary secretary, who not only gave her brother valuable help throughout the twelve days, but for several days nursed the sick life-boatman.

Rewards were also made to the staff of the post office and telephone exchange for their help in maintaining communications.

A letter of thanks was sent to Dr. S. Bartlett, J.P., and his sons for the use of their car and for help in other ways.

Ordinary rewards on the standard scale, £91 15s. ; extra rewards, £30 10s. ; total rewards, £122 5s. In addition, £47 15s. 6d. was paid in allowances, funeral and other expenses in connexion with the illness and death of J. MacNeil.

(See Barra Island, "Services by Shore-boats," page 63.)

JANUARY 18TH. - LERWICK, SHETLANDS. At 12.37 in the afternoon the coastguard telephoned that a German aeroplane had bombed the Out Skerries Lighthouse, that one of the people on the lighthouse had been wounded, and that the patient ought to be taken immediately to hospital. A gale was blowing from the S.E., with a very rough sea, and no other boat was available. At 1.24 in the afternoon the motor life-boat *Lady Jane* and *Martha Ryland* was launched, taking with her a doctor and two army officers from the Shetland Defence who wished to go to Skerries to examine the damage done by the bombing. The life-boat reached the

lighthouse just after four in the afternoon and landed the doctor and the two officers. At 5.30 in the evening they came on board again, bringing with them the patient, who was a woman of over 60, and two of her relatives. The life-boat then made for Vidlin. On the way she sent a wireless message asking that a small boat might be ready to put out to meet her, and an ambulance waiting on shore. The life-boat arrived at Vidlin at about eight in the evening where the woman, the doctor and the two relatives were landed, and then returned to her station, arriving shortly before midnight. It was a difficult journey without any coast lights. The woman died two days later. - Rewards. £19 19s. 6d.

SILVER MEDAL SERVICE AT CAMPBELTOWN

JANUARY 19TH. - CAMPBLETOWN, ARGYLLSHIRE, AND PORTPATRICK, WIGTOWNSHIRE. At seven minutes to eight in the morning a message came from the coastguard at Southend that a ship was ashore in front of the watch hut in Carskiey Bay. Five minutes later a second message came that another vessel had just stranded west of Carskiey Bay. At 8.45 the motor life-boat *Duke of Connaught*, on temporary duty at the station, put out. She had before her a journey of 25 miles. A strong south-south-east wind was blowing, with increasing force, and a rising sea. She had only just left harbour when the rudder was damaged by the seas. It was temporarily repaired, and fighting her way against a strong tide, the life-boat arrived in Carskiey Bay about eleven o'clock.

The first of the two vessels to come ashore was the Belgian fishing boat *Anna Maria*, with a crew of six. She was being pounded on the rocks by the heavy seas. The coastguard life-saving apparatus fired a line to her, but the fishing boat had heeled over, and her crew were too numbed to haul in the breeches buoy. They jumped into the sea, but only one of them reached shore.

The second vessel was the m.v. *Mobeka*, of Antwerp, with a crew of 53. She was ashore about half a mile away from the fishing boat. The life-saving apparatus had fired a line to her. A raft and a boat from the *Mobeka* came ashore. Both were smashed, but nine

men of the crew were rescued. Soon afterwards the Campbeltown life-boat arrived.

The wind and sea were still rising, and there were showers of sleet and snow. In the heavy breaking seas, with a damaged rudder, it was a perilous business to attempt to go alongside, but the coxswain anchored to windward, and dropping down towards the ship on his cable took the life-boat round the bows of the steamer to the leeside where he was able to get some shelter. The ship was bumping heavily ; the life-boat was tossing violently in the heavy seas ; and, to add to the dangers, the life-boat's

Campbeltown. The
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MES THOMSON, the
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the British Empire

Medal ;

To SECOND-COXSWAIN DUNCAN
NEWLANDS, DUNCAN BLACK, bowman,
J. H. LISTER, reserve motor-mechanic,
and JOSEPH McGEACHY, D. McLEAN,

NEIL SPEED and J. LANG, life-boat-
men, each the bronze medal for
gallantry, with a copy of the vote
inscribed on vellum ;

To the coxswain and each of the
seven members of the crew, a money
reward of £3 in addition to the ordinary
reward on the standard scale of
£1 8s. 6d. Standard rewards, £9 19s.
6d. ; additional rewards, £24 ; total
rewards, £33 19s. 6d.

MR. A. P. MACGRORY, the honorary
secretary of the station, had gone over-
land to the scene of the rescue, and
knowing that the life-boat would be
overcrowded with the whole of the
life-boat crew on board, arranged with
the senior naval officer for a naval
vessel to meet her and take off some
of the rescued men. The vessel was
sent, but in the sleet and snow she
could not find the life-boat. Mr. Mac-
Grory was present at Dunaverty Bay
to help with the landing of the men,
and had already made arrangements
for them to be taken to Campbeltown
and to be provided with food and
lodging. The Institution awarded him
its thanks inscribed on vellum.

The Institution also sent a letter of
thanks to the senior naval officer.

At 8.40 in the morning the Port
Patrick station had been told that a ves-
sel was aground in the neighbourhood of
Morrock Bay, and the reserve motor
life-boat *Ethel Day Cardwell*, on tem-
porary duty at the station, was
launched at 9.20. She could find no
sign of any vessel and returned to her
station. She was then asked to con-
tinue the search to the northwards.
This she did, but found nothing.
She again returned to her station,
arriving there at 11.50. It was learned
later that the vessel was the *Mobeka*,
and that she was ashore in Carskier
Bay. - Rewards, £6 15s. 6d.

JANUARY 19TH. - BLYTH, NORTH-
UMBERLAND. At about 11 A.M. the
coastguard telephoned that a steamer was
ashore on the rocks close to the east pier.
A strong S.S.E. wind was blowing, with
heavy seas. The motor life-boat *Joseph
Adlam* was launched at 11.20 A.M. and found
the S.S. *Glendenning*, of Newcastle-on-Tyne,
carrying a crew of twenty-five and bound
with coals from Blyth to London. She had
been in collision and was badly holed. Tugs
had already got hold of her, and the life-boat
stood by, but her services were not required,

for the tugs got the *Glendenning* safely into port at midday. The life-boat returned to her station at 12.30 P.M. - Rewards, £6 7s. 6d.

JANUARY 20TH. - GIRVAN, Ayrshire. At 11.43 A.M. a report was received from the police, through the coastguard, that a fishing boat was in need of help about two miles north of the harbour, and the motor life-boat *Lily Glen, Glasgow* was launched at 12.15 P.M. A light southerly breeze was blowing, with a moderate sea and snow. The life-boat found the fishing boat *Cheerful*, of Fraserburgh. She had been fishing from Stranraer with a crew of five, had been badly holed, and was sinking. The fishermen were so numb that they could not help themselves, so two life-boatmen boarded the *Cheerful*, and the life-boat towed her into Girvan harbour, where she was beached. - Rewards, £6 17s. 6d.

GOLD MEDAL SERVICE AT NEWCASTLE

JANUARY 21ST. - NEWCASTLE, AND CLOUGHEY, CO. DOWN. At 12.45 in the morning a message came to Cloughey from the coastguard that a steamer was ashore half a mile off Ballyquinton, and at 1.40 the life-boat *Herbert John* was launched. A gale was then blowing from the south-east, with a very heavy sea, sleet and rain. As the life-boat was launching another message came from the coastguard to warn the coxswain that the steamer was in a very rocky part and to say that the coastguard life-saving apparatus was also going to her help. The life-boat reached the steamer at 3.30 in the morning. She was now high up on the rocks and it was impossible for the life-boat to get near her, but for the present her crew was safe. The coxswain intended to stand by, but he saw ships to the north, apparently off their course and heading towards the shore. He at once went towards them, but found that several had already gone ashore, and two others were about to strike. They were evidently part of a convoy. The life-boat flashed her lamp. A destroyer, which was also heading inshore, put up star rockets and when she saw by their light that it was the life-boat which had signalled, she turned and headed out to sea, apparently towards the rest of the convoy.

Seven ships had gone on the rocks, but they were too far inshore for the

life-boat to give them any help, and she lay off until daybreak. She then went to each of the ships to see which required help, but the tide had ebbed and, except for one, they had been left high and dry and their crews appeared to be in no danger. One ship only was in sufficient water for the life-boat to get to her. She was the *Orminster*, of London, with 68 on board. Her captain asked the coxswain to stand by, as he thought he might be able to get off at high tide and wanted the life-boat to pilot her out. To this the coxswain agreed, but the attempt to refloat the steamer failed. The captain then allowed some of his crew to go aboard the life-boat, but afterwards ordered them to return, with the exception of two who remained on the life-boat. There was now nothing more to be done, and the life-boat returned to her station, arriving at five that afternoon.

Three-quarters of an hour after the Cloughey life-boat had been called out that morning, the coastguard rang up the neighbouring station at Newcastle, to the south, to say that Cloughey had been called out, but might not be able to launch. The Newcastle crew and launchers were assembled. That was at 1.30 in the morning. Three hours later the coastguard again rang up the station to say that four ships had gone ashore off Ballyquinton Point. It was decided to launch, and at 5.5 the motor life-boat *L.P. and St. Helen* cleared the harbour. She had a journey of over twenty miles. A very strong gale was blowing from the south-south-east, with increasing force. A very rough sea was running, and the night was very dark, with rain and sleet. Sometimes the coxswain could see for half a mile, at other times less than the length of the boat.

The life-boat had to cross the Strangford Bar, where a nine-knot, tide was running out against the gale, making a mass of jumbled seas, breaking in every direction. When the coxswain got into this tideway, he went with it, steaming out against the gale, dodging the seas, and at every opportunity edging the boat out to the north. He had to steam against the

gale in this way for six miles, and it took him over an hour to clear the bar. Then, with his drogue out, he made his way back towards the land. Day was now beginning to break.

At 10.30 he reached the scene and found not four but seven ships ashore. Six were close inshore, but one of them, the *Browning*, of Liverpool, was lying farther out, with her stern on a reef of rocks. Earlier in the morning the Cloughy life-boat had asked her if she wanted help, but at that time her captain did not wish to be taken off. Since then the life-saving apparatus had rescued from the shore seventeen of the 56 men who were on board, but to get near enough to work their apparatus the men had had to scramble out on to the rocks. The tide was rising, and by the time they had rescued those seventeen men it had risen to their shoulders. It drove them back, and they could rescue no more. On board the steamer were a number of horses, bloodstock stallions. They had gone wild with fear and had broken loose. The captain had had to give orders for them to be shot, and in the confusion the seaman who did it put two bullets through his own hand.

This was the position when the New-castle life-boat arrived. The coxswain anchored to windward of the steamer and tried to drop down to her on his cable, but the gale was now blowing its hardest, and the seas were breaking right over her. To go alongside her was like trying to go alongside a breakwater. At one moment the life-boat was lifted by the seas as high as the steamer's rail, and but for the cable would have been flung on her deck. The next moment she was caught in their backwash and whirled away. Three times the coxswain dropped anchor and attempted to go alongside, but after an hour he had to give it up as impossible. He then hailed the steamer and asked if there was any water on the lee side where the life-boat could float. The steamer's captain answered that there was. But the steamer's bow was very close to rocks, and the life-boat would have to go by the narrow channel between the two. The coxswain laid her for

that channel, waited for his moment, and called on his mechanic for full speed. At its widest the channel was little more than twenty feet; at its narrowest sixteen; and the life-boat was nearly nine feet broad; but he brought her through unscathed.

He now found himself in a little lagoon of calm water under the steamer's lee. It was easy to come alongside, and he had soon taken off 29 of the steamer's crew. That was one more than the number which this type of life-boat could carry in rough weather, and there were still ten men on board the steamer. The coxswain knew the risk that he would run in taking them. They would be an added three-quarters of a ton for the life-boat to carry. They would bring her deck almost awash. In that overloaded boat he would have many miles to travel. At the same time he knew that it would be impossible to return. He accepted the risk, and took them.

ACROSS THE ROCKS

Some of the rescued men were far spent, and they were huddled away wherever they could be packed. At the coxswain's request the captain told all who could to lie down, and to lie still. The lagoon where the life-boat lay under the steamer's lee was so small that there was no room to turn her, and it was impossible to go out stern first through the narrow channel between the bow and the rocks. The only other way was to take the life-boat right across the reef on which the steamer's stern lay. It was a most hazardous thing to attempt, for between the seas there was very little water on the reef. Had any mistake been made in crossing it the life-boat would have stranded, the next wave would have capsized her, and all on board would have been thrown into the sea. The coxswain chose his time well. He was lucky enough to get three big seas one after the other. Then he put the boat at full speed and crossed the reef without touching it. No one on board knew what he intended, and when the mate of the *Browning* saw what he had done,

he said, had he known, he would never have left the wreck.

The life-boat had crossed the reef but she was still not out of danger. Newcastle was twenty miles away and it was impossible to return there against the gale with the overloaded boat. Instead the coxswain ran northwards before the gale, through unfamiliar waters, feeling his way, for he could see little, among rocks and reefs. He had the drogue out all the time to keep the overloaded boat steady before the heavy following sea, and his rail was often rolling right under.

At 2.30 in the afternoon, nine hours after setting out from Newcastle, he brought the life-boat safely into the harbour of the small fishing village of Portavogie. There the rescued men were landed. Six were sent at once to hospital twelve miles away. The rest were taken in by the villagers. The life-boat could not return to her station against the gale, and her crew went home by road. They arrived at 10.30 that night, exhausted and wet to the skin. Two days later, when the gale had moderated, they returned to Portavogie for the life-boat.

It was a service of the greatest hazards, in which the coxswain showed reckless daring, great coolness and superb seamanship. The Institution made the following awards :

To COXSWAIN PATRICK MURPHY, the gold medal for conspicuous gallantry, with a copy of the vote inscribed on vellum. He was also awarded the British Empire Medal ;

To SECOND-COXSWAIN WILLIAM MURPHY and the motor-mechanic ROBERT AGNEW, the silver medal for gallantry, with a copy of the vote inscribed on vellum ;

To WILLIAM J. LENAGHAN, bowman, THOMAS MCCLELLAND, assistant motor-mechanic, and PATRICK MCCLELLAND and PATRICK ROONEY, life-boatmen, the bronze medal for gallantry, with a copy of the vote inscribed on vellum ;

To the coxswain and each of the six members of the crew a money reward of £5 in addition to the ordinary reward on the standard scale of £1 8s. 6d.

To the signalman a reward of £1 in addition to the ordinary reward on the standard scale of 16s.

To each of the helpers a reward of 10s. in addition to the ordinary reward on the standard scale of 8s. ;

Standard rewards to crew and helpers, £39 17s. ; additional rewards to crew and helpers, £55 ; rewards to crew and helpers for bringing back the life-boat from Portavogie, £17 9s. ; total rewards, £112 6s.

To the coxswain and six members of the Cloughy crew a reward of £3 in addition to the ordinary reward on the standard scale of £3 6s., making a reward to each man of £6 6s. ;

To each of the seventeen helpers a reward of 10s. in addition to the ordinary reward on the standard scale of 15s. 9d. each ;

Standard rewards, £37 14s. 6d. ; additional rewards, £29 10s. ; total rewards, £67 4s. 6d.

JANUARY 21ST. - PORTPATRICK, WIG-TOWNSHIRE. At 5.40 A.M. information came from the coastguard that a vessel had been reported ashore near *Crammagh*. He asked that the life-boat should stand by. A S.E. gale was blowing, with snow, and there was a heavy swell. Another message, at 7 P.M., gave the position of the vessel as near Port Logan, and asked that the life-boat should be launched. There had been a heavy fall of snow, and considerable difficulty was experienced in getting the crew together, but at 8.10 A.M. the motor life-boat *Ethel Day Cardwell*, on temporary duty at the station, got away. The life-boat found that the stranded vessel was the S.S. *Marklyn*, of Newport, Monmouthshire, bound for Barrow-in-Furness from Belfast. She had a crew of thirty-nine. They were in no immediate danger and were waiting for a tug. The life-boat helped by transferring officers, in the heavy swell, from a naval patrol vessel to the steamer, and then returned to her station, arriving at 2.20 P.M. - Rewards, £8 16s.

JANUARY 21ST. - BARRA ISLAND, HEBRIDES. The life-boat rescued twenty-eight people from the Greek steamer *Eugenie S. Embiricos* on January 22nd and landed sheep and provisions on January 26th. For details, see January 10th, page 12.

GOLD MEDAL SERVICE AT PETERHEAD

JANUARY 23RD - 26TH. - PETER-HEAD, ABERDEENSHIRE. At 6.40 in the morning of the 23rd, a message came from the coastguard that the S.S. *Runswick*, of Whitby, had been in collision, and the life-boat crew were asked to stand by

until more information could be got. At 7.5 another message came that the steamer was eight miles east-north-east of Peterhead, and the motor life-boat *Julia Park Barry of Glasgow* put out at 7.50. A strong wind was blowing from south-south-east and there was heavy rain. At 8.40 the life-boat found the *Runswick*, which had been severely damaged about the bows, and escorted her into Peterhead Bay. Two other steamers, the S.S. *Saltwick*, of Whitby, which had also been damaged, and the S.S. *Fidra*, of Glasgow, followed to seek shelter. They arrived at 12.30 and anchored in the bay under the direction of the harbour master.

The weather was getting worse, and an anxious watch was kept on the three steamers, for if their anchors failed to hold they would go straight on the rocks. For twelve hours after bringing them in the life-boat's crew stood by, ready to go to the rescue. At 12.30 on the Saturday morning they heard and saw signals of distress, and the life-boat put out at 12.50. The wind had risen ; the temperature had fallen. It was now blowing a gale, with a blinding snow-storm. As the lifeboat left the harbour for the bay, seas filled her cockpits. In the darkness and the snow the coxswain could see no farther than the length of his boat. He felt his way across the stormy bay to where he knew the steamer must be. Then the steamer switched on her searchlight, and the coxswain could see her. She was the *Runswick*. She was already on the rocks, lying on her port side, with the seas breaking over her. The life-boat went under her quarter, threw a rope to the crew and hung on with great difficulty in the huge swell. Four times the rope broke, and in the end ropes had to be thrown from the steamer to the life-boat. She made four of them fast at the bow and one at the stern, but the coxswain had to keep the engines running astern all the time to relieve the tremendous strain on the ropes, and all the time seas were breaking over the steamer and the life-boat. The steamer's crew had put a pilot ladder over the side and were on the after shelter deck. There they watched the life-boat as she rose and

fell on the seas, and when she swung alongside, scrambled down the pilot ladder and were grabbed and dragged aboard by the waiting life-boatmen. The work was all the more difficult because the men were exhausted, but the whole crew of 44 were rescued. The life-boat returned to harbour, guided by the leading lights which were turned on for her, and arrived at 3.5 that morning, Saturday the 24th.

The life-boat's crew had now been on duty for 19 hours. They went to bed, but at nine in the morning the coxswain was on watch again, and he, the second-coxswain and the motor-mechanic remained on watch for another eighteen hours, through the Saturday and the greater part of the night.

GUSTS AT 105 MILES

The gale was increasing, but the anchors of the other two steamers still held, and early on the Sunday morning the coxswain again snatched a few hours' sleep. It was now the third day of the gale, and the wind was at its fiercest. It was blowing, with gusts at 105 miles an hour, right into the bay, and the seas had washed away 100 feet of the 300-foot breakwater.

At eight o'clock that morning, Sunday the 25th, the coxswain was once more on watch, and at ten o'clock a second steamer, the *Saltwick*, went ashore. She was close in, and the coastguard's life-saving apparatus went to her help. It succeeded in firing a rocket across her, but the lines fouled and could not be got clear. The *Saltwick's* crew were not in serious danger, and were told to stay on board until the weather improved, but during the forenoon a boat, manned by naval men, went out and brought four of them ashore. Six of the *Saltwick's* crew then launched a raft. It tossed about between the steamer and the shore for an hour, when at last it touched the beach. The six men were thrown into the heavy surf. Men from minesweepers, who were watching, went in to their rescue, and after an exhausting struggle succeeded in seizing all six and bringing them ashore, but two of them were dead. This was in front of the house of the honorary secretary of the life-

boat station, and he and his wife took the men - some of whom were delirious - into the house, gave them hot baths, food and clothes, and did everything possible for them until they could be taken to the infirmary.

Meanwhile the life-boat's crew stood by all day, occasionally running home for food and warm clothes.

At four that afternoon the third steamer, the *Fidra*, went ashore, and at seven in the evening she began to sound the SOS call on her siren. All day the men of the L.S.A. had been trying to clear their gear. They now left the *Saltwick* and went to help the *Fidra*. The life-boat's crew continued to stand by. They had been standing by that day for sixteen hours when, at midnight, a message came from the coastguard that the men of the L.S.A. were collapsing with exhaustion. They could do no more, and suggested that the life-boat should go out.

The coxswain went on foot - a hard struggle against wind and snow - to see the *Fidra* from the shore, and make certain of her position before he put to sea. In the darkness he could just see the loom of the steamer, which had shifted a good deal since she had first gone ashore. A naval signalman was keeping in touch with her, and he received a message from her master that she was breaking up, and that, unless help came at once, he and his crew would all be dead. The answer was sent back that the life-boat was on her way, and at two in the morning of Monday the 26th she put out. The harbour's defence searchlight was turned on to help her. The wind had eased a little, but the weather was still very bad.

The life-boat reached the *Fidra* in a quarter of an hour and found her almost submerged. She was lying head on to the seas, with her anchors out, and had no lee to give the life-boat. The life-boat went towards the shore and turned so as to come up alongside the steamer head on to the seas. As she did so a very heavy sea came in, breaking over the steamer, and nearly took the life-boat with it, but the coxswain succeeded in holding her off. He then got a line on board the steamer's midship boat-deck, where

the whole crew of 26 men were huddled. The rise and fall of the seas, the coxswain said, was terrific, and as each sea lifted the life-boat it was "like a nightmare to keep her from being flung on to the steamer". But he kept her clear, and each time as she swung close, one or two or three men jumped aboard her. One man had sprained his ankle and could not jump, but as the life-boat swung against the steamer, life-boatmen snatched him off her. The life-boat was alongside for fifty minutes and then, with the whole crew of 26 men rescued, she returned to harbour. Its entrance lights were switched on to guide her, and she came in at 3.15 in the morning. The crew moored her and went home for dry clothing, but they returned at once to stand by again in case the *Saltwick* should want their help. It was then four in the morning.

THE THIRD RESCUE

At 8.30 a message came from the senior naval officer asking the life-boat to go out to save the *Saltwick's* crew from further exposure. She had then been on the rocks for over 22 hours and all her fires were out. It was now light, and the steamer could be seen lying on the beach, on her starboard side, with the seas breaking right over her. The only way to approach her was to go between her and the shore and come up on her lee side. The life-boat went round her bow. There was a ridge of rock close to it, and this the life-boat struck. As she did so a great sea came in, lifted her almost out of the water, and then flung her on the rock. As she hit it the sea struck her again, washed the second-coxswain from stern to bow, and nearly carried him and several other members of the crew overboard. The coxswain went full speed astern to clear the rock, and, with the seas striking her at the same time, she was carried round the steamer's bow to the shoreward side. Here the coxswain found deeper water. He was sheltered now from wind and sea, and was able to come alongside and make fast. Thirty-six of the *Saltwick's* crew were rescued, but, the master and three

officers remained on board. As there appeared to be more water at the steamer's stern than at her bow, the life-boat came out that way. Twice she struck on rocks, but she got clear and came safely into harbour.

It was then eleven o'clock in the morning of Monday the 26th, just 75 hours and 27 minutes since she had first gone out to the *Runswick* on the Friday morning. During the last 27 hours her crew had been able to get three changes into dry clothes, but they had had very little food and no rest. Altogether in those seventy-five hours they had had less than 12 hours of rest. They had been standing by for 54 hours, and they had been at sea 9 hours and 40 minutes. They had been out in that gale and bitter cold three times, twice in pitch darkness and blinding snow ; and they had rescued 106 lives. Only two men of those three crews were lost, and they would have been saved if they had stayed on board their ship.

The life-boat herself had been damaged, first against the *Fidra* and then, more severely, on the rocks among which the *Saltwick* lay. Three planks of the outer skin had been stove in on each side, and on one side the inner skin had also been damaged. Six feet of her fender had been destroyed and another four feet of the fender-facings. Two of her stanchions had been broken right off, another four had been bent, and damage done to lights, guard chain, gunwale and life-line. Altogether the repair of the damage cost £200.

It was a series of most arduous and exhausting services in which great risks were run, and high courage, splendid seamanship and great determination and endurance were shown. The Institution made the following awards :

To COXSAIN JOHN R. MCLEAN, who went out on all four services, the gold medal for conspicuous gallantry, with a copy of the vote inscribed on vellum ;

To DAVID F. WISEMAN, motor-mechanic, who went out on all four services, the silver medal for gallantry, with a copy of the vote inscribed on vellum ;

To A. HEPBURN, acting second-coxswain, W. SUMMERS, assistant motor-mechanic, and A. GOWANS and ALEXANDER STRACHAN, life-boatmen, who went out on all four services, the bronze medal for gallantry, with a copy of the vote inscribed on vellum ;

To G. CORDINER, life-boatman, who went out on the 2nd, 3rd and 4th services, the bronze medal for gallantry, with a copy of the vote inscribed on vellum ;

To W. STRACHAN, acting-bowman, who went out on the 1st, 3rd and 4th services, the bronze medal for gallantry, with a copy of the vote inscribed on vellum ;

To A. DAVIDSON, who went out on the second service as acting-bowman, the Institution's thanks inscribed on vellum.

The ordinary money rewards on the standard scale for the four services were 19s. for the first service, 37s. 6d. for the second service, 37s. 6d. for the third service and 19s. for the fourth service. In addition to these rewards special rewards were made, varying from 10s. in the case of a man who went out on the first service only, to £5 to each man who went out on all four services, making a total reward to each man who went out on all four services of £10 13s.

A reward of 10s., in addition to the ordinary reward on the standard scale for the four launches of £1 7s., was made to each of the four helpers.

Rewards on the standard scale to crew and helpers, £39 6s. ; additional rewards to crew and helpers, £42 ; total rewards, £81 6s.

The owners of the *Saltwick* and *Runswick*, Messrs. Headlam and Son, made a donation of £50, and the owners of the *Fidra*, the Glen Shipping Co., gave £25.

JANUARY 23RD. - GREAT YARMOUTH AND GORLESTON, NORFOLK. At 8.15 P.M. flag officer in charge Great Yarmouth asked, through the coastguard, for the services of the life-boat for R.A.F. *High Speed Launch 124*, which was aground on Scroby Sands north of the Scroby Elbow buoy. The Gorleston life-boat was preferred to the Caister boat as she was fitted with wireless. A S.S.W. gale was blowing, with a rough sea, rain and snow. The motor life-boat *Louise Stephens* was launched at 8.35 P.M. and found the launch on Caister

Shoal. In trying to get alongside the life-boat touched ground and had to back away. She then got into position to fire her line-throwing gun, but at that moment a heavy sea knocked the launch afloat, and the tide being now on the flow the life-boat was able to go alongside her. She then escorted her to Great Yarmouth, sending a wireless message for the harbour lights to be switched on as they came in. The launch got safely in, and the life-boat then returned to her station and was ready for service again at 11.40 P.M. On the following morning a message of thanks was received from the flag officer in charge.

- Rewards, £14 16s. 6d.

JANUARY 24TH. - FILEY, YORKSHIRE.

Four of the Filey motor fishing boats, *Peggy, June and Ann, Barbara and Joan, and Joan and Mary*, were out fishing. A strong wind got up from the S.E., with a heavy swell, and at 12.25 in the afternoon the motor life-boat *The Cuttle* was launched to stand by the boats as they came in. The sea was now very rough. It was breaking on board the life-boat, and the coxswain was at times waist deep in water. One of the four fishing boats made land, unaided, between Arndale and Filey Brigg. The life-boat escorted in the other three, giving out life-belts to the crews of two of them. All got in safely, and the life-boat returned to her station at 3.35 P.M. - Rewards, £11 7s. 6d.

JANUARY 24TH. - SCARBOROUGH, YORKSHIRE. The motor life-boat *Herbert Joy II* was launched at 12.35 P.M. in a strong S.E. wind, with a rough sea, to go to the help of seven local fishing boats, the *Alex, North Star, Thankful, Dahlia, Chrystalite, B. S. Colling, and Sceptre*. She escorted them all into harbour, and returned to her station at 3.30 P.M. - Rewards, £19 12s. 6d.

GOLD MEDAL SERVICE AT HARTLEPOOL

JANUARY 26TH. - HARTLEPOOL, DURHAM, AND TEESMOUTH, YORKSHIRE. At 6.55 in the morning word came from the coastguard that he had seen rockets from a vessel off Seaton Carew. The life-boat was called out at once, but there was a slight delay, as the ferry boat in which the crew had to cross the harbour to the life-boat station was packed with workmen. The motor life-boat *The Princess Royal (Civil Service No. 7)* got away at 7.35. An easterly gale was blowing, with fierce squalls of snow. A very rough sea was running, breaking far from the shore, and it was still very dark. Although the vessel in distress was only three miles south of Hartle-

pool in a direct line, the life-boat had a longer journey, as she had to go seaward in order to keep clear of various unlighted buoys, wrecks and coast defences. Then, when she was off the entrance to the Tees, she stood in-shore and, at 8.30, as day was breaking, she found the wreck about half a mile north of the Tees North Gare Jetty, the S.S. *Hawkwood*, of London, with a crew of 23 on board. She had broken in two immediately abaft her bridge. The stern part, on which several men could be seen, was right in shore in very shallow water off the sandy beach. The fore part, on which men could also be seen, was 200 yards farther out, but it too was in very shallow water. After studying the wreck for some time the coxswain decided that both ends were in water too shallow for the life-boat to get to them, and, as the crew were not in immediate danger, he decided to return to Hartlepool, and to attempt a rescue at high water. He arrived at Hartlepool at 9.50.

The life-boat set out a second time at 11.35 and reached the wreck at 12.15 in the afternoon. The gale was still blowing as strongly, with fierce squalls of snow and a very rough sea. Where the stern of the steamer lay the water was still too shallow for the life-boat to get near, but the coxswain made for the fore part. It was being swept by heavy seas, and the five men on board it were now so exhausted that they could not have held on for much longer. The coxswain handled the life-boat very skilfully, brought her alongside and, with his engines working, held her there while the five men, watching their opportunity, jumped aboard. Heavy seas were continually breaking in the life-boat, and they were so violent that at times she was almost standing on end.

The coxswain could see that the coastguard life-saving apparatus was now attempting to fire a line from the shore to the stern part of the steamer, and as there was nothing more that the life-boat could do at the moment, he returned to Hartlepool, sending a request by wireless to the naval base for an ambulance to meet the life-boat. It was there when the life-boat reached

Hartlepool at 1.30 in the afternoon, and the five men were at once taken to hospital.

The gale now appeared to moderate, and the life-boat put out to sea for the third time at 2.35 to attempt the rescue of the men on the stern part. She reached it at 3.15, but the heavy breaking seas and the shallow water still prevented her from going close. The coxswain used oil, but it would not flatten the seas. He then anchored and dropped down on the cable towards the wreck, hoping to come near enough to fire a line from the line-throwing gun and rescue the men by means of the breeches buoy, but the life-boat still could not get close enough. Though she was still out of range of the wreck she touched the sandy bottom, and a sea breaking over her stern flooded the after cockpit, stunned the motor-mechanic and slightly injured another member of the crew.

The coxswain could see that the men on the wreck were sheltering behind the deck house and were comparatively safe for the present, so he decided to return to harbour and make another attempt at high water that night. The life-boat reached Hartlepool at 5.20. She did not have to put out for a fourth time, for at low water that evening the coastguard reported that they had at last managed to get a rocket to the wreck, and a second message said that all the men on board had been rescued.

Throughout the three attempts the coxswain had handled the life-boat with great judgment, and in the actual rescue of the five men had shown courage, skill and determination. Through a long and arduous day, and extremely bad weather, he had been ably supported by the crew, and particularly the motor-mechanic. The Institution made the following awards :

To the coxswain, **LIEUTENANT WILLIAM H. BENNISON, C.G.M., R.N.V.R.**, the gold medal for conspicuous gallantry, with a copy of the vote inscribed on vellum ;

To **H. W. JEFFERSON**, motor-mechanic, the silver medal for gallantry, with a copy of the vote inscribed on vellum ;

To each of the six other members

of the crew, **T. GILCHRIST**, bowman, **R. HORSLEY**, assistant motor-mechanic, **E. WALLACE**, emergency mechanic, and **R. COULSON, W. HORSLEY** and **H. PEARSON**, life-boatmen, the bronze medal for gallantry, with a copy of the vote inscribed on vellum ;

To **SECOND-COXSWAIN J. S. STORROW**, who went out only on the third trip, and to **S. REAY**, life-boatman, who went out on the first and third trips, but not on the second, the thanks of the Institution inscribed on vellum ;

To the coxswain and each of the men a reward of £3 in addition to the ordinary reward on the standard scale of £1 8s. 6d., for the three trips ; to the four helpers a reward of 5s. in addition to the ordinary reward on the standard scale of 6s. 9d. Rewards on the standard scale, £14 3s. 6d. ; additional rewards, £31 ; total rewards, £45 3s. 6d.

The master of the *Hawkwood*, in a letter of thanks to the honorary secretary of the station, said :

“ We would like you to know that we will always remember the fearless and persistent determination displayed by the crew of the life-boat under the gallant command of the coxswain, **Lieut. W. H. Bennison, R.N.V.R.**, who showed such indomitable courage, initiative and superb seamanship.

“ We all deeply appreciate that we owe our lives to these men, who would have been fully justified (and felt that they had done their duty) after their first attempt to approach the wreck, to have made no further effort. But it was apparent that these men were wholly fearless and inspired by the spirit of self-sacrifice and determination not to be beaten by the tremendous odds against them.”

THE TEESMOUTH LAUNCH

At seven in the morning the Tees-mouth station was told by the port war signal station that there was a ship ashore on Seaton Sands and that the Hartlepool life-boat was launching. At 8.55 came another message that the Hartlepool boat had not been seen since launching at 7.35, and that Tees-mouth should launch, as the ship seemed to be breaking up, but before

the boat put out Hartlepool was rung up and it was found that the Hartlepool life-boat had returned and that it was impossible to approach the ship. At 11.5, as it was then known that the ship had broken in two, the Tees-mouth motor life-boat *J. W. Archer* was launched. Three pilots volunteered to go with her as well as her crew. The life-boat reached the wreck to find that Hartlepool had already rescued the men from the fore part, and the Teesmouth life-boat returned to her station. - Rewards, £12 15s.

JANUARY 26TH. - NEWBURGH, AND ABERDEEN, ABERDEENSHIRE. On the 25th January a very heavy storm of wind and snow broke on the coast. All roads and railways became blocked with snow, making traffic impossible, and telephone wires were broken. At 4.20 in the morning of the 26th the auxiliary coastguard, unable to telephone, left his post and went to the house of the life-boat coxswain to tell him that he had seen flares to the north. The honorary secretary called out the crew, but as the report was rather vague he tried to get further information by telephone. When he found that he could not do this, he sent three men to the observer post to see if they could get in touch with the senior naval officer, Aberdeen. At 5 o'clock a message came from the senior naval officer that a ship was ashore in Cruden Bay, about seven miles away, and that, as the coastguard life-saving rocket apparatus had gone to her help, there was no need for the life-boat to put out. At 5.45 the life-boat was secured and the crew were dismissed.

One of the three life-boatmen sent to the observer post was George Whyte, the assistant motor-mechanic, and when he returned, he said that he had seen flares which seemed to him to be nearer than those from the vessel reported ashore by the senior naval officer. His impression was that there was a vessel ashore somewhere about Hackley Head, between two and three miles away. On hearing this the coxswain and the second-coxswain went along the coast, wading through deep drifts of snow, and though it was very dark when they reached Hackley Head, and the snow was still falling, they could dimly see below them the shape of a vessel which was being dashed about on the rocks by the heavy seas. She was, it was learned later, the *S.S. Lesrix*, of London.

The coxswain returned to Newburgh, the life-boat crew was called out again, and at 8.40 in the morning the life-boat *John Ryburn* was launched. She made for Hackley Head, going close inshore. A strong S.E. gale was blowing and a heavy sea was breaking over the shoals right on to the beach. The life-boat, however, only shipped heavy spray. She found the vessel on the rocks at Hackley

Point, with her back broken and no sign of life on board her. She was so far up on the rocks that it was impossible to get near her. The life-boat turned back for her station. She now had the seas on her port beam. It was not possible to use the drogue as the water was too shallow and the rocks too near. Instead the coxswain used a starboard oar to help to steady the life-boat. Several times the boat was thrown heavily on her side, and when she was about half-way back to her station, a mile north of the River Ythan, and between three and four hundred yards off the shore, a huge sea struck her and she turned right over, throwing five of her crew into the sea. The other two were caught beneath the boat when she turned over, and had to force themselves under water to escape. The men were wearing their life-belts, and the seas carried them towards the beach. They were washed up about a quarter of an hour after the life-boat had capsized. Fortunately a man from Newburgh had seen the accident and, running along the beach, was ready to drag them clear of the sea as they were washed in. Two of the seven men were unconscious, George Whyte, the assistant motor-mechanic, and James Walker, one of the crew. It is probable that they had struck something when they were thrown overboard. The honorary secretary of the station, a policeman and an auxiliary coastguard arrived shortly afterwards, followed by two doctors. For an hour they attempted to revive the two men by artificial respiration, but without success. The other five men, although exhausted and very cold, were able to go to their homes without help.

The tide was falling and the boat was washed up on to the soft sand of the beach, bottom up. It was found that some slight damage had been done to the upper structure, but the hull was unhurt. Two days later the crew were sufficiently well to take the tractor to the beach where the boat lay, get her on to her carriage and bring her back to the beach opposite the boat shed. There she was launched and anchored.

On April 14th a public enquiry was held at Aberdeen in the Sheriff's Court. The Institution was legally represented by Mr. George Alexander, the honorary secretary of its Aberdeen branch, and it was attended by the chief inspector of life-boats, Captain E. S. Carver, R.D., R.N.R., the district inspector, and members of the Newburgh crew. The coxswain, the motor-mechanic and members of the crew, who gave evidence, said that they had full confidence in the life-boat. The sheriff found that the cause of the accident was due to a risk of the sea in very severe weather, that no blame attached to the coxswain or any other members of the crew, and that the evidence abundantly showed their gallantry and devotion to duty.

George Whyte left a widow, but no family. He had been married only ten months. James Walker was unmarried, but he had been the sole support of his aunt, the widow of a former coxswain. The Institution paid all funeral expenses and pensioned the widow and the aunt, from the day of the accident,

as if the two men had been sailors, soldiers or airmen killed in action.

The Institution also made the following rewards :

To COXSWAIN ALEXANDER RABB and each of the six members of the crew, a reward of £5 in addition to the ordinary reward on the standard scale of £1 10s. ;

To WILLIAM GALL, the man who saw the life-boat capsize, went into the sea and dragged the men up the beach, £5 and a letter of thanks ;

To POLICE. CONSTABLE W. GILMOUR and AUXILIARY COASTGUARD G. GREY, who helped in the attempts to revive the two life-boatmen, a letter of thanks ;

To MR. ALEXANDER A. CRUICKSHANK, the honorary secretary of the station, a letter of thanks ;

To the two doctors, SURGEON LIEUTENANT COMMANDER GERRARD, R.N.V.R., and DR. MARTIN, letters of thanks ;

To AUXILIARY COASTGUARD J. LAING, who first brought to the coxswain the news of the signals of distress, a letter of thanks.

Ordinary rewards on the standard scale, £14 9s. ; extra rewards £42 . total rewards £56 9s. In addition, £47 19s. 6d. was paid in allowances, funeral and other expenses arising out of the accident.

The Aberdeen No. 1 life-boat *Emma Constance* was also launched at two in the afternoon, to investigate, after her crew had been assembled and had stood by from 1.15 to 3.15 in the morning. When she was at sea a message was sent to her that there was no one alive on board the *Lesrix*, and she was asked to go and investigate another wreck, the S.S. *Empire Pilgrim*, the crew of which had been taken off by the life-saving rocket apparatus, while the officers had remained on board. The life-boat found the steamer in a little cove made by the headland called Blindman, where she was completely sheltered from the weather. The life-boat returned to her station at 6.15 in the evening. - Rewards for assembly and launch, £12 11s. 3d.

JANUARY 26TH. - MOELFRE, ANGLESEY. A message from the coastguard reported an aeroplane in the sea off Red Wharf, and the motor life-boat G.W. was launched at 1.30 P.M. The sea was moderate, with a moderate easterly wind. Only some things belonging to an R.A.F. aeroplane were picked up, and it was thought that the aeroplane had dived into the sea, and the spot was marked by the Navy. The life-boat returned to her station at 5 P.M. - Rewards, £8.

JANUARY 26TH - 30TH and FEBRUARY 5TH. - FRASERBURGH, ABERDEENSHIRE. During these days the Fraserburgh life-boat performed a number of unusual services because of a very severe snow storm, which continued for several days, had blocked roads and railways, broken down telegraph and telephone wires, and made all communication by land impossible.

The first of these services was in the afternoon of 26th January when the motor life-boat *John and Charles Kennedy* took a supply

of food to the village of Pennan, ten miles along the coast. As the village was completely cut off it was not known what was happening there, but it was feared that the people would be short of food. The life-boat put out at 2 P.M. and returned at 5.30 P.M. Bailie John Dunbar, at whose request the life-boat went, contributed £5 towards the expenses. - Rewards, £10 19s. 9d.

On the same day a representative of the Grampian Electricity Company asked if the life-boat could go to Aberdour, seven miles along the coast, to bring from there to Fraserburgh six of their electricians who were unable to come by road. They were needed as the electric plant in Fraserburgh had broken down and work was being held up at a munition factory. At eight o'clock next morning, the 27th, an official of the Ministry of Productions urgently made the same request, and at 10 A.M. the life-boat was launched. She arrived back with the electricians at 2 P.M. Expenses paid by the Consolidated Pneumatic Tool Co., who also made a donation of £4.

On 29th January the life-boat again took food to Pennan at the request of the county authority which said that the population were in dire need. The life-boat left at 10 A.M. and returned at 2 P.M. - Expenses paid by the County Council.

On 30th January the life-boat went to Pennan for the third time. This time she went at the request of Mr. Joseph Noble to take to his parents, Mr. and Mrs. Benjamin Noble, the news that four of the family had been killed in an air-raid on a village near Fraserburgh. The life-boat left at 11 A.M. and returned at 2 P.M. Mr. Benjamin Noble gave £5 to the station to pay the rewards, and cost of fuel. - Rewards, £4 9s. 6d.

At 8.13 in the evening of the same day, 30th January, a message came from the coastguard that a vessel was in distress half a mile N.E. from Rosehearty, and her crew could be heard shouting for help. A second message said that she was ashore. The life-boat put out at 8.40. A fresh breeze was then blowing, with a moderate sea and heavy showers of snow. At 9.10 the life-boat found the steam trawler *Marlborough*, of Grimsby. She was bumping heavily on the ground and her crew had abandoned her. A morse message from the shore asked the life-boat to look for the ship's boat, and while she was looking a second message came that the crew had landed safely in the boat. The life-boat returned to the trawler, and put two men on board her. They found that she was making very little water and at 11 P.M. the life-boat started to tow her off. In this she was successful, and she brought the trawler into harbour at 12.30 A.M. next day. - Rewards, £15 14s. 6d.

The last of this series of services was five days later, on 5th February. The roads were still impassable because of the snow, and at the request of the Provost of Fraserburgh the life-boat took a doctor to New Aberdour, seven miles along the coast, to attend an urgent case. The life-boat left at 4.50 P.M. and arrived back at her station at 7.50 P.M. - Rewards, £8 2s. 9d.

JANUARY 29TH. - FILEY, YORKSHIRE. During the morning, while thirteen Filey fishing cobsles were at sea, a strong N.E. wind sprang up. All the regular life-boat crew were out fishing, but ex-coxswain R. C. Jenkinson volunteered to take out the life-boat, and collected a scratch crew of fishermen, and at 11.20 A.M. the motor life-boat *The Cuttle* was launched. She escorted 13 cobsles through very heavy seas, handing out life-belts to two of them, and returned to her station at 2.30 P.M. - Rewards, £11 7s. 6d.

JANUARY 29TH. - TORBAY, DEVON. During the afternoon the motor life-boat *George Shee* was launched for exercise in a N.N.W. gale, with a rough sea. As she returned to her moorings at about 3.30 P.M. she saw two men on board the Brixham motor trawler *Boy Charlie* waving for help. A mooring rope had fouled the propeller of the trawler and she was only two hundred and fifty yards from a lee shore. The life-boat towed her into Brixham inner harbour, and returned to her station at 3.50 P.M. - Rewards, £5 4s.

JANUARY 29TH. - SCARBOROUGH, YORKSHIRE. During the morning nine local fishing vessels were out and as a strong easterly wind had got up, with a rough sea, the motor life-boat *Herbert Joy II* was launched at 10.30 A.M. She escorted the nine boats into harbour, the *North Star*, *Chrystalite*, *Sceptre*, *Evelyn Margaret*, *Thankful*, *Premier*, *B. S. Colling*, *Alex*, and *Courage*, and returned to her station at 4 P.M. - Rewards, £19 1s. 6d.

JANUARY 29TH. - CROMER, NORFOLK. At 9.31 A.M. the naval base at Great Yarmouth reported, through the coastguard, that an airman could be seen in a dinghy to the N.N.E. A light wind was then blowing from E.N.E., but it increased to a strong wind, with a rough sea and snow squalls. At 9.45 the No. 1. motor life-boat *H. F. Bailey* was launched and searched without success. Then at 12.13 P.M. she received a wireless message that a Spitfire was circling over the dinghy, and that it was seven miles north of Cley. At the same time another Spitfire circled over the life-boat and guided her to the place. There the life-boat found and rescued the airman, but the weather was too rough for her to get back on the slipway at Cromer, so she made for Great Yarmouth, arriving at 6.20 P.M. A letter of thanks was received from the Director - General of Aircraft Safety. - Rewards, £33 1s.

JANUARY 31ST. - BLYTH, NORTH-UMBERLAND. At about 12.25 P.M. the coastguard telephoned that a vessel had capsized outside the piers. She was H.M. Minesweeper *Unicity*, with a crew of fifteen. A light N.E. wind was blowing, with a moderate swell, and it was very cold. The motor life-boat *Joseph Adlam* was launched at 12.35 P.M., and 500 yards south of Blyth West Pier found a pilot cutter and an R.A.F. speed boat already on the scene. She went

inshore and found one of the minesweeper's crew in the sea. He was very much exhausted and the life-boat put straight back to port with him. There she took on board a naval officer and returned at once to the scene of the accident. There she found a second man, an officer, and with difficulty got him on board. He was not only exhausted but seemed to have had a blow on the head. She hurried back to harbour with him, but he died later. The life-boat went out again, but found no more survivors, and returned to her station at 2.15 P.M. Meanwhile the R.A.F. speed boat rescued four men and the pilot cutter one, but eight had been lost. A letter of appreciation was received from the naval authorities. - Rewards, £6 7s. 6d.

JANUARY 30TH - 1ST FEBRUARY. SHERINGHAM, NORFOLK. An aeroplane had been reported down in the sea, and with the help of fifty soldiers the motor life-boat *Foresters Centenary* was launched at 12.6 P.M. A light S.W. wind was blowing, with a slight swell. Later a fishing boat was sent out to give fresh information to the lifeboat and to help in the search. An aeroplane was also sent out. The aeroplane was found off Weybourne by the fishing boat as she was returning at 4.15 P.M. The life-boat continued the search for the airmen, but found nothing, and returned at 7.40 P.M. Two days later the life-boat was asked to go and see if the aeroplane could be salvaged. She put out at 12.25 P.M., with men from Weybourne Camp on board, accompanied by a fishing boat. Nothing could be seen at the place where the aeroplane had sunk, which was marked by a float, but using a wire sweep the life-boat and the fishing boat found what was thought to be the engine. Then, on the beach at Salthouses, a mile away, the life-boatmen saw the greater part of the aeroplane, without the engine. It was pulled out to the life-boat which brought it back to Sheringham, arriving at 5 P.M. - Rewards : First, service, life-boat £36, shore boat, £16 19s. : second service, life-boat, £24 6s. 9d., shore boat, £7 2s. 6d.

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

JANUARY 3RD. - THE LIZARD, CORNWALL. A British Halifax bomber had been reported down in the Channel, but nothing was found. - Rewards, £27 15s. 6d.

JANUARY 4TH. - EASTBOURNE, SUSSEX. A Spitfire aeroplane had crashed into the sea, but the life-boat was recalled as the airman had been drowned. - Rewards, £14.

JANUARY 4TH. - FRASERBURGH, ABERDEENSHIRE. A motor vessel had burned flares as her engine had broken down, but she was able to make Buckie under sail. - Rewards, £10 19s. 9d.

JANUARY 5TH. - HOLYHEAD, ANGLESEY. A steamer had been seen flying a

distress signal, but this was a mistake as she did not need help. - Rewards, £2 17s.

JANUARY 5TH. - HOLYHEAD, ANGLESEY. A British Beaufighter aeroplane had been reported down in the sea, but nothing was found. - Rewards, £11 5s.

JANUARY 5TH. - THE HUMBER, YORKSHIRE. A steamer had gone ashore ten days before, one of the salvage vessels had also gone ashore, and the life-boat was asked to take the naval salvage officer from a tug to this vessel, but the seas were so heavy that the life-boat might have been damaged, and the coxswain would not take the risk as lives were not in danger. - Paid permanent crew.

JANUARY 6TH. - PORTRUSH, CO. ANTRIM. An aeroplane had been reported down in the sea thirteen miles N.N.E. of Ramore Head, but nothing was found. - Rewards, £11 6s. 6d.

JANUARY 7TH. - NEWQUAY, CORNWALL. A British aeroplane had been reported in the sea, but her crew of three had been rescued by a fishing boat before the life-boat arrived. - Rewards, £13 2s.

(See Newquay, "Services by Shore-boats," page 63.)

JANUARY 7TH. - ST. IVES, CORNWALL. At the request of the naval authorities the life-boat went to a spot where a Coastal Command aeroplane was reported to be circling over either an aeroplane or bodies in the sea, but she found nothing. - Rewards, £10 14s. 6d.

JANUARY 7TH. - ST. IVES, CORNWALL. A motor rescue launch had gone ashore, but the life-boat found her high on the beach and her crew had got ashore. - Rewards, £15 19s. 3d.

JANUARY 9TH. - SCARBOROUGH, YORKSHIRE. A British Beaufighter aeroplane had been reported flying low and was thought to have hit the water, but nothing was found. - Rewards, £18 6s.

JANUARY 9TH. - ALDEBURGH, SUFFOLK. An aeroplane had been reported down in the sea off Dunwich, but the life-boat was recalled as a Southwold motor boat had gone to the rescue. - Rewards, £20 4s. 6d.

JANUARY 10TH. - BARROW, LANCA-SHIRE. The life-boat was called out for an aeroplane, but it had crashed on land. - Rewards, £5 13s.

JANUARY 15TH. - HARTLEPOOL, DURHAM. Distress signals had been reported, thought to be from an enemy aeroplane which had come down after being hit during an attack on shipping, but nothing was found. - Rewards, £18 2s.

JANUARY 15TH. - WICK, CAITHNESS-SHIRE. A fishing boat had been reported

in distress, with a trawler standing by, but the life-boat arrived to find the trawler gone and no one on board the fishing boat. It was learned later that her crew had landed at Buckie. - Rewards, £4 17s. 6d.

JANUARY 15TH. - TEESMOUTH, YORKSHIRE. A vessel which had been bombed was reported to be in need of immediate help, but her crew had been rescued by a tug and a pilot cutter. - Rewards, £9 13s. 6d.

JANUARY 15TH. - ABERDEEN. Four fishing boats had been reported to be overdue, but three of them returned unaided. No trace of the fourth, with a crew of two, could be found. - Rewards, £10 6s. 3d.

JANUARY 16TH. - HOWTH, CO. DUBLIN. The motor vessel *Empire Jonquil*, flying the Dutch flag, had gone ashore, but her captain declined the services of the life-boat. - Rewards, £7 2s.

JANUARY 18TH. - HELVICK HEAD, CO. WATERFORD, AND BALLYCOTTON, CO. CORK. Flares had been reported, but the life-boats found nothing, although a Lowestoft drifter said that she had seen an aeroplane dropping flares. - Rewards : Helvick Head, £15 18s. ; Ballycotton, £13 11s. 6d.

JANUARY 18TH. - BARROW, LANCA-SHIRE. An aeroplane had been reported down in the sea, but nothing was found. - Rewards, £7 11s.

JANUARY 19TH. - PORT ASKAIG, ARGYLLSHIRE. An SOS had been intercepted from a vessel ashore on Islay, but her crew had landed in the ship's boat. - Rewards, £21 9s. 6d.

JANUARY 19TH. - TOBERMORY, ARGYLLSHIRE. A vessel had been reported ashore on Tiree Island, but the life-boat's help was not needed and the call was cancelled. Her crew were three short, and these places were filled by three naval men. - Rewards, £15 9s.

JANUARY 20TH. - DONAGHADEE, CO. DOWN. A raft with two men on board had been reported missing after a motor vessel had been sunk in collision, but nothing was found. - Rewards, £6 17s.

JANUARY 20TH. - PORT ST. MARY, ISLE OF MAN. A steam trawler had gone ashore, but the crew had got ashore on a raft. - Rewards, £24.

JANUARY 21ST. - FILEY, AND SCARBOROUGH, YORKSHIRE. A British aeroplane had been reported down in the sea, but nothing was found except a big floating mine which was reported by the Scarborough life-boat. - Rewards : Filey, £11 12s.; Scarborough, £19 17s.

JANUARY 21ST. - PORT ASKAIG, ARGYLLSHIRE. A ship had been reported in distress to the south-east of

Ardmore Point, Islay, but nothing was found, and later it was learned that the vessel was not in immediate danger and did not need the help of the life-boat. - Rewards, £17 18s.

JANUARY 21ST. - PORT ERIN, ISLE OF MAN. An unknown vessel had been reported ashore, but the life-boat was recalled by the coastguard as the position of the vessel had been wrongly given. - Rewards, £13 5s. 6d.

JANUARY 21ST. - PORTRUSH, CO. ANTRIM. A vessel had been reported in distress off Torr Head, but nothing was found. - Rewards, £22 6s.

JANUARY 22ND. - TROON, AYRSHIRE. A steamer had been reported ashore, but a second message asked that the life-boat should be recalled as she was not needed. - Rewards, £11 14s.

JANUARY 25TH. - ALDEBURGH, SUFFOLK. A British Spitfire aeroplane had been reported down in the sea, but nothing was found. - Rewards, £19 11s. 6d.

JANUARY 26TH. - TOBERMORY, ARGYLLSHIRE. A steamer had been reported ashore on Tiree, but the wind was at hurricane force and compelled the life-boat to heave to, and later she returned to Tobermory, as the weather was getting worse. The life-boat made a second attempt, but the weather was worse, rescue was impossible, and the life-boat was recalled. The crew of the steamer were all rescued from the shore by the coastguard life-saving rocket apparatus at Tiree. - Rewards, £20 9s.

JANUARY 26TH.. - SOUTHEND - ON - SEA, ESSEX. A steamer had been reported ashore, but before the life-boat could reach her a signal was received that the steamer had refloated. When the life-boat returned she was one mass of ice. - Rewards, £7 1s.

JANUARY 26TH. - COVERACK, CORNWALL. A British aeroplane was reported to have crashed off The Manacles, and the life-boat got away in three minutes, but she found nothing. - Rewards, £11 14s. 3d.

JANUARY 29TH. - CADGWITH, CORNWALL. The naval authorities asked the life-boat to investigate a vessel reported to be to the S.S.E., but she found nothing. - Rewards, £28 8s. 6d.

FEBRUARY

Launches 37. Lives rescued 3.

FEBRUARY 2ND. - CROMER, NORFOLK. At 9.37 A.M. the Cromer coastguard telephoned that a vessel, about one and a half miles north of Cromer, had reported that she had a man on board dangerously ill. The coastguard also telephoned a doctor, and he went with the No. 1 motor life-boat *H. F.*

Bailey which was launched at 9.55 A.M. A moderate S.E. wind was blowing, with a moderate ground swell. The life-boat found the m.v. *Sedulity*, of London. She had been attacked by a German Heinkel aeroplane, which had attacked her with machine-guns, cannon and bombs, and her anti-aircraft gunner had been wounded. The life-boat brought him ashore, and returned to her station at 11.20 A.M. - Rewards, £12 7s. 6d.

FEBRUARY 5TH. - DUNMORE EAST, CO. WATERFORD. At 11.20 on the night of the 4th February, the coastwatcher at Brownstown Head reported that a steam trawler was aground on a sandbank on the east side of Tramore Bay, and was showing flares. The weather had been foggy but was then clear, and it was very cold, with a strong N.E. breeze and a slight ground sea. The motor life-boat *Annie Blanche Smith* was launched at 12.30 in the morning, and found the steam trawler *Gozo*, of Milford, with a crew of eight. She was returning to Milford from fishing. It was nearly low water, and the life-boat was unable to get alongside the *Gozo*, but with the help of the trawler's boat she ran out a kedge, and then anchored to wait for high water, which would be at nine in the morning. As the trawler did not come off at high water the life-boat took her captain on board, and returned to her station for more help. She arrived there at 11.15. The services of a herring drifter were obtained and at five in the afternoon the life-boat went out again with her. They put men aboard the *Gozo* to help her crew in lightening her stern, which was on the sandbank, by moving coal forward, and in the end they refloated her. It was then found that she had a rope round her propeller, and the drifter had to tow her to Dunmore. The life-boat reached her station again at 12.40 in the morning of the 6th February, just twenty-four hours since she had first gone out. - Property salvage case.

FEBRUARY 5TH. - FRASERBURGH, ABERDEENSHIRE. The life-boat took a doctor to Aberdeen. This service was the last of several unusual services carried out by the life-boat over a period of several days. For details, see January 26th.

FEBRUARY 9TH. - LOWESTOFT, SUFFOLK. At 8.45 A.M. the naval base reported a vessel in difficulties off the harbour entrance. The weather was foggy, with a light northerly wind, and the sea was calm. At 9 A.M. the motor life-boat *Michael Stephens* was launched. The coxswain was ill with gastric influenza, but he took command. The life-boat found H.M. Drifter *Golden News*, with a crew of fifteen, stranded on the edge of the Newcome Sands, and rolling heavily in a ground swell. At the request of her master, the life-boat stood by until a tug refloated the drifter. With the life-boat in attendance she reached port at 10.30 A.M. - Rewards, £7.

FEBRUARY 10TH. - DOUGLAS, ISLE OF MAN. At 3.30 P.M. a fisherman returned to port and reported to the harbour master that

the motor fishing boat *Pevenil*, of Douglas, with a crew of three, was still at sea. As half a gale of wind was blowing from the N.E., with a rough sea, he was very doubtful if she could make harbour without help. As the fishing boat had not returned by 6 P.M. the motor life-boat *Manchester* and *Salford* was launched, and found the *Pevenil* about four miles S.E. by S. of Douglas Head. She was able to make progress and, escorted by the life-boat, she reached harbour at 6.30 P.M. - Rewards, £11 13s. 3d.

FEBRUARY 10TH. - RUNSWICK, YORKSHIRE. Four Staithes fishing boats were caught by a northerly gale, with a very rough sea, while out fishing, and the motor life-boat *Robert Patton - The Always Ready* was launched at 1.10 P.M. She escorted the four boats into Staithes and returned to her station at 3 P.M. - Rewards, £9 11s.

FEBRUARY 10TH. - DONAGHADEE, CO. DOWN. At about 11.20 A.M. information came from the look-out that a motor fishing boat had broken down at The Rig, off the Copeland Islands, four miles from Donaghadee. A westerly wind was blowing, with a choppy sea. The motor life-boat *Civil Service No. 5* was launched at 11.40 A.M. and found the motor fishing boat *Laura*, of Donaghadee, with a crew of three. The *Laura* succeeded in restarting her engine and the life-boat escorted her into harbour, arriving at 12.35 P.M. - Rewards, £4 19s.

FEBRUARY 13TH. - THURSO, CAITHNESS-SHIRE. At 2.50 A.M. the Wick coastguard reported by telephone that signals of distress had been seen in Scrabster Bay, and at 3.30 A.M. the motor life-boat *H.C.J.* was launched. A strong N.E. gale was blowing, with a very heavy sea and snow. The life-boat found the steam trawler *Sanserit*, of Aberdeen, with a crew of eleven, half-way between Scrabster and Thurso. She had dragged her anchor and driven ashore in shallow water. The sea was so heavy that the life-boat could not get alongside, and the snow so thick that her crew could not see, so she stood by until daylight. By that time the trawler was much closer inshore, and with great difficulty eight of the crew were rescued from the shore by the Scrabster coastguard life-saving apparatus. The other three members of the crew had been washed overboard and drowned. The life-boat returned to her station at 12.30 P.M. - Rewards, £23 4s.

FEBRUARY 17TH. - PORT ASKAIG, ARGYLLSHIRE. On the 16th February a request was received by telephone from a doctor and the minister on the Island of Colonsay for the help of the life-boat to bring a sick woman to Islay, whence she could be taken by air ambulance to the mainland. A strong easterly wind was blowing, with a rough sea, and no other boat could make the passage. The motor life-boat *Charlotte Elizabeth* was launched at 5.35 A.M., brought the woman from Colonsay, and returned to her station at 10 A.M. - Rewards, £9 3s.

FEBRUARY 20TH. - CLOUGHEY, CO. DOWN. At 4.55 A.M. the Tara coastguard telephoned that a steamer was ashore in Knockinelder Bay, and the motor life-boat *Herbert John* was launched at 6 A.M. A light south-easterly wind was blowing, with a smooth sea. The life-boat found the S.S. *Sard*, of Glasgow, with a crew of thirteen. They were in no immediate danger, and the life-boat brought the captain ashore to telephone to his owners about a tug. This done, the life-boat put him on board the steamer again, and returned to her station at 12.25 P.M. The steamer was towed off by a tug at high tide. - Rewards, £16 3s. 3d.

FEBRUARY 22ND. - LOWESTOFT, SUFFOLK. At 11.20 A.M. the coastguard asked for the life-boat's services for a vessel off the East Cross Sand Buoy, six miles east of Caister, and the motor life-boat *Michael Stephens* was launched at 11.35 A.M. A light northerly wind was blowing, with a ground swell. The life-boat found two ship's boats five miles N.E. of Caister. They contained twenty-five survivors from the S.S. *Enseign Marie Saint-Germain*, of Newport, Monmouthshire, which had been mined while bound in convoy for the Tyne. The life-boat took them on board and landed them at Yarmouth at 3 P.M. Here she learned, at 4.30 P.M., that another boat, with more survivors, had gone back to their ship, and that she was in tow. The life-boat put out, spoke the ship, and finding that the remainder of her crew were safe aboard her, returned to her station at 6.45 P.M. - Rewards, £9 0s. 3d.

FEBRUARY 22ND. - GREAT YARMOUTH AND GORLESTON, NORFOLK. At 4 A.M. Great Yarmouth coastguard reported that the Caister life-boat had been called out by rockets north of Winterton, but that the Caister life-boat could not get away owing to a defective carriage track, and at 4.50 A.M. the Great Yarmouth and Gorleston motor life-boat *Louise Stephens* was launched. A light N.E. wind was blowing, with a moderate swell and snow. Off Caister the life-boat ran into a heavy snowstorm and had to stop until it had passed. Going north she found a ship on Winterton Beach, but the water was too shallow for the life-boat to get alongside her. Her captain said that she was the S.S. *Yewkyle*, of Glasgow, and that he needed a tug. The life-boat sent a wireless message ashore for a tug and stood by. At 10.30 A.M. the tug *Diversion* arrived, but her ropes were too short. Another wireless call was sent, asking for longer ropes, and at 2 P.M. a trawler arrived, but the tide was now falling, it was impossible to get ropes to the steamer and the tug had to move off into deeper water. The life-boat then asked the steamer's captain if he intended to stay aboard her, and as he did the life-boat returned to her station, arriving at 4 P.M. - Rewards, £17 1s. 6d.

FEBRUARY 27TH. - MARGATE, KENT. At 3.40 P.M. an aeroplane crashed in the sea about two miles N.E. of the life-boat station, and life-boatmen standing by at the boat-house saw part of it above water. Seven

minutes later the motor life-boat *The Lord Southborough* (Civil Service No. 1) was launched. A light E. wind was blowing and the sea was smooth. The life-boat found three airmen clinging to two rubber dinghies, rescued them and gave them brandy. She then searched for a missing sergeant gunner, but could not find him, and returned to her station at 4.35 P.M. Two air-sea rescue boats also searched, but the missing man was not found. - Rewards, £7 12s.

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

FEBRUARY 2ND. - MOELFRE, ANGLESEY. An aeroplane was reported to have crashed into the sea, but nothing was found. - Rewards, £12.

FEBRUARY 3RD. - NEW BRIGHTON, CHESHIRE. A barge was reported to have sunk in the Mersey, and her crew of two were reported adrift on a raft, but nothing could be found. - Rewards, £7 3s.

FEBRUARY 4TH. - ABERDEEN. A vessel had been heard sounding her siren continuously, but she could not be found in the darkness, and at daylight she got into port unaided. - Rewards, £13 11s. 6d.

FEBRUARY 5TH. - KILMORE, CO. WEXFORD. A trawler had been attacked by German aeroplanes, with bombs and machine-guns, but the life-boat found nothing, and the Coningbeg Lightship reported that the trawler had gone on her way. - Rewards, £34 5s. 6d.

FEBRUARY 6TH. - ARRANMORE, CO. DONEGAL. Coastwatchers had reported an explosion and a ship on fire, but nothing was found, and later it was learned that an aeroplane had crashed and caught fire. - Rewards, £23 4s. 6d.

FEBRUARY 8TH. - WHITBY, YORKSHIRE. A red light had been reported and the life-boat was launched and stood by in readiness, but she was not required to go out as a convoy was passing and its escort vessels were asked to investigate the red light. - Rewards £4 10s.

FEBRUARY 10TH. - CLOUGHEY, CO. DOWN. A Spitfire aeroplane had come down in the sea, but the life-boat could find nothing. - Rewards, £10 9s. 6d.

FEBRUARY 10TH. - ST. IVES, CORNWALL. A steamer had been damaged in an air raid, but all the injured were taken ashore by a speed boat and the steamer herself was taken in tow by a tug. - Rewards, £21 18s. 6d.

FEBRUARY 12TH. - ALDEBURGH, SUFFOLK. A Wellington bomber aeroplane had been reported in the sea some miles east of Southwold, but nothing was found. - Rewards, £45 14s.

FEBRUARY 13TH. - BARROW, LANCASHIRE. A British Anson aeroplane had been reported overdue, but nothing was found. - Rewards, £16 16s. 6d.

FEBRUARY 14TH. - LYTHAM - ST. ANNE'S, LANCASHIRE. A naval pinnace was adrift and on fire at night with no one on board, but nothing was found. - Expenses paid by the Admiralty.

FEBRUARY 14TH. - BUCKIE, BANFFSHIRE, AND CROMARTY. A British aeroplane had got into difficulties and her crew had baled out, but nothing was seen. - Rewards : Buckie, £11 8s. ; Cromarty, £4 15s.

FEBRUARY 15TH. - WELLS, NORFOLK. An aeroplane had been reported in the sea off Brancaster, but nothing was found. - Rewards, £25 10s.

FEBRUARY 15TH. - WALTON AND FRINTON, ESSEX. An aeroplane had been reported down in the sea, but nothing was found. - Rewards, £28 16s.

FEBRUARY 18TH. - MARYPORT, CUMBERLAND. A British Hudson bomber aeroplane had crashed, but nothing except a large patch of oil was found. - Rewards, £7 19s.

FEBRUARY 18TH. - CLOUGHEY, CO. DOWN. A British aeroplane had come down in the sea, but it was found by an R.A.F. rescue launch. - Rewards, £21 13s. 6d.

FEBRUARY 22ND. - GIRVAN AYRSHIRE. A keeper at Turnberry Lighthouse had reported a small object on fire, but nothing was found. - Rewards, £13 11s. 6d.

FEBRUARY 24TH. - SHERINGHAM, NORFOLK. An aeroplane had been reported down in the sea, but no trace of it was found. The life-boat saw a paravane and reported it to the coastguard. - Rewards, £19 12s.

FEBRUARY 27TH. - GOURDON, KINCARDINESHIRE. An R.A.F. aeroplane had been reported down in the sea, but nothing was found. - Rewards, £23 2s. 9d.

FEBRUARY 27TH. - WICK, CAITHNESSSHIRE. White Very lights had been reported, but nothing was found. - Rewards, £15.

FEBRUARY 28TH. - CROMER, AND SHERINGHAM, NORFOLK. A British aeroplane coming towards land was heard to strike the water. Aeroplanes and launches, as well as the life-boats, made a long search but all that was found was one body, by a launch, and a parachute, by the Sheringham life-boat. - Rewards : Cromer, £39 8s. 6d. ; Sheringham, £39 16s.

MARCH

Launches 63. Lives rescued 75.

MARCH 3RD. - THE HUMBER, YORKSHIRE. At about 5 P.M. an army officer and two non-commissioned officers launched an old boat, intending to punt in shallow water. They had not allowed for the strong ebbing tide and a fresh S.E. wind and, having no oars, were soon drifting away. The life-boat's boarding boat put out at 5.45 P.M. She found that the boat was leaking badly and that the men were baling all the time to prevent her from sinking. She towed her to the beach, and returned to her station at 6.45 P.M. - Paid permanent crew.

MARCH 3RD. - NEW BRIGHTON, CHESHIRE. At 6.25 P.M. the Hoylake coastguard reported a motor boat in difficulties on Burbo Bank, and the No. 2 motor life-boat *Edmund and Mary Robinson* left her moorings at 6.45 P.M. A moderate S.E. wind was blowing, with a moderate sea and rain. The life-boat found the R.A.F. rescue launch No. 164 aground half a mile W.N.W. of C.10 Red Buoy. She had a crew of seven on board, and she had lost her propellers. The life-boat put men on board to help her get off and then towed her to a Mersey Docks and Harbour Board vessel lying in the main channel. The life-boat returned to her station at 11 P.M. - Rewards, £15 10s.

MARCH 6TH. - HARTLEPOOL, DURHAM. At 8.20 A.M. the coastguard reported a message from the S.S. *High Wear* that she was coming in with her engine-room flooded, that she was making water, and that a pilot should be ready. A few minutes later the motor life-boat *The Princess Royal* (Civil Service No. 7) put out in a fresh S.E. wind, with a very rough sea and snow. At the request of the naval authorities a pilot went with her. She found the steamer in Tees Bay. She was laden and drawing eighteen feet, which made it impossible to bring her into Hartlepool. With the life-boat guiding her the *High Wear* went into the River Tees, and the life-boat returned to her station at 11 A.M. - Rewards, £6 17s. 6d.

MARCH 7TH. - BUCKIE, BANFFSHIRE. At 4.45 A.M. the coastguard reported signals from a vessel to the N.E. by E., and the motor life-boat *K.B.M.* was launched at 6.30 A.M. A light southerly wind was blowing, with a ground swell. The life-boat saw a searchlight shining on to the land, and going inshore she found that it was on board H.M. Trawler *Sheldon*, which was aground on the landward side of Craigenroan Rock, with no one on board. Shouting was heard from the shore, and the life-boat learnt that the crew were safe. She then went to the trawler, turned off her searchlight and dynamo, and returned to harbour at 7.45 A.M. Half an hour later an officer of the trawler asked if she could put out again to bring ashore papers and clothing. As no other boat was available, the life-boat went out and returned again at 9.35 A.M. - Rewards, £10 6s. 3d.

MARCH 8TH. - GOURDON, KINCARDINESHIRE. The Gourdon coastguard reported a small boat adrift off Johnshaven, and at 11.10 A.M. the motor life-boat *Margaret Dawson* was launched. A light southerly wind was blowing, but there was a heavy ground swell. The life-boat found the boat, but it was empty and she towed it to Gourdon, arriving at 12.30 P.M. The owners of the boat, which came from Montrose, made a gift to the Institution and another to the life-boat crew. - Rewards, £16 16s.

MARCH 12TH. - BALLYCOTTON, CO. CORK. At 8.45 A.M. a local man out in a small boat saw what he took to be another small boat drifting about a mile and a half N.E. of the Ballycotton light. He came ashore and reported it to the life-boat coxswain. A moderate southerly wind was blowing and the sea was slight, but there was thick fog. The motor life-boat *Mary Stanford* was launched at 9.15 A.M. and found a ship's raft, which appeared to have been damaged by shrapnel or bomb splinters. She towed it in, returning to her station at 10 A.M. - Rewards, £7 4s. 6d.

MARCH 12TH. - BUCKIE, BANFFSHIRE. At 10.40 P.M. the coastguard reported a vessel burning flares one and a half miles N.W. by W., and the motor life-boat *K.B.M.* was launched at 11.30. A strong southerly wind was blowing, with a choppy sea and snow showers. About five miles N.W. of Buckie the life-boat found the steam drifters *Morning Rays*, of Fraserburgh, and *Amity*, of Buckie. The *Morning Rays* had been towing the *Amity*, which had no one on board, but the rope had fouled her propeller, and the two trawlers were drifting helplessly. At the request of the skipper of the *Morning Rays* the life-boat found the steam trawler *Copieux*, and she took both drifters in tow while the life-boat stood by. Then the tow rope between the two drifters broke and came clear of the *Morning Rays'* propeller, and the life-boat returned to her station, arriving at 2 A.M. - Rewards, £15 9s.

MARCH 13TH - 14TH. - BLYTH, NORTH-UMBERLAND. At 7.20 P.M. the Blyth coastguard telephoned that the S.S. *Brian*, of Sunderland, which had just left port, laden with coal, had driven ashore to the west of the West Pier. A moderate E.S.E. gale was blowing, with heavy seas, and it was very cold. At 7.45 the motor life-boat *Joseph Adlam* put out, got alongside the steamer, and rescued nine of the crew in spite of the heavy seas. The remaining ten had got away a little earlier in the ship's boat, and had landed on the beach. As the life-boat was leaving the *Brian* the coastguard life-saving apparatus, which was attempting to reach the steamer from the shore, fired a line which fell across steamer and life-boat. The slack of the line got foul of the life-boat's propeller, her engine stopped, and she drifted on to the beach. After a very anxious time the assistant motor-mechanic got the engine started again sufficiently to enable the boat

to get off the beach without help. The line was cut clear of the life-boat, and with the engines running cautiously she got back about 10.30 P.M. and landed the men at the naval base. She was then hauled up on the slipway and twenty more feet of rocket line were cut away from the propeller. On the following day it was found that the rudder had been twisted and cracked, but this did not prevent her from being launched again at 10.30 that morning, the 14th March, when the naval authorities asked if she could go out to pass tow ropes from the S.S. *Brian* to a salvage tug. She took six riggers with her and put them on board the steamer. The ropes were passed, but they broke and the steamer remained aground. The tide had turned, operations had to be suspended, and the life-boat returned at 4.15 P.M., bringing ashore the steamer's crew of fifteen and the six riggers. In recognition of the way in which all on board carried out their work when the propeller was fouled, and got the life-boat out of a tight corner in the darkness, 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, £18 4s. 6d. ; additional rewards to the crew, £6 15s. ; total rewards, £24 19s. 6d.

MARCH 15TH. - PETERHEAD, ABERDEENSHIRE. At 9.30 A.M. the coastguard reported a vessel ashore on outer Scotstoun Head, and the motor life-boat *John Russell*, on temporary duty at the station, was launched at 9.55 A.M. A strong S.E. wind was blowing, with a heavy sea, and there was fog. The life-boat found the steam trawler *Danearn*, of Aberdeen, with a crew of ten and a catch of fish on board. She had washed over the outer reef and was near the beach. The coastguard life-saving apparatus had fired a line to the trawler, and the life-boat stood by until all the crew had been rescued from the shore, returning to her station at 3.10 P.M. - Rewards, £6 14s. 6d.

MARCH 15TH. - GIRVAN, AYRSHIRE, AND CAMPBELTOWN, ARGYLLSHIRE. At 3.50 P.M. the coastguard telephoned to Girvan that a ship was ashore on Ailsa Craig. A moderate southerly wind was blowing, with a moderate sea. The life-boat *Lily Glen - Glasgow* was launched at 4.20 P.M., but she found nothing and returned at 8.20 P.M. News of the launching of the Girvan life-boat reached the Campbeltown station from the Portpatrick coastguard at 5.15 P.M., but another message said that radio bearings put the ship near the Mull of Kintyre, and the Campbeltown motor life-boat *City of Glasgow* was launched at 5.45 P.M. At 7.30 P.M. she found the S.S. *Tanafford*, of Oslo, on Boiler Reef to the S.W. of Sanda Island. She was fast on the rocks. A wireless message told the life-boat that a tug was coming and she went to find her, escorted her to the steamer and ran ropes between the two during the night. A second tug had been summoned but at 10.52 the following morning the first tug got the steamer off, and the life-boat returned to her station, arriving at 1.15 P.M. She had been 18 1/2 hours at sea. - Rewards

Girvan £17 0s. 3d. ; Campbeltown, £19 15s. 6d.

MARCH 15TH. - CROMER, AND SHERINGHAM, NORFOLK. On the night of the 14th March and in the morning of the 15th, a convoy was attacked by enemy E-boats. The E-boats in turn were attacked by destroyers and by H.M.S. *Vortigern*, which sank three of them and damaged two more, but H.M. *Vortigern* was hit by two torpedoes and sank. At 7.38 A.M. on the 15th March the Cromer coastguard passed a message from the flag officer in charge at Great Yarmouth to the Cromer life-boat station that two vessels had sunk ten miles N.E. by N. from Cromer. A light S.W. wind was blowing and the sea was smooth. The Cromer No. 1 motor life-boat *H. F. Bailey* was launched at 7.57 A.M., and by 9.43 A.M. had reached the position. A number of other rescue boats were there. The life-boat found a lot of wreckage, and picked up eleven bodies. She continued the search until 1.25 P.M. but found no one alive, and returned to her station at 3 P.M.

The Sheringham station had received a call at 7.40 A.M., and the motor life-boat *Foresters Centenary* was away at 8.2 A.M. She found one body and a barrage balloon. She returned to her station at 4.15. Both life-boats transferred the bodies to a motor boat which took them to Lowestoft, and both returned to their stations smothered in crude oil. Rewards : Cromer, £13 6s. 6d. ; Sheringham, £19 12s.

MARCH 15TH. - ABERDEEN. At 6.25 in the evening information came from the flag officer in charge at Aberdeen, through the coastguard, that H.M. Corvette *Hyderbad* had gone aground on the north breakwater in Navigation Channel and the No. 1 motor life-boat *Emma Constance* was launched at 6.40. A moderate southerly wind was blowing, with a heavy ground swell. The life-boat stood by the corvette, while the steam tug *Bruno*, with a crew of ten, came out to try and tow her off, but she too went aground, on the west side of the old south breakwater. It was then 8.40. Leaving the *Hyderbad* the life-boat got a line from the *Bruno*, which was rolling and pounding heavily in the surf, and started to tow her off. At 9.15 the tug refloated. She came off quickly and struck the life-boat, damaging her port quarter. The tug had lost her rudder and the life-boat towed her to her berth. Meanwhile, at 9.20, the *Hyderbad* herself had refloated and returned to her berth. The life-boat got back to her station at eleven o'clock. - Rewards, £13 11s. 6d.

MARCH 17TH. - REDCAR, YORKSHIRE. At about 9.50 A.M. the coastguard reported that an R.A.F. Lockheed Hudson aeroplane was down in the sea about two miles north of Redcar look-out, and the motor life-boat *Louisa Polden* was launched at 10.37 A.M. A moderate southerly wind was blowing and the sea was smooth. All she found was a dead body. An R.A.F. speed boat and a motor boat also went out and found several

bodies. The life-boat returned to her station at 12.45 P.M. - Rewards, £10 9s. 6d.

(See Teesmouth, "Services by shore-boats," page 64.)

MARCH 17TH. - CAMPBELTOWN, ARGYLLSHIRE. At 1.51 in the afternoon information came from the naval authorities that H.M. Rescue Tug *Adept*, with a crew of thirty, was aground on Paterson's Rock, east of Sanda Island, and the motor life-boat *City of Glasgow* was launched at 2.16. The weather was calm, but there was a bank of fog, and the tide race was raising a very rough sea at Paterson's Rock. The tug had struck the rock at high water and was right on top of it. Another tug had been sent for, and the life-boat stood by, waiting for her, but as the tide ebbed the *Adept* seemed in danger of slipping off at any moment, so the life-boat rescued her crew and then put them on board the tug *Zwarte Zee* which had now arrived. The tug and the life-boat then tried, without success, to tow off the *Adept*. The fog now became dense, and the tug and the life-boat both anchored. They remained there through the night, intending to make another attempt in daylight. By morning the weather had cleared, but as the life-boat then learned that a salvage ship was on her way she returned to her station, towing a boat from the *Adept* with some gear in it. She reached her station again at 11.10 in the morning of the 18th, having been out for 21 hours. This was her second long service, with only a day between them. - Rewards, £26 8s. 6d.

MARCH 18TH. - FRASERBURGH, AND PETERHEAD, ABERDEENSHIRE. Just before nine o'clock in the evening the coast-guard at Kinnaird Head reported that a white rocket had been seen off Rattray Head, and at 9.20 the Fraserburgh motor life-boat *John and Charles Kennedy* was launched. The wind was light, but a heavy sea was running and the night was pitch dark. Not a thing could be seen. The life-boat went to the position given, and searched for eight hours, but she could find no trace of a vessel in distress, and after that first rocket no flare or light was seen. Just before one o'clock next morning, during this unsuccessful search by the life-boat, a wireless message was received on shore from the vessel in distress. She was the steamer *Ebro*, of London, with a crew of thirty, and the message said she was breaking up and was anxious to know where the life-boat was. The resident naval officer, on receiving this message, tried to get in touch with the life-boat by wireless. Failing to do this he sent a message to the Peterhead station and the Peterhead motor life-boat *John Russell* was launched at 1.50. At 3.49, while the Peterhead life-boat was on her way to Rattray Head, a wireless message came from the Fraserburgh boat that she was waiting until daylight. Shortly before daylight her coxswain decided to return to harbour, and when he got near to the shore he signalled by lamp for the lights to be put on. At 5.50 the life-boat entered harbour, having then been out for 8 1/2 hours. She now learned from the coastguard that

the *Ebro* was ashore 1 1/2 miles off Rattray Head, and with this more precise information she put out again at 6.15. This time she found the wreck. She also found the Peterhead life-boat, which had arrived some time before, but in the darkness, made worse by hail showers, had not been able to see the wreck. The *Ebro* was lying on the sands broadside on to the sea, and partly submerged. The sea was so heavy that the life-boats were unable to get near her. They stood by for some time, and at 8.15 the Peterhead life-boat set out again for her station, leaving the work of rescue to the Fraserburgh life-boat. She arrived back at Peterhead at ten in the morning.

At 8.45 the Fraserburgh life-boat again returned to her station to refuel. The sea was breaking so heavily over the *Ebro* that it seemed impossible to approach her, but the coxswain hoped that with the change of tide conditions would improve. The life-boat reached harbour at 9.45, and in forty minutes had refuelled and was on her way out for the third time. This time, at the request of the coxswain and the motor-mechanic, Captain Andrew Stephen, joint honorary secretary of the station and the harbour master, went with her. Meanwhile, about 9.20, eighteen of the *Ebro's* crew of thirty men had got away in one of the ship's boats from her lee side, and although the boat was constantly flooded as she went through the surf, they came ashore safely. There were still twelve men on board. When the life-boat reached the wreck for the third time at 11.30 she found that the seas were now washing right over her. It was clear that the only hope of rescuing the twelve men was to take the life-boat between the *Ebro* and the shore. This meant gradually working the boat towards the beach through the heavy surf, and at the same time keeping her head on to the breaking seas. For over two hours the life-boat was manoeuvring to come alongside, and twice she had to put out to sea again when she saw exceptionally heavy breakers coming in. At last she got into position north of the wreck and signalled to her, "We are going to make a dash alongside. Be ready". Everything was secured on the life-boat's deck and the crew were ordered to take shelter. Then, at full speed, the life-boat went under the lee of the *Ebro*. Here she found much wreckage. Heavy logs, washed overboard from the wreck, were bumping alongside and threatening to crush the life-boat. There was the added difficulty that the *Ebro's* davit tackles were hanging over the side, and all the time the seas breaking over the *Ebro* were falling into the life-boat. In spite of this the life-boat passed lines from her bow and stern to the vessel and held alongside while the twelve members of the crew, who had taken shelter in the bridge deck house, watching their opportunity, made a dash for the life-boat. Some jumped into her, and others slipped down ropes and the pilot ladder. All twelve were rescued.

The life-boat had damaged both her stem and her rudder, but she was under control, and watching carefully to avoid the heavier

breakers, the coxswain brought her out again into the open sea. The life-boat got back again to Fraserburgh at three in the afternoon. It was then nearly eighteen hours since she had first put out. The captain of the *Ebro* was full of gratitude and spoke of the splendid way in which the life-boat had been handled.

It had been a long and very trying service, and the Institution made a reward of £3 to the coxswain and each member of the crew in addition to the ordinary reward on the standard scale of £2 16s. 6d. Rewards to the Fraserburgh crew and launchers on the standard scale, £22 15s. ; additional rewards to the Fraserburgh crew, £27 ; total rewards to the Fraserburgh crew and launchers, £49 15s. Rewards to Peterhead, £19 13s.

MARCH 20TH. - FRASERBURGH, ABERDEENSHIRE. The motor life-boat *John and Charles Kennedy*, which had been moored in the harbour after the service the day before, put out at 3 P.M. and took a pilot out to a vessel, as the weather was too rough for the pilot boat to go out. She returned at 3.35. - Rewards, £2 17s.

MARCH 21ST. - GIRVAN, AYRSHIRE. At 9.45 P.M. the police reported that a vessel was ashore about one mile south of Turnberry Lighthouse and was showing flares. The weather was calm but there was a dense fog. At 10.10 A.M. the motor life-boat *Lily Glen - Glasgow* was ready to go out, but the tide was low and she had to wait an hour before going. About one mile south of Turnberry Lighthouse she found the sailing ship *Ellie Park*, of Dublin, aground inside the Brest Rocks. The ship had a crew of three and was on her way from Belfast to Ardrossan with scrap iron. Her crew were in no immediate danger and the master asked the life-boat to stand by in order to help the ship get off when the tide had risen. About 4 A.M. the life-boat towed her off and took her through the channel into the safety of the open sea. She returned to her station at 4.50 A.M. - Rewards, £15 9s.

MARCH 25TH. - WHITBY, YORKSHIRE. At 10.55 in the morning the coastguard telephoned that an aeroplane had come down in the sea one mile off Sandsend and that her crew had taken to their rubber dinghy. All the fishing boats were at sea, and the life-boat's coxswain, second-coxswain and crew were out with them, but the motor-mechanic and the winchman quickly got together a crew. Ex-coxswain Thomas W. Welham, 71 years old, who had retired from the life-boat over six years before, took command, with T. Peart, aged 60, as acting second-coxswain, and the other six members of the crew were the motor-mechanic himself and five boys, sixteen years old. At 11.5, ten minutes after the call had been received, the motor life-boat *Mary Ann Hepworth* was launched. There were patches of fog, but the life-boat soon found a coloured patch in the water. Shortly afterwards she found the rubber dinghy itself, with four airmen on board, about half a mile off Sandsend. The aero-

plane had sunk. One of the airmen had hurt his leg, and all four had cuts, mostly about the head. The life-boat brought them in at once, arriving at 11.50. The station was thanked by the Director General of Aircraft Safety, by the pilot of the aeroplane and by his aerodrome. - Rewards, £7 6s. 6d.

MARCH 25TH - 26TH. - BARMOUTH, MERIONETHSHIRE, AND PWLLHELI, CAERNARVONSHIRE. SOS flashes had been seen by the coastguard about six miles east of Cilan Head on the evening of March 25th, and at 9.45 the Pwllheli motor life-boat *Ministre Ansele*, on temporary duty at the station, put out and searched for a long time, but found nothing. The wind was slight and the sea smooth. She then approached the Abersoch coastguard station and signalled for further information. She was told that news had just been received that an aeroplane had come down in the sea off Mochras Point, and she went at once to her help. Meanwhile at 2.10 next morning the Barmouth motor life-boat *Lawrence Ardern*, *Stockport* had been launched in answer to a message from the coastguard that a Stirling bomber had crashed in the sea. She reached the aeroplane at 3.45, and shortly afterwards the Pwllheli life-boat also arrived. They found the aeroplane's hatches open and the crew gone. The life-boats cruised about until daylight, and as they could see a rubber dinghy on shore, they presumed that the airmen had landed safely, and returned to their stations, the Pwllheli life-boat arriving at nine o'clock and the Barmouth life-boat at 9.30. On the way back the Barmouth life-boat saw a mine floating near St. Patrick's Causeway and reported it to the coastguard. At four o'clock in the afternoon the life-boat was again launched, with the mine disposal officer on board. The mine was found again and sunk, and the life-boat returned to her station at ten o'clock that night. Rewards : Barmouth, £25 17s. for the first launch ; the cost of the second launch was paid by the Admiralty ; Pwllheli, £14 13s. 3d.

MARCH 27TH. - EYEMOUTH, BERWICKSHIRE. At 9.10 A.M. the coastguard telephoned that a trawler was showing signals for medical aid. A light southerly wind was blowing with a rough sea. The motor life-boat *Frank and William Oates* was launched at 9.20 A.M. and found the steam trawler *Earl of Buchan* about a mile east of Eyemouth. A member of the crew was suffering from acute rupture. The life-boat brought him ashore at 9.50 A.M., and the trawler went on her way. - Rewards, £11 3s. 6d.

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

MARCH 2ND. - KIRKCUDBRIGHT. The R.A.F. reported that an aeroplane was down in the sea and that it was too rough for their speed boat, but the life-boat found nothing. - Rewards, £18 18s.

MARCH 2ND. - RAMSEY, ISLE OF MAN. An aeroplane had been reported missing, and it was thought that she might have come down at sea, but she had crashed on the beach. - Rewards, £12 9s.

MARCH 2ND. - PLYMOUTH, DEVON. A British Sunderland flying boat was reported to have been forced down, but the life-boat was recalled by wireless as another aeroplane had gone to her help. - Rewards, £6 13s.

MARCH 3RD. - BLYTH, NORTHUMBERLAND. An unknown steamer had been reported heading for rocks east of the harbour, but she seemed to get clear and then was lost in the darkness. - Rewards, £14 9s. 6d.

MARCH 5TH. - HARTLEPOOL, DURHAM. Two laden steamers, the Norwegian S.S. *Royal* and the British S.S. *Yewdale*, were lying off Hartlepool in a very rough sea, with a strong easterly wind blowing, and heavy snow storms, and the naval authorities wanted the steamers in harbour. The life-boat went out to pilot them in, but could not find them. Later they were able to enter the Tees. - Rewards, £18 14s.

MARCH 6TH. - SUNDERLAND, DURHAM. A motor vessel had gone ashore at Whitburn Point, but she was too far inshore for the life-boat to be able to get near her. - Rewards, £7 11s.

MARCH 7TH. - CAMPBELTOWN, ARGYLLSHIRE. A vessel had been reported ashore, but nothing was found, although a Dutch coasting vessel was seen under way. - Rewards, £6 13s.

MARCH 10TH. - PLYMOUTH, DEVON. A damaged aeroplane was expected to come down in the sea and the life-boat went out to stand by, but she was recalled by wireless as the aeroplane had landed elsewhere. - Rewards, £9 19s. 6d.

MARCH 11TH. - ARBROATH, AND BROUGHTY FERRY, ANGUS. An R.N.A.S. aeroplane had been reported down in the sea, but nothing was found except two wheels, one by the Arbroath life-boat and one by an R.A.F. launch. - Rewards : Arbroath, £16 18s. 3d. ; Broughty Ferry, £11 13s.

MARCH 11TH. - ALDEBURGH, SUFFOLK. Airmen had been reported down in the sea, but a high-speed launch was out searching and the coastguard recalled the life-boat by wireless as she was not needed. - Rewards, £39 18s.

MARCH 12TH. - ARBROATH, MONTROSE, ANGUS, AND ABERDEEN. On the afternoon of the 12th information was received at Arbroath and Montrose that an unknown vessel was in distress about twenty miles eastward of Arbroath. A later message reported survivors in boats, but Arbroath and Montrose No. 1 motor life-boats found

nothing. On the following morning a ship's boat was reported south-east of Collieston, and the Aberdeen No. 1 motor life-boat put out, but found nothing. - Rewards : Arbroath, £19 16s. 6d. ; Montrose, £20 7s. 9d. ; Aberdeen, £6 17s. 6d.

MARCH 13TH. - SELSEY, SUSSEX. A British aeroplane had been reported down in the sea, but only a patch of oil was found. - Rewards, £17 12s. 6d.

MARCH 13TH. - THURSO, AND WICK, CAITHNESS-SHIRE. A British aeroplane was expected to come down, probably at sea, but it reached land before crashing. - Rewards : Thurso, £21 9s. ; Wick, £8 13s.

MARCH 13TH. - BUCKIE, BANFFSHIRE. A British bombing aeroplane had crashed, but nothing was found, and the coastguard reported that the crew baled out and all were safe. - Rewards, £15 9s.

MARCH 14TH. - FENIT, CO. KERRY. A fishing boat had been reported in difficulties off Smerwick Harbour, but the life-boat found her abandoned. Her crew had got ashore. - Rewards, £20 9s.

MARCH 14TH. - WICK, CAITHNESS-SHIRE. The ex-Norwegian fishing vessel *H.13A.F.*, with a naval crew on board, appeared to be out of control, and her crew were waving a white sheet, but she was got under control again and went on her way. - Rewards, £6 13s.

MARCH 15TH. - RHYL, FLINTSHIRE. A British Hurricane aeroplane had crashed and was found on East Hoyle Sandbank, but there was no trace of her crew. - Rewards, £21 17s.

MARCH 15TH. - TENBY, PEMBROKE-SHIRE. The Belgian fishing vessel *Grace of God* was in distress, but her crew were rescued by a naval vessel. - Rewards, £19 1s.

MARCH 16TH. - SCARBOROUGH, YORKSHIRE. A British Spitfire aeroplane had been reported down in the sea, but nothing was found. - Rewards, £19 4s.

MARCH 17TH. - ST. DAVID'S, PEMBROKE-SHIRE. An aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £11 3s. 6d.

MARCH 20TH. - ST. IVES, CORNWALL. A British aeroplane had crashed and sank immediately. Trawlers nearby picked up two landing wheels and an airman's cap, but the life-boat and a rescue launch found nothing. - Rewards, £26 10s. 3d.

MARCH 24TH. - ST. DAVID'S, PEMBROKE-SHIRE. A steamer had been reported in distress north of the South Bishop Lighthouse, but no vessel in need of help was found. - Rewards, £6 12s.

MARCH 24TH. - BALLYCOTTON, CO. CORK. The military reported an attack ten

miles south of Flat Head, but when the life-boat reached the position, three and a half hours later, she found nothing. After she had returned explosions and gunfire were heard further away and it was assumed that a convoy had been attacked but had moved on before the life-boat arrived. - Rewards, £13 3s. 3d.

MARCH 25TH. - PEEL, ISLE OF MAN. A dinghy with a man on board had been reported drifting towards Peel, but nothing was found. - Rewards, £22 16s. 6d.

MARCH 27TH. - TORBAY, DEVON. A vessel coming in reported that she had found a small fishing boat and a dinghy with no one on board, and the life-boat made a wide search for her crew, but found nothing. - Rewards, £4 5s.

MARCH 27TH. - BUCKIE, BANFFSHIRE. A vessel had been reported on fire, but nothing could be found, and it was learned later there had been a small moorland fire on the Sutherland coast across the Moray Firth. - Rewards, £15 9s.

MARCH 27TH. - DOUGLAS, AND RAMSEY, ISLE OF MAN. An aeroplane was reported to have come down in the sea, but nothing was found. - Rewards : Douglas, £15 7s. 6d. ; Ramsey, £24 7s.

MARCH 27TH. - WICK, CAITHNESS-SHIRE. A fishing boat's engine had broken down, but it was repaired and the help of the life-boat was not needed. - Rewards, £9 19s. 6d.

MARCH 29TH. - LLANDUDNO, CAERNARVONSHIRE, AND RHYL, FLINTSHIRE. Airmen were reported to have baled out over the sea, but the life-boats found nothing. - Rewards : Llandudno, £21 13s. 6d. ; Rhyll, £27 9s. 6d.

MARCH 31ST. - WICK, CAITHNESS-SHIRE. A British aeroplane had been reported down in the sea, but nothing was found. - Rewards, £6 13s.

MARCH 31ST. - TROON, Ayrshire. A vessel had been reported ashore, but nothing was found. - Rewards, £13 11s. 6d.

APRIL

Launches 25. Lives rescued 32.

APRIL 2ND. - CLACTON-ON-SEA, ESSEX. At 11.12 A.M. the military authorities reported, through the coast-guard, that a soldier was adrift in a small rowing boat, without oars, about four hundred yards off Butlin's Camp. A moderately strong N.W. wind was blowing, with a moderate swell. The motor life-boat *The Brothers*, on temporary duty at the station, was launched at 11.43 A.M., found the boat and the soldier, and brought them back, arriving at her station at 12.37 P.M. The officers of the unit to which the soldier belonged sent their thanks. - Rewards, £3 19s. 6d.

APRIL 7TH. - SOUTHEND - ON - SEA, ESSEX. At 6.25 P.M. the naval control asked for the help of the life-boat with a national fire service float which was in difficulties at the loading pier. A S.W. gale was blowing, with a very rough sea. The motor life-boat *J. B. Proudfoot** was launched at 6.45 P.M., and found the float, not only damaging herself, but likely to do a lot of damage to the pier. She had seven men on board. The life-boat anchored, got a rope to the float and towed her clear of the pier with the help of the float's own power. The life-boat stood by until the fire float was safely moored and then returned to her station, arriving at 9 P.M. - Rewards, £7 1s.

APRIL 8TH. - KILMORE, CO. WEXFORD. At 8.20 P.M. a telephone request was received for the services of the life-boat to take off a sick man from the Coningbeg Lightship. The message had been transmitted to Rosslare by the S.S. *Rockabill*, which had got it from the lightship. The motor life-boat *Ann Isabella Pyemont* was launched at 8.45 P.M. A strong S.S.W. gale was blowing, with a heavy sea, and the life-boat had great difficulty in taking off the man. He had to be lowered into her in his hammock. On her way back the life-boat signalled for a doctor to meet her, and arrived at 12.5 A.M. The man was found to have a duodenal ulcer, and it is probable that he would have died if he had not been brought ashore. - Rewards, £21 13s.

APRIL 11TH. - CROMER, NORFOLK. At 3.35 A.M. information was received from the R.A.F. at Coltishall that an aeroplane had crashed about four miles N.N.W. of Cromer, and the No. 1 motor life-boat *H. F. Bailey* was launched at 3.58 A.M. A light westerly wind was blowing and the sea was smooth. The life-boat found six Polish airmen in a dinghy, three of them wounded. A trawler arrived at the same time. Lines were thrown, and the first line caught by the airmen was from the trawler, and they were taken aboard her. She transferred them to the life-boat, which landed them at Cromer at 5.14 A.M. The Director General of Aircraft Safety sent a letter of thanks. - Rewards, £17 10s. 6d.

APRIL 17TH. - RAMSGATE, KENT. During the afternoon the naval base reported a fishing boat in difficulties off Foreness Point, and the motor life-boat *Agnes Cross*, on temporary duty at the station, was launched at 3.50 P.M. A light N.E. wind was blowing, with a moderate sea. The life-boat found the motor fishing boat *New Skylark*, of Ramsgate, at anchor, flying a distress signal. She was leaking badly, her pump was not working, and her crew of two were baling. A life-boatman was put on board to help them. The life-boat then took the fishing boat in tow and made for Margate, where

* This boat was on duty at the station, in place of the *Greater London*, from December, 1941, to February, 1945.

she arrived at 5 P.M. She got back to her station at 6 P.M. A letter of thanks was received from the rescued men. - Rewards, £5 3s.

APRIL 19TH. - RAMSGATE, KENT. At 3.30 P.M. the naval base reported a fishing boat, off the North Foreland, in need of a tow into harbour. She was the *Boy Eric*, of Lowestoft, on voyage, with a crew of two, to Ramsgate for repairs. A light S.W. wind was blowing and the sea was smooth, but as the naval authorities wished the boat to be got in quickly and no other suitable boat was available, the motor life-boat *Agnes Cross*, on temporary duty at the station, was launched at 4.50 P.M., and returned with the *Boy Eric* in tow at 6.40 P.M. - Rewards, £2 13s.

APRIL 24TH. - PENLEE, CORNWALL. At 6.30 A.M. the coastguard reported a fishing boat in distress S.W. of Penzer Point, and the motor life-boat *W. and S.* was launched at 6.50 A.M. An E.S.E. gale was blowing, with a rough sea. The life-boat found the boat about three hundred yards from the shore and took her in tow. As she passed Penzer Point the coastguard signalled to her that another boat was in difficulties off Treen. After towing the first boat to safety, the life-boat returned to the help of the second boat, but on the way saw a third boat in a very dangerous position near the Runnel Stone Rocks. She went to her at once, found that her engine had broken down, and took her in tow. She then picked up the second boat and towed them both into Newlyn Harbour, where she arrived at 1 P.M. The three rescues had taken over six hours. The fishing boats, which all belonged to Newlyn, were the *Margaret*, *Boy Don* and *Alsace Lorraine*, and they were manned by French refugees, twelve in number. An increase in the usual money award on the standard scale was granted to each member of the crew and to each helper. - Standard rewards to crew and helpers, £8 1s. 6d. ; additional rewards to crew and helpers, £4 7s. ; total rewards, £12 8s. 6d.

APRIL 27TH. - SOUTHEND - ON - SEA, ESSEX. At 11.45 in the morning the coastguard at Warden Point, Isle of Sheppey, reported that a barge was drifting towards the targets of the Royal Air Force off Leysdown, and at 11.55 the motor life-boat *J. B. Proudfoot*, on temporary duty at the station, was launched. A strong wind from the E.N.E. was blowing, rising to the force of a gale at times, and a big sea was running. The life-boat started out with her motors, but she had to go through channels which had not been swept of mines, and there she cut off her engines, for fear of acoustic mines, and went on under sail. The barge was the *Emma*, of Rochester, in ballast, with only one man on board, and the life-boat reached her when she was already within 200 yards of the targets. Her sprit was broken and her sails were in ribands. The coxswain put some members of his own crew on board the *Emma*, took her in tow, got her out into the swept channels and then brought her to a

safe anchorage at Southend at 4.30 in the afternoon. - Property salvage case.

APRIL 29TH. - SALCOMBE, DEVON. At 12.25 in the afternoon the coastguard at Hope Cove reported that eight men in a 16-foot boat had stranded on Book Rock near Thurlstone. An E.S.E. gale was blowing, with a rough sea, and the men, who were employed on the wreck of the *Louis Shied* which had stranded in December, 1939, could not reach shore under oars. The rock is about a mile from the shore, and is awash at half-tide. It was low water. As no other suitable boat was available the motor life-boat *Samuel and Marie Parkhouse* was launched at 12.45. She reached the rock at 1.45, rescued the men and, with their boat in tow, took them to Hope Cove. She returned to her station at 4.20 in the afternoon. An increase in the usual money awards on the standard scale was given to each member of the crew. - Standard rewards to crew, £5 ; additional rewards to crew, £2 5s. ; total rewards, £7 5s.

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

APRIL 1ST. - PETERHEAD, ABERDEENSHIRE. A British bombing aeroplane had crashed into the sea, but another boat picked up two survivors and a dead body. - Rewards, £8 16s. 6d.

(See Peterhead, " Services by Shore-boats," page 64.)

APRIL 7TH. - FRASERBURGH, ABERDEENSHIRE. An aeroplane had been reported down in the sea and later a red rocket was seen, but on receiving a wireless signal that none of our aeroplanes was missing the life-boat returned. - Rewards, £9 13s.

APRIL 8TH. - LLANDUDNO, CAERNARVONSHIRE. An aeroplane had come down in the sea, but the airmen were picked up by a motor boat from Colwyn Bay. - Rewards, £9 4s.

(See Colwyn Bay, " Services by Shore-boats," page 65.)

APRIL 10TH. - LYTHAM - ST. ANNES, LANCASHIRE. A Spitfire aeroplane had been reported down off Lytham, but nothing was found. - Rewards, £8 1s. 6d.

APRIL 11TH. - BARROW, LANCASHIRE. The naval authorities had reported a Spitfire aeroplane down in the sea off Seascale, but nothing could be found. - Rewards, £11 12s. 6d.

APRIL 12TH. - NEWQUAY, CORNWALL. The pilot of a British Spitfire aeroplane was reported to have baled out off Perranporth, but he had been drowned and the life-boat found nothing. - Rewards, £17 5s.

APRIL 13TH. - BARROW, LANCASHIRE. A British aeroplane had been reported down in the sea, but her crew were picked up by a

trawler about twenty miles N.W. of Morecambe Bay lightship and the life-boat was recalled by wireless. - Rewards, £6 12s.

APRIL 14TH. - CROMARTY. A British aeroplane had been reported down in the sea, but it was learned later that the crew had reached the shore unaided. - Rewards, £5.

APRIL 15TH. - HOYLAKE, CHESHIRE. It had been reported that an R.A.F. pilot was in a rubber dinghy in the Dee Estuary, but nothing was found. - Rewards, £18 18s.

APRIL 17TH. - LERWICK, SHETLANDS. Red flares had been reported south of Foula, but nothing could be found. - Rewards, £11 5s.

APRIL 20TH. - FRASERBURGH, ABERDEENSHIRE. A Hudson aeroplane was reported to have crashed in the sea, but nothing was found. - Rewards, £10 18s.

APRIL 23RD. - BOULMER, NORTH-UMBERLAND. A small boat had been reported by an aeroplane to be in distress, but it was found to be a false alarm. - Rewards £5 9s

APRIL 24TH. - COURTMACSHERRY, CO. CORK. An object had been reported in the sea off Seven Heads, but nothing was found. Later it was learned that it was part of a barrage balloon. - Rewards, £11 15s. 6d.

APRIL 26TH. - BARMOUTH, MERIONETHSHIRE. The motor vessel *Barendsz*, of Rotterdam, was flying a four-flag signal, but it was found to be her name in code and she had only come in close for shelter in an easterly gale. Two days later smoke signals were seen from the same vessel, but by the time the life-boat reached her the gale had moderated and she did not answer the lifebelts to the crew of the *Barendsz*. - Rewards, £11 16s. and £11 15s. 6d.

APRIL 30TH. - HOLYHEAD, ANGLISEY. A British aeroplane had been reported down in the sea, but nothing was found. - Rewards, £3 18s. 6d.

MAY 12TH. - CULLERCOATS, NORTH-UMBERLAND. At 3.10 A.M. the Tyne-mouth coastguard reported that a vessel was in distress off Souter Point, and the motor life-boat *Westmorland* was launched at 3.40 A.M.

MAY 13TH. - CULLERCOATS, NORTH-UMBERLAND. At 3.10 A.M. the Tyne-mouth coastguard reported that a vessel was in distress off Souter Point, and the motor life-boat *Westmorland* was launched at 3.40 A.M.

Launches 22. Lives rescued 17.

MAY 4TH. - FRASERBURGH, ABERDEENSHIRE. Early in the morning information was received from the coastguard that signals had been seen eight miles N.N.W. of Fraserburgh. At 3.20 A.M. the motor life-boat *Charles Kennedy* was launched. The vessel was overcast, with light rain and moderate swell. The life-boat found the vessel *Charles Kennedy* at 3.40 A.M. and returned to the shore at 4.15 A.M. The vessel was a motor launch, and the crew of four. Her engine had broken down, and she was drifting with the tide, and was in danger of being wrecked on the rocks. The life-boat towed her into the harbour, and the crew were rescued. - Rewards, £10 18s. 6d.

station. At 1.30 P.M., when the tide had turned, the life-boat went out again and brought her into harbour, returning to her station at 3.30 P.M. - Property salvage case.

MAY 9TH. - DUNMORE EAST, CO. WATERFORD. The S.S. *Tartar*, of Sligo, had stopped off Dunmore for examination. She had not dropped anchor, but drifted to the S.W. round the headland. She was kept under observation, and was seen to anchor and then to fly a distress signal. At 7.20 P.M. the motor life-boat *Annie Blanche Smith* was launched. A fresh easterly wind was blowing, with a slight sea. The life-boat found the steamer about one hundred yards off shore and in danger of going aground if the wind shifted to the south. The life-boat stood by, and some of her crew boarded the *Tartar*. The steamer was being brought from Dublin to Waterford by the head of the Dublin Navigation School and seven students from the school, but owing to bad coal the steam pressure had dropped. The anchor had been let go, but it jammed, and the steamer had drifted into danger before it could be cleared. By feeding the furnaces with wood from the superstructure and fittings the crew of the life-boat raised steam and the steamer came into Dunmore Harbour under her own power, escorted by the life-boat. The life-boat returned to her station at 9.30 P.M. - Rewards, £8 13s.

MAY 11TH. - SCARBOROUGH, YORKSHIRE. Cobles were out fishing, and at 11.45 in the morning, as a strong easterly wind was blowing, with a rough sea, the life-boat coxswain decided that it was not safe for them to come in unescorted, and launched the motor life-boat *Herbert Joy II*. She found the cobles about a mile and a half N.E. of Scarborough Castle. They were the *Evelyn* and the *Margaret* and the

Evelyn and the *Margaret* and the *Courage*. She returned to the station at 1.45 in the afternoon.

Launches 22. Lives rescued 17.

MAY 12TH. - CULLERCOATS, NORTH-UMBERLAND. At 3.10 A.M. the Tyne-mouth coastguard reported that a vessel was in distress off Souter Point, and the motor life-boat *Westmorland* was launched at 3.40 A.M.

MAY 13TH. - CULLERCOATS, NORTH-UMBERLAND. At 3.10 A.M. the Tyne-mouth coastguard reported that a vessel was in distress off Souter Point, and the motor life-boat *Westmorland* was launched at 3.40 A.M.

MAY 14TH. - CULLERCOATS, NORTH-UMBERLAND. At 3.10 A.M. the Tyne-mouth coastguard reported that a vessel was in distress off Souter Point, and the motor life-boat *Westmorland* was launched at 3.40 A.M.

MAY 15TH. - CULLERCOATS, NORTH-UMBERLAND. At 3.10 A.M. the Tyne-mouth coastguard reported that a vessel was in distress off Souter Point, and the motor life-boat *Westmorland* was launched at 3.40 A.M.

The life-boat found the body of a sergeant of the Royal Canadian Air Force, and brought it back, arriving at 5.15 P.M. - Rewards, £5 14s. 6d.

MAY 17TH. - FERRYSIDE, CARMARTHENSHIRE. At 8.30 A.M. the coxswain received information from the Pembrey coastguard that a vessel was in difficulties on the Cefn Sidan Sands, and at 9.25 A.M. the motor life-boat *William Maynard* was launched. A strong southerly wind was blowing, with a rough sea. The life-boat found the motor vessel *Narwal*, formerly of Delfzijl, Holland, ashore near Pembrey aerodrome, with a crew of nine aboard. She was in ballast and bound from Hayle for Port Talbot. The life-boat stood by until it was clear that the crew were in no danger, and then returned to her station, arriving at noon. In case the position of the vessel should become dangerous on the next tide the life-boat crew stood by from 6 P.M. to 9 P.M., but their services were not needed as the vessel refloated and went on her way.- Rewards, £10 10s. 6d.

MAY 25TH. - CROMER, NORFOLK. While the auxiliary yacht *Betty* was on her way from Lynn to Gorleston her engine broke down. A strong S.S.W. wind was blowing, and as she was unable to beat round to Cromer under sail she anchored off Sheringham. Her crew of three got ashore, and the owner telephoned to Cromer at 5.10 P.M. asking for a tow. At 5.45 the No. 1 motor life-boat *H. F. Bailey* was launched and towed the *Betty* to Gorleston, arriving at midnight. She left again at 5.30 A.M. next morning and arrived at Cromer at 9.30 A.M. - Property salvage case ; rewards, £2 6s.

MAY 25TH. - GOURDON, KINCARDINESHIRE. At 1.15 in the afternoon the harbour master reported that the motor fishing boat *Silver Cloud*, of Gourdon, returning from the fishing ground, had been hit by a big sea and her engine had failed. A southerly gale was blowing, with a rough sea and heavy rain, and the *Silver Cloud*, which had a crew of three, started drifting towards the shore to the south-east of the coastguard station, but, before she went ashore, her anchor held. At 1.30 the motor life-boat *Margaret Dawson* was launched, rescued the three men and arrived back at her station at 2.20. Later in the day a fishing boat went out and brought in the *Silver Cloud*.- Rewards, £10 9s. 6d.

MAY 30TH. - BERWICK - ON - TWEED, NORTHUMBERLAND. At noon the coastguard reported that the naval authorities had asked for help for the motor fishing yawl *Golden West*, of Wick, which was on Admiralty service, with a crew of three, and had gone ashore on Spittal Point. A light westerly wind was blowing, with only a slight sea, and as the tide was then four hours' flood it was decided not to send out the life-boat until high tide, two hours later. At 2 P.M. the reserve motor life-boat *Elizabeth Newton*, on temporary duty at the station, was

launched. Some of the regular crew were not available, but a crew of five, including the honorary secretary, Captain D. L. Lowden, took her out. She found that the *Golden West's* engine had broken down, and passed a rope on board. She had soon refloated the yawl and took her up river into dock, and then returned to her station, arriving at 3 P.M. - Rewards, £2 10s.

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

MAY 2ND. - WICKLOW. Flares had been seen, but nothing was found. - Rewards, £13 7s. 6d.

MAY 3RD. - BLACKPOOL, AND FLEETWOOD, LANCASHIRE. A British aeroplane had been reported down in the sea six miles west of Blackpool. The Blackpool life-boat could not launch at once as the tractor was engaged in an attempt to save another aeroplane at St. Anne's, so the Fleetwood life-boat was launched instead, and later the Blackpool boat also put out, but the pilot of the aeroplane, a Spitfire, had been rescued by a steamer. - Rewards, Blackpool, £5 3s. 6d. ; Fleetwood, £4 8s. 6d.

MAY 5TH. - PORTHDINLLAEN, CAERNARVONSHIRE. Signals at sea level flashing SOS had been reported, but the life-boat was recalled by wireless as she was not needed. - Rewards, £7 13s. 6d.

MAY 6TH. - BLACKPOOL, LANCASHIRE. A British aeroplane had crashed in the sea, but the pilot was rescued by a trawler. - Rewards, £5 3s. 6d.

MAY 8TH. - BUCKIE, BANFFSHIRE. Two men had reported to the life-boat coxswain that they had seen an aeroplane crash into the sea, but nothing was found.- Rewards, £4 10s. 6d.

MAY 12TH. - DOUGLAS, ISLE OF MAN. A small yacht which had left the Cumberland coast for the Isle of Man was overdue, but got into Douglas without help. - Rewards, £9 1s.

MAY 17TH. - CROMER, NORFOLK. An aeroplane had come down in the sea, and a minesweeper which had seen the crash found wreckage, but no survivors were found.- Rewards, £16 5s. 6d.

(See Sheringham, " Services by Shore-boats," page 65.)

MAY 18TH. - WALTON AND FRINTON, ESSEX. A British Spitfire aeroplane had crashed into the sea, but the pilot was picked up by a trawler. - Rewards, £8 16s.

MAY 26TH. - TORBAY, DEVON. A boy had fallen over the cliff at Berry Head and was too badly injured to be hauled up, but before the life-boat could reach the scene a passing tug had been signalled, had put in to shore and had taken the boy on board.- Rewards, £5 18s.

MAY 27TH. - BALTIMORE, CO. CORK. An aeroplane was reported to have crashed, but nothing could be found. - Rewards, £5 12s.

MAY 27TH. - GIRVAN, AYRSHIRE. An aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £9 1s.

MAY 27TH. - PORTHDINLLAEN, CAERNARVONSHIRE. A small pulling boat was in difficulties, but the two men aboard managed to get to land without help. - Rewards, £6 8s.

JUNE

Launches 17. Lives rescued Nil

JUNE 3RD. - BERWICK - ON - TWEED, NORTHUMBERLAND. At 11.20 A.M. it was reported by telephone that a small fishing boat was in distress to the south of Berwick pier, and the motor life-boat *Elizabeth Newton*, on temporary duty at the station, was launched at 11.30 A.M. A strong westerly wind was blowing, with a moderate sea. The life-boat found the motor fishing boat *Ruby*, of Berwick-on-Tweed, with her engine broken down. She had a crew of three. The life-boat towed her into harbour, and returned to her station at 12.20 P.M. - Rewards, £1 17s. 6d.

JUNE 10TH. - BUCKIE, BANFFSHIRE. At 11.30 P.M. the coastguard telephoned that they had been watching a vessel since 6 P.M. She was under sail, but making little headway, and appeared to be flying a two-flag signal. The wind was slight, from the N.E., but the sea was rough. The motor life-boat *K.B.M.* was launched at 11.55 P.M., and found the seine net fishing vessel *Quest*, of Cullen, with a crew of four, three miles N. from Buckie. She had left Wick at 10 A.M., but her engine had broken down. The life-boat towed her into harbour, arriving at 12.45 A.M. - Rewards, £9 1s.

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

JUNE 2ND. - ARBROATH, ANGUS. A small fishing boat had drifted ashore, but her crew got off her without help. - Rewards, £10 7s.

JUNE 3RD. - CLACTON - ON - SEA, ESSEX. An aeroplane had been reported down, but the life-boat could find nothing and later was recalled by wireless. - Rewards, £11 5s.

JUNE 4TH. - WALTON AND FRINTON, ESSEX. An aeroplane had been reported down in the sea and the life-boat and her motor boarding boat searched, but they found nothing, and later were recalled by wireless. - Rewards, £8 16s.

JUNE 6TH. - ALDEBURGH, SUFFOLK. Signals of distress had been reported 10 miles away, but the life-boat was recalled, as a destroyer had picked up the crew of an aeroplane. - Rewards, £18 10s.

JUNE 10TH. - PORTHDINLLAEN, CAERNARVONSHIRE. An Anson aeroplane had crashed into the sea, but the crew were drowned before the life-boat and a motor launch could reach the spot. - Rewards, £7 13s. 6d.

JUNE 12TH. - DUNMORE EAST, CO. WATERFORD. An aeroplane had been seen falling into the sea, but nothing was found. - Rewards, £4 7s. 6d.

JUNE 14TH. - HOLYHEAD, ANGLESEY. Two men had been reported in difficulties on some rocks, but no one was found there and probably seals had been mistaken for men. - Rewards, £3 2s. 6d.

JUNE 17TH. - CAMPBELTOWN, ARGYLLSHIRE. A trawler ashore on the Mull of Kintyre had been reported by coastguards on the Irish coast, but it was found that, she was a trawler which had been ashore since January, and owing to the extraordinarily clear air she was seen that day from the Irish coast for the first time. - Rewards, £3 2s. 6d.

JUNE 17TH. - ABERYSTWYTH, CARDIGANSHIRE. An auxiliary smack had been reported in distress, but she was towed into Aberdovey by a motor boat. - Rewards, £16 16s.

JUNE 20TH. - CROMER, NORFOLK. A Spitfire aeroplane had crashed, but no airman was found, and the life-boat's efforts to tow in the aeroplane were unsuccessful. - Rewards, £11 8s. 6d.

(See Sheringham, "Services by Shore-boats," page 67.)

JUNE 20TH. - ARKLOW, CO. WICKLOW. Flares had been reported, probably from an aeroplane, but nothing could be found. - Rewards, £14 0s. 6d.

JUNE 21ST. - KILMORE, CO. WEXFORD. A steamer, damaged by striking a rock or wreckage, had been beached, but she did not need the help of the life-boat. - Rewards, £31 12s. 6d.

JUNE 26TH. - CROMER, NORFOLK. A Wellington bombing aeroplane had crashed into the sea, but her crew were picked up by a patrol boat. - Rewards, £12 7s. 6d.

JUNE 29TH. - CLOUGHEY, CO. DOWN. A Spitfire aeroplane had been seen to dive into the sea, but nothing was found. - Rewards, £6 17s. 6d.

JULY

Launches 17. Lives rescued 7.

JULY 13TH. - COURTMACSHERRY HARBOUR, CO. CORK. At 5.30 A.M. the coastwatchers reported that a small boat was in distress about five miles S.E. of Oysterhaven, and the motor life-boat *City of Bradford I*, on temporary duty at the station, was launched at 5.50 A.M. A moderate westerly wind was blowing and the sea was smooth, but

there was fog. After a long search the life-boat found the motor launch *Shirken*, of Oysterhaven. Only one man was on board and he was exhausted. Two other men had been on board the launch, but they had put off in her dinghy to get help and been unable to return. The life-boat took the man off, towed the launch to Oysterhaven, and returned to her station, arriving at 1.35 P.M. - Rewards, £7 2s.

JULY 14TH. - WELLS, NORFOLK. At 5.39 A.M. a message was received from the coastguard that an aeroplane had crashed into the sea three miles away. She was a Lancaster bomber. At 5.52 came another message asking the life-boat to launch, and the motor life-boat *Royal Silver Jubilee, 1910-1935* was afloat at 6.15. Dr. E. W. Hicks, the honorary secretary of the station, went with her. A freshening wind was blowing from the north, with a moderate sea. The life-boat found the aeroplane standing on her nose, with her tail and part of her port wing blown away. One airman, almost pulseless, but still conscious and moaning with pain, was clinging to the underside of the port wing. He was lifted into the life-boat. There was no sign of any other member of the crew, so the coxswain hoisted himself on to the edge of the wing and walked along it to the fuselage. Its top had been blown away and he climbed inside to search for the rest of the crew, who might still be aboard, injured and helpless. At any moment the aeroplane might have turned over, or sunk, and the coxswain would have been trapped inside her. He searched but found no one, and the life-boat put back to Wells, where she arrived at 7.30. The injured man was landed and taken to hospital, but later he died. The life-boat then returned to the aeroplane and made a further search. She found nothing except a rubber dinghy, about a mile away. At 8.40 the aeroplane sank. An Air-Sea Rescue launch, with the help of aeroplanes, began a wider search, and the life-boat returned to her station, where she arrived at 9.15. Some of the bodies of the other six men of the bomber, all of whom lost their lives, were recovered later.

In recognition of his gallantry in going on board the aeroplane, the Institution awarded its thanks inscribed on vellum to COXSWAIN THEODOR T. L. NEILSEN. - Rewards, £8 10s. 3d.

JULY 18TH. - WHITBY, YORKSHIRE. During the morning the fishing fleet had returned, as the weather was getting rough, with the exception of one coble, *Freda*, and at 12.50 in the afternoon, by which time the wind was blowing strongly from the N.E., with a very rough sea, the motor life-boat *Mary Ann Hepworth* was launched. She found the *Freda* three miles E.N.E. of Whitby, with her crew of three pumping and baling to keep her afloat. The life-boat kept on the weather side of the coble to protect her from the seas, and thus escorted the coble got safely into harbour at 2 o'clock in the afternoon. - Rewards, £4 19s. 6d.

JULY 20TH. - FILEY, YORKSHIRE. In the early morning the motor fishing boat *Joan and Mary* had gone out with a crew of three. As by evening she had not returned and no news had been received of another boat which had gone out to look for her, the motor life-boat *The Cuttle* was launched at 7.32 P.M. A light westerly wind was blowing, with a slight swell. The life-boat found the *Joan and Mary*, which had had trouble with her engine, and towed her in, arriving at 10 P.M. - Rewards, £14 15s.

JULY 21ST. - FILEY, YORKSHIRE. At 7.10 P.M. the life-boat coxswain was told by the coastguard that the small outboard motor fishing boat *Ivy*, with a crew of two, was making signals of distress. A fresh W.S.W. wind was blowing, with a moderate sea. The motor life-boat *The Cuttle* was launched at 7.40 P.M. and found the *Ivy* two miles N.E. of Filey Brigg. Her crew were exhausted. A life-boatman jumped into the small boat and helped them into the life-boat. She took the *Ivy* in tow and returned to Filey, arriving at 8.45 P.M. - Rewards, £13 5s.

JULY 30TH. - CROMER, NORFOLK. At 6.1 P.M. the flag officer in charge at Great Yarmouth telephoned, through the Cromer coastguard, asking that the life-boat should be sent to help a Walrus aeroplane which had come down in the sea about six miles N.E. of Cromer, and the No. 1 motor life-boat *H. F. Bailey* was launched at 6.10 P.M. The sea was smooth and a light S.E. wind was blowing. The life-boat reached the aeroplane in half an hour, passed a rope to the aeroplane, which had a crew of four, and towed her to the life-boat slipway. Before she arrived the life-boat had had a wireless message saying that the aeroplane was to be kept afloat to await an expert. When he arrived the life-boat put him on board her. She then cut away some drogue ropes which were foul under water, and took off three of the airmen. The pilot and expert then got the aeroplane into the air again and the life-boat was rehoused at 8.18 P.M. The three airmen returned, by lorry, to their station. - Rewards, £10 9s. 6d.

JULY 30TH. - SHERINGHAM, NORFOLK. At 1.47 A.M. a local resident telephoned that an aeroplane had come down in flames off Cley, and the motor life-boat *Foresters Centenary* was launched at 3.42 A.M. The sea was smooth and a light W.S.W. wind was blowing. The life-boat found that it was a German aeroplane and the airman had been picked up by a small boat. On her way back the life-boat picked up the body of a British airman, which had been in the sea for some time. - Rewards, £26 0s. 6d.

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

JULY 1ST. - BUCKIE, BANFFSHIRE, AND FRASERBURGH, ABERDEENSHIRE. An aeroplane had been reported

down in the sea, but the Buckie life-boat reached the position to find that an R.A.F. rescue launch had picked up the body of an airman. The Fraserburgh life-boat was recalled. - Rewards : Buckie, £4 10s. 6d. ; Fraserburgh, £8 15s.

JULY 3RD. - BUCKIE, BANFFSHIRE. An aeroplane had crashed into the sea, but her crew of seven, who had taken to their dinghy, were picked up by a fishing boat.- Rewards, £5 10s. 6d.

JULY 11TH. - ARRANMORE, CO. DONEGAL. A ship's boat was drifting, but no one was on board. - Rewards, £5 9s. 6d.

JULY 19TH. - CLOUGHEY, CO. DOWN. An aeroplane had been reported down in the sea, but nothing was found. - Rewards, £9 10s. 6d.

JULY 21ST. - DONAGHADEE, CO. DOWN. A canoe with two boys was missing from Groomsport and the life-boat searched with the help of searchlights from shore batteries, but found nothing. - Rewards, £8 18s. 6d.

JULY 23RD. - MARYPORT, CUMBERLAND. An aeroplane had been reported down in the sea, but nothing was found.- Rewards, £15 3s.

JULY 25TH. - BARMOUTH, MERIONETHSHIRE. A British aeroplane had been reported down in the sea, but the life-boat found nothing. - Rewards, £5 14s. 6d.

JULY 26TH. - WELLS, NORFOLK. A British aeroplane had been reported down in the sea, but only a patch of oil was found. - Rewards, £20 18s. 9d.

JULY 27TH. - MOELFRE, ANGLESEY. A minesweeper had gone ashore on the rocks in Moelfre Bay, but her crew were rescued by the coastguard life-saving apparatus.- Rewards, £5 16s. 6d.

AUGUST

Launches 22. Lives rescued 18.

AUGUST 5TH. - CLOVELLY, DEVON. At 4.15 A.M. the naval officer in command at Appledore said that the life-boat was wanted four miles W.N.W. from Hartland Point, and the motor life-boat *City of Nottingham* was launched at 4.50 A.M. A fresh northerly wind was blowing, with a moderate sea. On the way the life-boat saw flares and, reaching the position two hours after launching, found a rubber dinghy with three German airmen aboard. Two others had lost their lives when the aeroplane crashed. On her way back her engine failed and she set sail, but at 11 A.M. an R.A.F. rescue boat came up and towed the life-boat in, arriving at 11.50 A.M. - Rewards, £25 6s. 6d.

AUGUST 8TH. - PORT ST. MARY, ISLE OF MAN. At about 3.40 A.M. the Scarlet

Point, Castletown, coastguard reported a vessel aground a quarter of a mile from Castletown breakwater. A strong southerly wind of almost gale force was blowing, with a heavy swell. At 4.15 A.M. the coastguard asked for the life-boat, and at 5.5 A.M. the motor life-boat *Sir Heath Harrison* was launched. She found the *S.S. Gorsefield*, of Liverpool, with a crew of eleven, bound light from Dublin to Sillioth. She had been carried off her course by a strong ebb tide, and had grounded on a submerged rock. The life-boat stood by until the *Gorsefield* got off on the flowing tide, and returned to her station at 7.10 A.M. - Rewards, £11 17s. 6d.

AUGUST 10TH. - DUN LAOGHAIRE, CO. DUBLIN. Shortly after 3 P.M. a small yacht about three miles east of the harbour was seen trying to beat into harbour against a westerly gale and a rough sea. She was kept in view by the life-boat coxswain, and when he saw that she was not making headway, but was being blown out to sea, he called out the crew, and at 4.10 P.M. the motor life-boat *Dunleary II* was launched. She found the yacht *Brunette* of Dun Laoghaire, with two men and three children aboard. She had lost her rudder and damaged her mainsail, and she was then about two miles north-east of the Muglins Rock. The life-boat towed her in, arriving at 5.45 P.M.- Rewards, £4 13s. 6d.

AUGUST 11TH. - PORT ASKAIG, ARGYLLSHIRE. At the request of the doctor on the Island of Colonsay the motor life-boat *Charlotte Elizabeth* was launched at 11.45 A.M. in a strong westerly wind, and brought from Colonsay to Ilay an expectant mother who was dangerously ill. The life-boat returned to her station at 7 P.M. Her help saved the life of the patient, who was kept in hospital until her baby was born. A relative of the patient made a gift of money to the life-boat crew. - Rewards, £4 17s. 6d.

AUGUST 11TH. - FLEETWOOD, LANCA-SHIRE. At 11 P.M. the naval officer in command asked for the life-boat to go out to a vessel aground on Pilling Sands. She was the trawler *River Ythan*, of Fleetwood, loaded with fish and carrying a crew of twelve. She had been attacked by German aeroplanes off the Faroe Islands. The motor life-boat *Ann Letitia Russell* was launched at 11.20 P.M. A moderate W.N.W. wind was blowing, with a rough sea. The life-boat found that the trawler had refloated, put one of her own men on board as pilot and escorted her into port, arriving at 12.50 A.M. - Rewards, £12 10s.

AUGUST 11TH. - CLOGHER HEAD, CO. LOUTH. At 12.20 in the afternoon the Clogher coastwatching station reported, through the Civic Guard, that the sailing boat *Lalzi*, of Port Oriel, was in difficulty to the S.E. of Port Oriel. On board her were the Rev. Father MacCooey, the owner of the boat and the honorary secretary of the Clogher Head life-boat station, and two other men. The motor life-boat *Mary Ann Blunt* was launched at 12.45. A westerly

gale was blowing with a heavy sea. When the life-boat came up with the boat she found that her mast had been carried away in a squall, that the men were trying to row her in, but were unable to make any headway against a strong ebb tide, and that the boat was drifting out to sea. The life-boat took two of the men on board, the other remained in the *Lalzi*. The life-boat then took the *Lalzi* in tow, brought her safely into Port Oriel, and returned to her station at 4.15 P.M. - Rewards, £5 15s.

AUGUST 15TH. - STROMNESS, ORKNEYS. At 4.15 P.M. coastwatchers reported by telephone that the motor fishing boat *Excelsior*, of Stromness, with a crew of three, was overdue, and had last been seen three miles off. The weather was thick, with very heavy rain, and a strong S.E. wind was blowing, with a rough sea. The motor life-boat J.J.K.S.W. was launched at 4.30 P.M., and found the *Excelsior* off Yesnaby. Her engine had failed. The life-boat towed her in, arriving at 6.45 P.M. - Rewards, £4 4s.

AUGUST 15TH. - FRASERBURGH, ABERDEENSHIRE. At 6.37 A.M. a message was received from the coastguard at Kinnaid Head that a small motor boat was ashore three-quarters of a mile south of Inzie Head, and that another boat was standing by and attempting to tow her off. The boats were kept under observation, and at 12.5 P.M. the motor life-boat *John and Charles Kennedy* was launched. The weather was fine, but foggy. The life-boat found that the boats were the *Aksel* and *Arthur*, both of the Norwegian navy. The boat which had been stranded was now afloat and being towed by the other, but she was leaking badly and had a good deal of water in her engine-room and hold. The life-boat helped to tow her into harbour. There a fire engine pumped her dry, and she was put in dry dock. The life-boat returned to her station at 1.30 P.M. - Property salvage case.

AUGUST 19TH. - HASTINGS, SUSSEX. At 11.30 in the morning a message came from the Fairlight coastguard that what he thought was a rubber dinghy had been dropped from an aeroplane flying from west to east, and that he was trying to get into touch with patrol boats. Half an hour later another message came asking that the life-boat should put out, and at 12.22 in the afternoon the motor life-boat *Cyril and Lilian Bishop* was launched. There was a shortage of launchers and 25 soldiers from one of the shore batteries helped. The honorary secretary of the station, Commander W. Highfield, O.B.E., R.N., was on board. A S.W. breeze was blowing, with a slight swell. The life-boat went to the position which had been given her, 1 1/4 miles to the S.S.W. from Hastings, and when she had travelled just over a mile picked up a petrol tank. The life-boat then made a sweep round, saw another object to the westward, found that it was a paravane, picked it up and returned to her station, arriving at 1.15 in the afternoon. - Rewards, £13 13s.

AUGUST 20TH. - HOLYHEAD, ANGLESEY. At 3.27 P.M. the coastguard reported that a British aeroplane had crashed, and the Belgian motor life-boat *Ministre Anseele*, from the reserve fleet, on temporary duty at the station, was launched at 3.40 P.M. A strong S.W. wind was blowing, with a rough sea. The life-boat found the wreckage of an aeroplane off the South Stack, and the bodies of two airmen. She took them on board, and arrived back at her station at 6.15 P.M. - Rewards, £2 10s.

AUGUST 31ST. - KILMORE, CO. WEXFORD. At 10 P.M. lamp signals were seen from a position two miles E.S.E. of Small Saltee Island, and the motor life-boat *Ann Isabella Pyemont* was launched at 11.15 P.M. A moderate S.W. breeze was blowing, with a rather rough sea. The life-boat found that the boat in distress was the fishing boat *Guillemot*, of Kilmore Quay, with the life-boat coxswain and two other men on board. A lobster pot line had fouled her propeller and the men could not get it clear, although one of them had been over the side twice in attempting to remove it. The *Guillemot* had no oars or sails and the life-boat towed her in, arriving at 11.35 P.M. - Rewards, £18 1s.

AUGUST 31ST. - ROSSLARE HARBOUR, CO. WEXFORD. At about midnight the life-boat watchman saw a red flare, and on making enquiries of incoming boats he found that the motor fishing boat *Onward*, of Rosslare Harbour, which had been fishing at Tuskar, had been disabled by the failure of her engine. The motor life-boat *Mable Marion Thompson* was launched at 12.15 A.M., with the honorary secretary, Mr. W. J. B. Moncas, on board. A moderate S.W. wind was blowing, with a slight sea. The life-boat found the *Onward* near Wexford Bar buoy. She had repaired her engine and was coming in. The life-boat escorted her, and they arrived at 1.15 A.M. - Rewards, partly paid permanent crew, £4 7s.

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

AUGUST 5TH. - ROSSLARE HARBOUR, CO. WEXFORD. A schooner had gone aground, but her crew got her off and she was able to go on her way. - Partly paid permanent crew. Rewards, £2 5s. 6d.

AUGUST 6TH. - CLACTON - ON - SEA, ESSEX. A British aeroplane had come down in the sea, but only patches of oil were found. - Rewards, £7 17s. 6d.

AUGUST 7TH. - CLOUGHEY, AND NEWCASTLE, CO. DOWN. An upturned boat had been reported fifteen miles south-east of Tara, but nothing was found. - Rewards : Cloughey, £14 14s. ; Newcastle, £22 11s.

AUGUST 7TH. - THE HUMBER, YORKSHIRE. At 5.20 in the morning the life-boat watchman saw a large bombing aeroplane come down on fire near the gate vessel.

The sea was ablaze with burning petrol. The coxswain rang up the Royal Naval Shore Signal Station and was told that two steel boats had been ordered out to search for the aeroplane's crew. Permission to launch the life-boat was refused until after the flames had begun to die down, as she was a wooden vessel. At 5.40 the life-boat put out, but found nothing except wreckage. The whole crew of the bomber, believed to be nine, had lost their lives, and four bodies were recovered by one of the patrol vessels. The coxswain of the station later had a talk with the naval officer in charge, and the naval officer agreed for the future to leave it entirely to the coxswain to decide whether or not it was advisable to launch the life-boat. - Paid permanent crew.

AUGUST 9TH. - PORTHDINLLAEN, CAERNARVONSHIRE. An R.A.F. Anson trainer aeroplane had come down off Llandwrog, but the life-boat could find nothing.- Rewards, £10 4s. 6d.

AUGUST 12TH. - ALDEBURGH, SUFFOLK. An aeroplane had been reported down in the sea, but nothing was found.- Rewards, £19 12s. 6d.

AUGUST 15TH. - WELLS, NORFOLK. An aeroplane had reported what appeared to be an upturned dinghy, but nothing was found. - Rewards, £12 3s.

AUGUST 20TH. - PORTHDINLLAEN, CAERNARVONSHIRE. An aeroplane had been reported down in the sea over thirty miles away, but the life-boat was recalled by wireless before reaching the position.- Rewards, £11 8s.

AUGUST 30TH. - PORTHDINLLAEN, CAERNARVONSHIRE. A motor boat had broken down, but it was learned later that her crew had landed in their small boat, and the life-boat was recalled by wireless.- Rewards, £5 17s. 6d.

SEPTEMBER

Launches 37. Lives rescued 14.

SEPTEMBER 1ST. - DUNMORE EAST, CO. WATERFORD. During the morning news was received by wireless from the S.S. *Irish Willow* that she had on board forty-seven survivors from the S.S. *Empire Breeze*, which had been torpedoed in mid-Atlantic on the 22nd August, and that she proposed to land them at Dunmore East. At 1.30 P.M. the motor life-boat *Annie Blanche Smith* was launched, with doctors and ambulance men on board. A light S.W. wind was blowing and the sea was smooth. In two trips the life-boat landed the forty-seven men, and after being given food they left for Dublin. The life-boat returned to her station at 3.45 P.M. The owners of the *Empire Breeze* made a donation to the Institution.- Rewards, £4 7s. 6d.

SEPTEMBER 2ND. - HASTINGS, SUSSEX. At 9.58 in the morning the coast-guard

reported that a parachute had been seen to drop twelve miles to the S.W., and at 10.23 the motor life-boat *Cyril and Lilian Bishop* was launched. Commander W. Highfield, O.B.E., R.N., honorary secretary of the station, went with her. A moderate S.W. wind was blowing, with a slight sea. An aeroplane was also searching, and the life-boat went to a spot where she had dropped a smoke bomb. She found nothing there or at the position first given by the coastguard, but on her way back to the station she picked up a German parachute and the petrol tank of a British aeroplane. A motor boat had also put out, manned by two men, but she found nothing. The life-boat returned to her station at 2.5 in the afternoon.- Rewards, £15 4s. 6d.

SEPTEMBER 2ND. - DUN LAOGHAIRE, CO. DUBLIN. At 6.15 P.M. the assistant mechanic reported that a rowing boat had been in difficulties about two miles off the east pier at 5.30 P.M., and although she was now getting closer she would not make the harbour against the S.W. wind and ebbing tide. At 7.10 P.M. the motor life-boat *Dunleary II* was launched and towed the rowing boat into harbour at 8 P.M. - Rewards, £9 13s.

SEPTEMBER 3RD. - PETERHEAD, ABERDEENSHIRE. At about 6 A.M. the naval barge 390 was leaving harbour when she stranded across the life-boat slipway. A strong southerly wind was blowing and the sea was rough. As the position of the barge made it impossible to launch the motor life-boat *Julia Park Barry of Glasgow*, the life-boatmen used the life-boat's life-saving apparatus from the shore, and by this means rescued the barge's crew of seventeen.- Rewards, £3 15s.

SEPTEMBER 3RD. - NEWHAVEN, SUSSEX. At 3 P.M. the naval authorities asked for the life-boat to be launched as lifting craft *No. 17* had broken loose from moorings at the mouth of the harbour, where she was being used on salvage work. The sea was rough, with a strong S.W. wind. The motor life-boat *Cecil and Lilian Philpott* was launched at 3.15 P.M. and got a rope from the lifting craft to a tug, which towed her into harbour, with the life-boat standing by. The life-boat returned to her station at 5 P.M.- Rewards, £5 19s.

SEPTEMBER 5TH. - YOUGHAL, CO. CORK. The honorary secretary heard a shout for help from a man swimming a long way from the shore in heavy breakers, and the motor life-boat *Laurana Sarah Blunt* was launched at 1.27 P.M. When she reached the swimmer, one of the life-boatmen, George Kay, dived overboard and held the man up until both were taken into the life-boat. Artificial respiration was applied to the rescued man until he was landed and handed over to the care of a doctor, but he died later. A letter of appreciation and an additional monetary reward were sent by the Institution to George Kay. - Rewards, £6 7s.

SEPTEMBER 6TH. - BERWICK - ON - TWEED, NORTHUMBERLAND. At 11.41 in the morning the coastguard telephoned that a small pulling boat was in difficulties 2 1/2 miles S.E. from Berwick Pier, and the motor life-boat *J. and W.* was launched at 11.45. A strong squally wind from the W.N.W. was blowing, with a moderate sea. The life-boat found that the boat belonged to No. 310 coastal battery, at Spittal. She had six men on board, and had been laying targets for gunnery practice. The life-boat took the six men on board, and with their small boat in tow, returned to Berwick, where she arrived at one in the afternoon. - Rewards, £4 4s.

SEPTEMBER 10TH. - GIRVAN, Ayrshire, AND PORT PATRICK, Wigtownshire. At 1.10 in the afternoon the coastguard reported to the Girvan life-boat station that a naval pinnace was flying a distress signal off Ballantrae. The coxswain and second-coxswain were out fishing, and another member of the crew took charge. There was some delay in launching the life-boat as the motor-mechanic was engaged five miles away, and at 2.5 the Port Patrick station was asked to launch. The Port Patrick motor life-boat *Jeanie Speirs* got away at 2.20 P.M. and the Girvan motor life-boat *Lily Glen* - Glasgow at 2.45 P.M. A moderate S.W. wind was blowing, with a moderate sea. The Girvan life-boat found the pinnace four miles N. by E. of Ballantrae at 4.30 in the afternoon. She had three men on board, and her engine had broken down. The life-boat took her in tow and reached Girvan again at 6.45 P.M. Meanwhile the Port Patrick life-boat had been recalled by wireless and reached her station at 4 P.M. - Rewards : Girvan, £9 1s. ; Port Patrick, £3 15s.

SEPTEMBER 12TH. - SENNEN COVE, CORNWALL. At 10.3 P.M. the coastguard reported that an aeroplane had crashed about four miles N.W. of Cape Cornwall, and the motor life-boat *The Newbons* was launched at 10.45 P.M. The sea was calm, with a light E.N.E. wind. All the life-boat found was burning oil and pieces of the aeroplane, and she returned to Sennen Cove at 12.45 A.M. - Rewards, £13 4s.

SEPTEMBER 14TH. - MOELFRE, Anglesey. During the afternoon a man and a woman in a rowing boat from Benllech were carried out to sea by the tide and a strong S.W. wind, and the motor life-boat *G.W.* was launched at 3.30 P.M. She picked up the boat about three miles N.E. of Moelfre Island and towed her in, arriving at 4.40 P.M. A letter of thanks was received from the rescued. - Rewards, £4 13s.

SEPTEMBER 14TH. - RAMSEY, ISLE OF MAN. During the afternoon the local motor fishing boat *Caribou* was reported to be overdue, and at 4.30 P.M. the motor life-boat *Lady Harrison* was launched. A fresh squally S.W. wind was blowing, with a moderate sea. The life-boat found the *Caribou*

six miles N.E. of Ramsey. She had had trouble with her engine. The life-boat escorted her home, arriving at 7.15 P.M. - Rewards, £12 8s.

SEPTEMBER 15TH. - RHYL, FLINTSHIRE. During the afternoon it was learned from the coastguard that the local fishing smack *Golden Arrow*, which had gone out the previous evening with a crew of two, had not been seen since, and after unsuccessful enquiries had been made the motor life-boat *The Gordon Warren* was launched at 7.10 P.M. A strong W.N.W. wind was blowing, with a rough sea. The life-boat found the *Golden Arrow* five miles W.N.W. of Rhyl. She had lost her propeller, and her sails had been carried away. The life-boat rescued the two men on board her and returned to her station, arriving at 8.25 P.M. - Rewards, £10 19s.

SEPTEMBER 15TH. - BUCKIE, BANFFSHIRE. At 8.53 at night the coastguard reported that the R.A.F. high speed launch 170 was ashore on the rocks under Buckie coastguard station. A strong squally W.N.W. wind was blowing, with a heavy sea. The tide was one hour from low water, and the night was dark but clear. The motor life-boat *K.B.M.* was launched at 9.30 P.M. and reached the launch ten minutes later. The life-boatmen could see her by the light of the coastguard's Aldis lamp from the shore, with the seas breaking over her stern and her crew crowded into the bow. The coastguard life-saving apparatus was on the shore, and was attempting to take off the crew. It had got a line aboard the launch, so the life-boat held off. The apparatus rescued one man by hauling him through the heavy seas and over sharp rocks, at great risk to himself, and the rest of the crew then called for the life-boat to come to their help. The launch was now well up on the rocks, and pounding heavily as each sea came over her. The life-boat made for her stern, but wind, sea and tide carried her away. She made a second attempt to go alongside, but, as she was getting near the launch, a heavy sea struck her and lifted her towards the rocks. As it receded she crashed heavily on them and one of her crew was thrown overboard by the shock. The coxswain went full speed astern and picked him up. The man was the worst, but a line which the life-saving apparatus had fired got round the life-boat's propeller and the engine stopped. It was started again and the line was snapped. The coxswain then took the life-boat to windward of the launch, and this time he anchored and dropped down towards her on his cable. The life-boat again struck heavily on the rocks, and the coxswain took her out into deeper water. He transferred the cable to the stern, and again dropped down on it, this time bow first, and came near enough to the launch to throw his grappling iron to her. The life-boat was now right over the rocks and as each wave receded she crashed on them, but, in spite of the risk of smashing her up, the coxswain gradually worked her close to the launch, and the nine waiting men

jumped aboard. Then, hauling on his cable and working his engine, the coxswain brought the life-boat off the rocks again. The coxswain was standing in water, and he knew that her bottom was holed, but she was still seaworthy, and came safely back to harbour with the rescued men at 10.38. It was then found that her bottom had been badly smashed. The whole boat was flooded except for the engine-room and petrol compartments, and she was kept afloat only by her air cases.

It was a service carried out with great skill and courage, and the Institution awarded its thanks on vellum to COXSWAIN FRANCIS MAIR. It also awarded £1 to the coxswain and each member of the crew, in addition to the ordinary award on the standard scale of £1 5s. - Rewards on the standard scale, £10 6s. ; additional rewards to crew, £8 ; total rewards, £18 6s.

SEPTEMBER 19TH. - CLOUGHEY, CO. DOWN. At 6.40 in the evening the Tara coastguard reported a steamer on the Long Rock, at South Rock, and the motor life-boat *Herbert John* was launched at 7.8 P.M. The coxswain was asked to find out if the steamer wanted a tug, and if there was any possibility of refloating her. An E.S.E. breeze was blowing, with a moderately rough sea and a heavy swell. At 7.35 the life-boat found the steamer *Moelfre Rose*, of Liverpool, an 800-ton collier, bound in ballast from Dublin to the Clyde. She then returned to her station, and her coxswain reported that the collier was in a precarious position. Her after part was on the rocks, but her bows were off it for about 15 feet, and he thought there was a risk that she might break her back when the tide left her. He asked that helpers should stand by during the night, in case the collier's crew wanted to be taken off, and then returned to stand by her until next tide. At high water in the morning the master of the *Moelfre Rose*, advised by the life-boat coxswain, was able to get her off the rock. Although she was damaged and making water he decided to go on his way. The collier was surrounded by rocks, but the life-boat piloted her out of danger, and after escorting her for some miles, returned to her station, arriving at 8.30 in the morning.- Rewards, £24 3s.

BRONZE MEDAL SERVICE AT WICK

SEPTEMBER 21ST. - WICK, CAITHNESS-SHIRE. At 2.25 in the morning a message came from the coastguard that a vessel was ashore on the rocks inside Duncansby Head and in need of immediate help, and at five minutes past three the motor life-boat *City of Edinburgh* was launched. It was dead low water. A north-easterly gale was blowing, with a very high sea and a dangerous cross swell. There was torrential rain

which came down without ceasing, and in the darkness and rain the coxswain could see nothing. He had no clear information about the position of the wreck. All that he knew was that she was on the rocks inside Duncansby Head, fifteen miles away, and he made for the Head, steering by compass. When, by the estimated speed of his boat, he thought that he must be off the Head, he sent out a wireless message asking that the lighthouse's light might be turned on. The answer came back that the light had been on since one in the morning, and that the wreck was on the Ness at Duncansby. The lifeboat's crew could see nothing of the light until at last, at 5.45, a faint glimmer appeared through the rain, and they realised that all the time they had been right alongside the lighthouse. With that glimmer to guide her the life-boat made for the Ness and reached it as the first streak of daylight appeared. It was just after six in the morning. The life-boatmen could then just make out two vessels ashore, a motor barge right up on the Ness, and a tug astern of her. As the life-boat drew closer they could see a large group of men on the barge. The sea was very heavy, and the coxswain was uncertain of the depth of the water, or the condition of the sea bottom, but, without hesitation, he took the life-boat straight in to the barge. Handling her very boldly and skilfully he brought her alongside. Ropes were thrown ; the life-boat was made fast ; and the 27 men waiting on the barge jumped on board her. Four men had already got ashore on a raft, but there were still another four on the tug. Again by bold seamanship, the coxswain came alongside the tug, and the four men jumped into the life-boat. The 31 rescued men were all very cold and exhausted, but the life-boatmen revived them with rum, and the life-boat made for Wick, where she arrived just after nine in the morning. She had then been out for six hours.

It was a brave and skilful rescue, and the Institution awarded its bronze medal for gallantry, with a copy of the vote inscribed on vellum, to COXSWAIN NEIL STEWART, Junior ; its

thanks on vellum to the motor mechanic, WILLIAM J. MOWATT, and a reward of £1, in addition to the ordinary reward on the standard scale of £1 17s. 6d., to each man. The Institution also sent a letter of thanks to Mr. John S. Duncan, the honorary secretary of the station. Standard rewards, £11 14s. ; additional rewards to crew, £7 ; total rewards, £18 14s.

SEPTEMBER 23RD. - APPLIEDORE, DEVON. The French life-boat *Jean Charcot*, now in the service of the Institution, was on passage from Padstow to Milford Haven, but as a strong westerly wind was blowing, with a rough sea, the life-boat was unable to make Milford that day, and her coxswain decided to put into Appledore for the night. She signalled Appledore, and as very heavy seas were breaking on the bar the Appledore motor life-boat *Violet Armstrong* went out at 2 P.M., met the *Jean Charcot* and escorted her over the bar, returning to her station at 4 P.M. - Rewards £5 4s.

SEPTEMBER 29TH. - BALTIMORE, CO. CORK. At 8.30 P.M. the owner of the Skibbereen motor fishing boat *Safe Return* reported that his boat, with a crew of three, was five hours overdue, and the motor life-boat *Shamrock* was launched at 9.5 P.M. A N.E. wind was blowing, with a rough sea, and the night was dark, with rain. The life-boat found the fishing boat six miles S.W. of Baltimore harbour. Her engine had failed, and with an auxiliary sail she was trying to make port against a head wind. The life-boat towed her in, arriving at 11.15 P.M. - Rewards, £11 4s.

SEPTEMBER 30TH. - WHITEHILLS, BANFFSHIRE. At 2.35 P.M. the coastguard reported that a small motor cargo vessel one mile N. by E. of Sandend had stopped and was firing coloured rockets. A light southerly wind was blowing, with a moderate sea and heavy rain. The motor life-boat *Civil Service No. 4* was launched at 2.55 P.M. and two miles north of Cullen Head she found the motor vessel *Benguela*, of London. Her engine had broken down, but she had made temporary repairs and was able to go very slowly. The life-boat escorted her several miles on her way to Buckie, and then returned to Whitehills, arriving at 6.10 P.M. - Rewards, £4 15s.

SEPTEMBER 30TH. - MARGATE KENT. At 5.35 P.M. information was received from the naval authorities that a fishing boat was in distress three miles west of Margate pier, and the motor life-boat *The Lord Southborough* (*Civil Service No. 1*) was launched at 5.58 P.M. A slight S.S.W. wind was blowing and the sea was calm. The life-boat found the *Providence*, of Margate, with her engine broken down, and towed her into harbour, arriving at 6.50 P.M. - Rewards, £4 7s. 6d.

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

SEPTEMBER 3RD. - PEEL, ISLE OF MAN. A fishing boat had been disabled by nets fouling her propeller, but another fishing boat towed her into harbour. - Rewards, £8 7s. 6d.

SEPTEMBER 5TH. - TOBERMORY, ARGYLLSHIRE. An aeroplane had been WEX but nothing could be found. - Rewards, £21 5s.

SEPTEMBER 11TH. - CLACTON - ON - SEA, ESSEX. A Wellington aeroplane had been reported down in the sea, but nothing was found. - Rewards, £9 18s.

SEPTEMBER 14TH. - TROON, Ayrshire. Red flares had been reported, but nothing could be found. - Rewards, £9 1s.

SEPTEMBER 15TH. - ILFRACOMBE, DEVON. A small, unknown vessel had been reported derelict or drifting, but nothing could be found. - Rewards, £8 8s. 6d.

SEPTEMBER 17TH. - ARKLOW, CO. WICKLOW. Red lights had been reported, but nothing could be found. - Rewards, £10.

SEPTEMBER 21ST. APPLIEDORE, DEVON. An aeroplane was reported to have crashed eight miles north of Hartland Point, and at four in the afternoon the motor life-boat *Violet Armstrong* was launched. A squally N.W. by W. wind was blowing, with a rough sea, and visibility was poor. The life-boat searched, but found nothing, and at 5.25 she was recalled by wireless by the naval officer in charge. As darkness would soon come, and the weather was bad, the coxswain decided to shelter in Lundy Roads for the night. It was not possible for the crew to land, and they remained on board the life-boat, without food. The life-boat did not get back to her station until four in the afternoon of the following day, 24 hours after setting out. An increase in the usual money reward on the standard scale was made to

each member of the crew. - Standard rewards to crew and helpers, £17 4s. ; additional rewards to crew, £7 ; total rewards, £24 4s.

SEPTEMBER 22ND. - WALTON AND FRINTON, ESSEX. Naval motor boats had been reported in need of help, but with the help of a tug, and escorted by a motor launch, they reached Harwich. - Rewards, £4 3s.

SEPTEMBER 24TH. - ILFRACOMBE, DEVON. An aeroplane had been reported down in the sea, but nothing was found. - Rewards, £21 7s. 6d.

SEPTEMBER 25TH. - BLYTH, NORTH-UMBERLAND. A barge had broken away from a tug, but the life-boat found that there was no one on board her. - Rewards, £9 13s.

SEPTEMBER 26TH. - SKEGNESS, LINCOLNSHIRE. An aeroplane had dropped into the sea in flames, but it was learned later that the airmen had been rescued and the life-boat was recalled. - Rewards, £6 17s.

SEPTEMBER 26TH. - ST. IVES, CORNWALL. An aeroplane had been reported down in the sea, but nothing was found. - Rewards, £14 2s.

SEPTEMBER 27TH. - BARMOUTH, MERIONETHSHIRE. An American aeroplane had come down in the sea, but the pilot swam ashore. - Rewards, £10 1s. 6d.

OCTOBER

Launches 32. Lives rescued 31.

OCTOBER 8TH. - CLOUGHEY, CO. DOWN. At 12.30 P.M. the Tara coastguard reported that the motor boat *Dawn*, of Glasgow, engaged on salvage work, was showing signals of distress at the entrance to Strangford Lough. A strong westerly breeze was blowing, with squalls and heavy showers, and the sea was rough. At 12.50 P.M. the motor life-boat *Herbert John* was launched and found the boat with her engine broken down. She had no sails or oars, and the two men on board her were helpless. The life-boat towed her to Portaferry Quay, and returned to her station at 4.45 P.M. - Rewards, £10 13s.

OCTOBER 8TH. - SENNEN COVE, AND ST. IVES, CORNWALL. At 2.23 P.M. information was received at Sennen Cove from the coastguard that an aeroplane was down in the sea two hundred yards off Pendeen Lighthouse, and that two men from her were drifting north-east. A strong squally N.W. wind was blowing, with a rough sea, and it had been decided to call out the life-boat instead of the R.A.F. rescue launches. The Sennen Cove motor life-boat *The Newbons* was launched at 2.34 P.M. and was met by a Lysander aeroplane, which guided her to where two men in "Mae West" jackets were floating unconscious. The life-

boat took them on board and her crew tried to revive them, but without success. The life-boat also picked up a rubber dinghy dropped from the Lysander. At 5 P.M. the life-boat returned to Sennen Cove, but had to anchor off and wait for the tide. She came into harbour at 6.18 P.M., when the two bodies were landed by a small boat. A letter was received from the resident naval officer at Penzance thanking the crew.

Information of the aeroplane's crash had been received at St. Ives at 2.12 P.M., and the motor life-boat *Caroline Oates Aver* and *William Maine* had been launched at 2.50 P.M., but on reaching Pendeen she was recalled, and arrived back at her station at 5.40 P.M. - Rewards : Sennen Cove, £17 19s. ; St. Ives, £18 15s. 6d.

OCTOBER 12TH. - NEWQUAY, CORNWALL. At 12.39 in the afternoon the coastguard reported that an aeroplane had come down in the sea 3 1/2 miles S.W. of Towan Head, and the motor life-boat *Richard Silver Oliver* was launched at one o'clock. A light S.W. wind was blowing, with a slight ground swell. Mr. E. H. Trembath, the honorary secretary of the station, went with her as signalman, and by Morse lamp kept in touch with a Lysander aeroplane which was circling over the spot where the aeroplane had come down. In 25 minutes the life-boat was on the spot, and found six airmen in their dinghy. She rescued them and brought them ashore at 1.52 P.M. - Rewards, £23 6s. 6d.

OCTOBER 17TH. - SHERINGHAM, NORFOLK. At 4 P.M. the flag officer in charge at Great Yarmouth asked that the life-boat should take out a doctor to H.M. Trawler 677, which was two miles N.E. of Sheringham. A moderate W.S.W. breeze was blowing, with a slight swell. The motor life-boat *Foresters Centenary* was ready for launching within fifteen minutes, but no doctor was available and, after waiting another fifteen minutes, the life-boat left without him. She found that the master of the trawler insisted on the presence of a doctor before allowing the sick man to be moved, and returned to Sheringham. A doctor was now ready. He was put on board the life-boat by a fishing boat. At 6.15 P.M. the life-boat returned ashore, bringing the sick man, and he was sent to Cromer Hospital by ambulance. - Rewards, £24 11s.

OCTOBER 21ST. - CLOUGHEY, CO. DOWN. At 6.50 A.M. the Tara coastguard reported a vessel on the rocks at the old lighthouse on South Rock, and the motor life-boat *Herbert John* was launched at 7.30 A.M. A moderate westerly breeze was blowing, with a smooth sea. The life-boat found H.M. Minesweeper *Wedgeport* getting clear of the rocks on the rising tide. Her captain said that he was off his course, so the life-boat coxswain went aboard the minesweeper, piloted her to South Rock Lightship and put her on her course. She had sustained some damage and was making water, but her captain decided to go on his way, and the life-boat returned to her station, arriving at 9.5 A.M. - Rewards, £10 19s.

OCTOBER 21ST. - GREAT YARMOUTH AND GORLESTON, NORFOLK. At 9.51 in the evening the coastguard reported an aeroplane down in Yarmouth Roads to the east of Nelson's Column. The aeroplane was a bomber which, by mistake, had been shot down by our own anti-aircraft fire. The motor life-boat *Louise Stephens* was launched at ten past ten. A light westerly wind was blowing, with a moderate sea, and there was mist and rain. The life-boat searched until 11.35, but though she found some of the equipment of the aeroplane, and picked it up, she found no sign of the crew, and she was recalled by a wireless message from the naval base. She was back at her station by 12.30 next morning. - Rewards, £20 7s.

OCTOBER 22ND. - BARROW, LANCA-SHIRE. At 12.50 P.M. the naval officer in charge at Barrow reported a boat in distress off Ravenglass harbour, and the motor life-boat *N.T.* was launched at 1 P.M. A fresh S.W. wind was blowing, with a heavy swell. When five miles N.N.E. of the Selker buoy the life-boat found the motor fishing boat *Meta*, of Ravenglass, with a crew of two. Her engine had broken down. The life-boat towed her to Barrow, arriving at 10.15 P.M. - Rewards, £23 7s. 6d.

OCTOBER 23RD. - BUCKIE, BANFF-SHIRE. At 11.30 A.M. the coastguard reported a vessel five or six miles N.E. by N. of Buckie, burning what appeared to be distress signals, and the motor life-boat *K.B.M.* was launched at 11.55 A.M. A stiff W. by N. breeze was blowing, with a choppy sea. In three-quarters of an hour the life-boat found the ex-Danish fishing boat *Vesterland*, with a crew of four. She was bound for Buckie from the fishing grounds, had broken down and, before the life-boat arrived, had been taken in tow by H.M. Drifter *Archimedes*. The life-boat escorted them to Buckie harbour, arriving at 1.40 P.M. - Rewards, £7 18s.

OCTOBER 25TH. - FENIT, CO. KERRY. At 5 P.M. the Kerryhead look-out reported that a raft was floating in Tralee Bay, about two miles south of the head, and the motor life-boat *City of Bradford I*, on temporary duty at the station, was launched at 5.30 P.M. Mr. Timothy F. Barrett, the honorary secretary, went out with her. A moderate S.W. wind was blowing, with a heavy swell. At 7.20 P.M. the life-boat found the raft, but there was no one on board. The life-boat brought it back to Fenit, arriving at 10.30 P.M. - Rewards, £13 14s. 6d.

OCTOBER 26TH. - SOUTHEND - ON - SEA, ESSEX. At 7.45 in the evening the naval control asked the life-boat coxswain to assemble his crew, as a vessel, somewhere in the east anchorage, was sending out a wireless SOS, and a tug and a fire-float had gone ashore east of the pier. The motor life-boat *J. B. Proudfoot* was launched at 8.5 with some difficulty, for two wreck-lifting lighters, which were bringing in a wreck, had moored across the end of the slipway only sixty feet

away from it, and had allowed the wreck to take the bottom there. As soon as the life-boat left the slipway, her engine had to be put full speed astern to check her way and to prevent her from running into them. The coxswain decided to go first to the vessel which was sending out the SOS as he thought that the other two would be in no immediate danger. A southerly gale was blowing, with a rough sea, and the night was dark, with mist. He searched the edge of the sands, to the east of the pier, and at about 8.25 found the converted yacht *Thoma II*, in the service of the Port of London Authority. She was aground a quarter of a mile west of the West Shoebury Buoy and about one and a half miles east of the pier. She was lying broadside on to the seas, which were breaking aboard her, and she was rolling heavily.

The tide was low, and there was not enough water for the life-boat to go under the lee of the wreck, so the coxswain anchored to seaward and dropped down towards her on his cable. When she was about thirty feet away, the life-boat grounded on a sand bank herself. Like the yacht she was broadside on to the seas and began to roll heavily, with the seas breaking over her all the time. In spite of this her crew threw the heaving cane aboard the yacht, with a line attached, rigged the breeches buoy, and hauled the crew of the yacht through the surf into the life-boat. There were eight of them and their rescue took about half an hour. There was nothing to do then, but to wait for the tide to rise. When it did the life-boat refloated and arrived back at Southend pier, where she landed the rescued men about 10.15 that night.

A quarter of an hour later she cast off again and went to the help of the tug and the fire-float which were on the sands a mile east of the pier. She reached them in a few minutes and found that another tug was helping the tug, which had lost her propeller, so the coxswain went to the help of the fire-float. She was lying on the sands in about a fathom of water. He ran out a spare anchor, with a rope cable attached to it, passed the cable to the fire-float, and put aboard her three of his own crew. They put the cable round a small hand capstan and, with the fire-float's engine working, hauled her off the sands. The fire-float then returned to her tender under her own power, with the life-boat standing by. The life-boat got back to her station again at 1.30 in the morning. Both the launch and the rescue of the crew of the yacht were skillfully carried out in face of considerable difficulty, and the Institution made the following awards :

To COXSWAIN SIDNEY PAGE, the thanks of the Institution inscribed on vellum ;

To the coxswain and each member of the crew a reward of 30s. in addition to the ordinary rewards on the standard scale of £1 17s. 6d. for each of the services, making a total reward to each man of £5 5s. ;

Standard rewards for the first service, £16 1s. ; standard rewards for the second service, £17 18s. 6d. ; additional rewards, £13 10s. ; total rewards, £47 9s. 6d.

OCTOBER 29TH. - EYEMOUTH, BERWICKSHIRE. During the afternoon three local fishing boats in Eyemouth Bay were seen making for harbour in a strong N.E. gale, with a very heavy sea, and the motor life-boat *Frank* and *William Oates* was launched at 3.45 P.M. She stood by the boats, and they all got in safely but at great risk. She returned to her station at 5 P.M. - Rewards, £12 4s.

OCTOBER 29TH - 30TH. - PORT ST. MARY, ISLE OF MAN. The laden Norwegian tanker *Spenger*, of 7,248 tons, bound from Milford to the Clyde with an escort, got off her course and ran on the Carrick Rock, in Port St. Mary Bay. The weather was hazy, with a light E.N.E. wind and a slight sea. The coastguard reported the vessel aground at 2.40 A.M. and twenty-five minutes later the motor life-boat *Sir Heath Harrison* put out. The master of the tanker asked her to return ashore and ask for immediate help from the naval authorities. This the life-boat did. She then returned to the *Spenger*, and stood by until 7 A.M., when she returned to her station. The tanker discharged part of her cargo of crude oil, but a tug, which arrived at noon, failed to get her off. At two in the morning of the 30th the life-boat again put out and took a naval officer to the *Spenger*, as her stern had shifted. Another tug now came, and the life-boat remained standing by in case the tanker should capsize when an attempt was made to re-float her, but the tugs got her safely off, and she was able to go on her way escorted by the tugs. The life-boat returned to her station, arriving at 3.30 A.M. - Rewards, £34 11s. and £28 1s.

OCTOBER 30TH. - SHERINGHAM, NORFOLK. At 6.49 A.M. the coastguard reported that an aeroplane had crashed into the sea about two miles east of Sheringham, and a few minutes later the coastguard rang up again to say that he could see men on the aeroplane, and that she was getting lower in the water. Soldiers helped in the launch, and with some of the launchers going in up to their necks the motor life-boat *Foresters Centenary* got away at 7.10. She found a Halifax bomber, with her crew of six Polish airmen all in one dinghy. The dinghy had drifted close to the shore, where there was a good deal of surf, and the men were thinking that they would attempt to swim in when fortunately the life-boat arrived. She took them and their dinghy on board and got back to her station at 7.40 A.M. None of the rescued was seriously injured, and after hot baths, dry clothes, and breakfast, which Mr. H. R. Johnson, the honorary secretary, had arranged, they left at 8.30 for Langham Aerodrome in an R.A.F. ambulance, which had been sent for them. At the request of Bomber Command the life-boat put out again at 7.52 to try and tow in the aeroplane, but she found it had drifted ashore, and returned to her station at 9.10 A.M. Messages of thanks and congratulations were received from the R.A.F. Station, the Inspector of Coast-

guard and the Director General of Aircraft Safety. - Rewards, £24 16s. 6d.

(See Sheringham, "Services by Shore-boats," page 70.)

OCTOBER 31ST. - ARRANMORE, CO. DONEGAL. While a small fishing boat was returning from the fishing grounds her engine broke down, and the motor life-boat *K.T.J.S.* was launched at 2.30 PM. to help her. A northerly wind was blowing, with a moderate sea. The life-boat found the fishing boat off Arranmore and got her safely to harbour at 5.30 P.M. - Rewards, £13 14s.

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

OCTOBER 5TH. - THURSO, CAITHNESS-SHIRE. Red rockets had been reported, but nothing was found, and later it was learned that a bombing aeroplane had come down on the land. - Rewards, £14 4s. 6d.

OCTOBER 5TH. - ST. ABBS, BERWICK-SHIRE, AND DUNBAR, EAST LOTHIAN. An R.A.F. aeroplane had crashed several miles inland. One of the crew was killed, but the other had baled out. He was carried to the coast and came down in the sea, but his parachute became detached and he was drowned. - Rewards : St. Abbs, £9 7s. ; Dunbar, £5 14s.

(See Cockburnspath, "Services by Shore-boats," page 70.)

OCTOBER 11TH. - ALDEBURGH, SUFFOLK. An aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £43 5s.

OCTOBER 12TH. - BERWICK - ON - TWEED, NORTHUMBERLAND. An aeroplane was reported to have dived into the sea, but nothing could be found. - Rewards, £11 3s. 6d.

OCTOBER 14TH. - NEW BRIGHTON, CHESHIRE. A buoy had broken adrift with four boys on board, but as the tide ebbed they were able to get ashore. - Rewards, £7 3s.

OCTOBER 14TH. - TOBERMORY, ARGYLLSHIRE. During the previous night two small boats with naval men aboard had drifted out of harbour, but they made land without help. - Rewards, £5 14s.

OCTOBER 14TH. - MARYPORT, CUMBERLAND. A steamer had run ashore, and the life-boat went out to stand by while an attempt was being made to refloat her, but was signalled to return as she was not needed. - Rewards, £11 11s.

OCTOBER 16TH. - SHERINGHAM, NORFOLK. An aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £41 6s. 6d.

OCTOBER 24TH. - ST. IVES, CORNWALL. A white light had been reported off Gurnards Head, but nothing could be found. - Rewards, £25 7s. 6d.

OCTOBER 27TH. - BALTIMORE, CO. CORK. A steamer had been reported on the horizon apparently sinking, but nothing could be found. - Rewards, £29 0s. 6d.

OCTOBER 29TH. - MINEHEAD, SOMERSET. An American Liberator bombing aeroplane had crashed, but she had come down on land. - Rewards, £24 4s.

OCTOBER 20TH. - ARRANMORE, CO. DONEGAL. Flares had been reported, but nothing could be found. - Rewards, £17 18s.

OCTOBER 30TH. - ST. MARY'S, SCILLY ISLES. A Whitley bombing aeroplane had been reported down 40 miles S.W. of Bishop Rock, but the life-boat returned, after going over thirty miles, as it was learned that motor launches had searched the area and found nothing. - Rewards, £24 5s. 6d.

OCTOBER 31ST. - RHYL, FLINTSHIRE. The Royal Naval Walrus aeroplane W3097 had come down on the sea, but she taxied ashore without help. - Rewards, £15 7s.

NOVEMBER

Launches 22. Lives rescued 7.

NOVEMBER 6TH. - ARKLOW, CO. WICKLOW. During the afternoon the motor fishing boat *Dan O'Connell*, of Arklow, with a crew of five, ran out of fuel as she was coming in, and anchored. A strong S.W. wind was blowing, with a rough sea, and though she made no signals, anxiety was felt for her safety, and the motor life-boat *Inbhear Mor* was launched at 8.45 P.M., with a supply of fuel oil. She reached the *Dan O'Connell* three miles N.E. of Arklow pier, and put the oil on board. One of her crew jumped into the life-boat, which brought him ashore, arriving at her station at 9.45 P.M. - Rewards, £15 10s. 6d.

NOVEMBER 10TH. - FRASERBURGH, ABERDEENSHIRE. At 3.28 P.M. the Kinnaird Head coastguard reported that a small motor boat had broken down off the Beacon, and the motor life-boat *John and Charles Kennedy* was launched at 4.12 P.M., A fresh N.W. wind was blowing, with a slight sea. The life-boat found the motor boat *Maris Stella*, of Fraserburgh, with a crew of five. She was bound from Maryport for Fraserburgh and her engine had failed. The life-boat towed her into Fraserburgh, arriving at 5 P.M. - Rewards, £7 11s.

NOVEMBER 18TH. - RUNSWICK, YORKSHIRE. The Staithes fishing boats *Minnie*, *Flora* and *Star of Hope* had put to sea at 10 A.M. in fine weather, but by 1.45 P.M. the N.W. wind had increased and the sea had become very rough, making it dangerous for

the boats when returning. The motor life-boat *Robert Patton - The Always Ready* was launched at 2.15 P.M., and went to Staithes. She escorted all the boats into safety, and reached her station again at 4.30 P.M. - Rewards, £9 16s.

NOVEMBER 18TH. - CROMER, NORFOLK. At 7.20 P.M. information was received from the naval base at Great Yarmouth, through the Cromer coastguard, that a boat was in distress half a mile E. by N. of Eccles, and the motor life-boat *H. F. Bailey* was launched at 7.43 P.M. A squally northerly breeze was blowing, with a moderate ground swell. The life-boat found the ex-Caister life-boat *Charles Burton*, now the motor fishing boat *Silver Queen*, of Lowestoft, with a crew of two. Her engine had broken down and she was leaking through the stern gland. The life-boat towed her to Great Yarmouth, arriving at 3 A.M., and got back to her station at mid-day. - Property salvage case.

NOVEMBER 24TH. - CROMER, NORFOLK. At about 6 P.M. the coxswain was told by the resident naval officer that the life-boat might be required. A moderate northerly wind was blowing, with a ground swell. The crew stood by, and at 7.45 P.M. news came that the life-boat was to go to an Admiralty trawler. At 8 P.M. the No. 2 life-boat *Harriot Dixon* was launched, and found the trawler about six miles off shore at 9.35 P.M. Her master handed the coxswain a parcel and some papers for the resident naval officer and the life-boat reached her station again at 10.30 P.M. - Rewards, £29 14s. 6d.

NOVEMBER 28TH. - HARTLEPOOL, DURHAM. At 9.30 A.M. it was learned that the motor fishing vessel *Dahlia*, of Hull, with a crew of five, had not returned to port since the previous day. A light N.W. wind was blowing, with a rough sea. The coastguard and the naval base were informed and the life-boat crew assembled. At 11.12 A.M. the *Dahlia* was seen one mile east of Heugh and a minute later the motor life-boat *The Princess Royal (Civil Service No. 7)* was launched. She found that the fishing boat was having trouble with her engine, and towed her in, arriving at 11.48 A.M. - Property salvage case.

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

NOVEMBER 6TH. - ABERYSTWYTH, CARDIGANSHIRE, AND BARMOUTH, MERIONETHSHIRE. A British Anson aeroplane had crashed into the sea and both life-boats were launched. The Aberystwyth boat put out without waiting for the second-coxswain and assistant motor-mechanic, and in addition to the five regular members of the crew on board she took a police sergeant, and five men of the R.A.F. with signalling apparatus. A strong wind was blowing, with a rough sea. On her way out she passed a motor boat which told the coxswain that she

had picked up three airmen, one alive and two dead. Two others were missing. The Aberystwyth life-boat searched, but no trace of them could be found, and the Barmouth life-boat was recalled before she had gone far. Rewards, Aberystwyth, £14 11s. 6d. ; Barmouth, £19 14s. 6d.

(See Aberystwyth, "Services by Shore-boats," page 71.)

NOVEMBER 6TH. - BRIDLINGTON, YORKSHIRE. A naval vessel appeared to be in difficulties on the Smethic Sands, but she went on her way before the life-boat reached her. - Rewards, £9 18s.

NOVEMBER 6TH. - ST. DAVID'S, PEMBROKESHIRE. A Lysander aeroplane had crashed into a rough sea one mile east of Porth Gain, but the life-boat found nothing and it was learned later that one airman had got ashore in his dinghy and the other had been drowned. - Rewards, £13 13s.

NOVEMBER 6TH. - ST. IVES, CORNWALL. An aeroplane had been reported down in the sea, but nothing was found. - Rewards, £12 12s.

NOVEMBER 8TH. - AITH, SHETLANDS. A British Wellington bombing aeroplane had come down in the sea, but the life-boat found nothing, and it was learned later that four airmen had got ashore during the darkness in their rubber dinghy and two had been drowned. - Rewards, £20 4s. 6d.

(See Walls, "Services by Shore-boats," 1943, page 57.)

NOVEMBER 9TH. - BUCKIE, BANFFSHIRE. An airman was reported to have baled out, but nothing was found. - Rewards, £15 12s.

NOVEMBER 14TH. - WELLS, NORFOLK. A flash had been reported, but nothing was found. - Rewards, £27 9s. 9d.

NOVEMBER 14TH. - THURSO, CAITHNESS-SHIRE. A steamer had called for help at night, but the life-boat could not find her, and it was learned later that she had been able to go slowly on her way. - Rewards, £18 9s.

NOVEMBER 15TH. - BERWICK - ON - TWEED, NORTHUMBERLAND. An aeroplane had been reported down in the sea, but nothing was found. - Rewards, £7 5s.

NOVEMBER 15TH. - CROMER, NORFOLK. An aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £10 2s. 6d.

NOVEMBER 16TH. - CLOUGHEY, CO. DOWN. A loud explosion had been heard and a flash had been seen, but nothing could be found. - Rewards, £10 7s.

NOVEMBER 21ST. - ABERYSTWYTH, CARDIGANSHIRE. A fishing vessel had been reported in distress, and sank, but her

crew landed in their own boat. Men of the R.A.F. and R.A. helped in getting the life-boat launched and re-housed. - Rewards, £25 5s.

NOVEMBER 27TH. - BUCKIE, BANFFSHIRE. An aeroplane had crashed into the sea, but nothing was found except a body and a rubber dinghy, which were picked up by an R.A.F. rescue launch. - Rewards, £15 12s.

NOVEMBER 28TH. - LONGHOPE, ORKNEYS. A Whitley aeroplane had been reported in distress off Duncansby Head, but nothing was found. - Rewards, £15 3s. 6d.

NOVEMBER 30TH. - WESTON - SUPERMARE, SOMERSET. A man had been reported to have dropped into the sea by parachute, but nothing was found. - Rewards, £10 13s.

DECEMBER

Launches 61. Lives rescued 79.

DECEMBER 1ST. - WHITBY, YORKSHIRE. While the fishing fleet was out the northerly wind increased until it was blowing strongly, with squalls, bringing a rough sea, which made the harbour entrance dangerous for the returning boats, and at 11.15 A.M. the motor life-boat *Mary Ann Hepworth* was launched. She met three boats a mile beyond the Rock Buoy and escorted them into harbour. Putting out again she escorted in a further seven boats and returned to her station at 3.15 P.M. - Rewards, £7 11s.

DECEMBER 1ST. - FLAMBOROUGH, YORKSHIRE. During the morning the wind increased, and the life-boat coxswain who was out fishing returned. By eleven o'clock a northerly gale was blowing, with a heavy sea and rain squalls, and as some of the fishing boats were still out the motor life-boat *Elizabeth* and *Albina Whitley* was launched at 11.25 A.M. and went in the direction of the fishing grounds. She found the four Flamborough cobsles - *Quest*, *Doreen May*, *Imperialist*, and *Boy's Own* - six miles E.N.E. of the station. The life-boat directed two to Bridlington, and escorted the other two to the shore at the north landing at Flamborough. She returned to her station at 4.17 P.M. - Rewards, £12 3s. 6d.

DECEMBER 1ST. - RUNSWICK, YORKSHIRE. The Runswick and Staithes cobsles were out fishing in a moderate wind, but during the morning the wind increased to a strong gale from the N.N.W., with a rough sea and heavy rain, and the motor life-boat *Robert Patton - The Always Ready* was launched at 11.35 A.M. The district inspector of life-boats, Commander T. G. Michelmores, R.D., R.N.R., who was at the station, went out with her. Off Staithes the life-boat found two cobsles of Runswick and three of Staithes, and as in that weather it was impossible to make a landing at Staithes she escorted all

five into Runswick, and returned to her station, arriving at 2.15 in the afternoon.- Rewards, £10 15s.

DECEMBER 1ST. - FILEY, YORKSHIRE. While the local fishing cobsles were out, wind and sea increased, and some of the boats returned, but five stayed out. By 1 P.M. a strong N.W. wind was blowing, with a rough sea, and at 1.30 P.M. the motor life-boat *The Cuttle* was launched. Some of the boats were a long way off, but the life-boat escorted them all home, and returned to her station at 4.30 P.M. - Rewards, £12 9s.

DECEMBER 1ST. - LLANDUDNO CAERNARVONSHIRE. At 3 P.M. the coast-guard reported a fishing boat in distress a mile or two west of Great Ormes Head, and the motor life-boat *Thomas and Annie Wade Richards* was launched at 3.30 P.M. A strong N.E. wind was blowing, with a rough sea. The life-boat found the fishing vessel *Margaret*, of Conway, in tow of another fishing boat, and stood by until both boats had got into the lee of Puffin Island. At 6 P.M. the master of the *Margaret* said he wished to go to Conway, but the life-boat coxswain said he could not take the life-boat there and advised him not to attempt it. After remaining with him for some time the life-boat returned to her station, arriving at 8.30 P.M. - Rewards, £35 18s. 6d.

DECEMBER 2ND. - PORT ASKAIG, ARGYLLSHIRE. At 3.11 A.M. the Kilchoman coastguard reported a vessel ashore in the Sound of Islay. The weather was fine, with a light S.W. wind and a calm sea. The motor life-boat *Charlotte Elizabeth* was launched at 4.10 A.M. and found the steam trawler *Celtia*, of Fleetwood, aground on the S.W. point of Jura. She had a crew of twelve and was laden with fish for Fleetwood. She was in no immediate danger, and another Fleetwood trawler, the *Toronto*, was standing by, but unable to go close inshore. The life-boat waited until daylight. She then piloted the *Toronto* inshore and also carried a cable from her to the *Celtia*. On the high tide the *Toronto* got the *Celtia* afloat and towed her into deep water. The life-boat returned to her station at 12.55 P.M. - Property salvage case.

DECEMBER 2ND. - SCARBOROUGH, YORKSHIRE. At 11 A.M. the crew assembled for an exercise, but as a strong N.N.W. wind was blowing, with a rough sea, and some fishing boats were out the launch was delayed and the crew stood by. Incoming trawlers reported bad weather, and at 12.20 P.M. the motor life-boat *Herbert Joy II* was launched. She went in a north-easterly direction and found nine boats, all of which she escorted to harbour. She returned to her station at 4 P.M. - Rewards, £18 13s.

DECEMBER 4TH. - SEAHAM, DURHAM. About 4.40 A.M. the coastguard reported a vessel aground at Hawthorne Point, two miles south of Seaham coastguard look-out.

A light S.W. wind was blowing, with a ground swell, and the weather was foggy. At 5.30 A.M. the motor life-boat *Elizabeth Wills Allen* was launched and found that the vessel was the m.v. *Rosedene*, in ballast for Seaham. At her master's request the life-boat took out an anchor, and then stood by until the *Rosedene* had refloated. She returned to her station at 10.55 A.M. - Property salvage case.

DECEMBER 7TH. - SHOREHAM HARBOUR, SUSSEX. At 1 A.M. the coast-guard reported a message from the coast-watching post at Goring that it had seen red flares at sea about a mile away. A fresh S.W. wind was blowing, with a moderate sea. There was doubt whether or not a rescue launch would be sent and, after consultation with the naval authorities, the motor life-boat *Rosa Woodd* and *Phyllis Lunn* was launched at 2.20 A.M. She found that a rescue motor launch from Littlehampton had, in fact, gone out and had found that an R.A.F. aeroplane had come down in the sea. She had rescued three of the aeroplane's crew. The other two had been lost. The life-boat attempted to tow in a Carley float, but it broke adrift. She brought in some gear from the aeroplane, and returned to her station at 6.30 A.M. - Rewards, £16 2s. 6d.

DECEMBER 9TH. - FLAMBOROUGH, YORKSHIRE. About 5.45 P.M. it was learned that the motor fishing coble *Doris* had not returned. On board was the life-boat coxswain, George Leng, with a crew of three. It was very dark, with a rough sea and a strong southerly wind. The motor life-boat *Elizabeth* and *Albina Whitley* was launched at 6.15 P.M. and found the *Doris* about one and a half miles away. Her engine had been disabled by heavy seas. The life-boat towed her in, and returned to her station at 7.15 P.M. - Rewards, £26 19s. 6d.

DECEMBER 12TH. - BALLYCOTTON, CO. CORK. During the evening a strong southerly gale was blowing, with a very heavy sea, and a pilot launch and a port control launch, both of Cork, were swamped and sunk in Cork Harbour when on their way to put a pilot and an examiner on a ship at the harbour mouth. Five lives were lost, and the news of the sinking was brought by one man from the pilot launch who swam ashore. It was then 8.30 in the evening, and the launches had sunk two hours before. The news reached the Ballycotton life-boat station, through the Civic Guard, at 9.20 P.M., and the life-boat coxswain doubted the usefulness of sending out the life-boat as she would have nearly twenty miles to travel, and in that weather she could not reach the scene until after midnight, nearly six hours since the launches had sunk. But the coxswain was told that the life-boat was wanted, and the motor life-boat *Mary Stanford* put out at 10 P.M. The night was very dark, with squalls of rain and lightning, and the coxswain described it as one of the worst

southerly gales in his experience. In addition to the severe weather there was the danger of mines. Going round Ballycotton Lighthouse the coxswain had to keep about four miles off the land owing to the breaking seas, and the life-boat shipped several heavy seas. She reached Cork Harbour at 12.40, and by the light of her own searchlight, and searchlights from the forts, she searched for the launches, but found nothing except pieces of wreckage, and went on to Queenstown, where she arrived at 3 A.M. on the 13th. The weather was so bad that she was unable to return to her station for two days.

She left Queenstown at 9.10 in the morning of the 15th and reached Ballycotton at 12.30 that afternoon. There she went alongside the steam trawler *Dereske*, of Milford Haven. Two hours before, the trawler had signalled to the shore that she was without water. Her captain now told the coxswain that they had been without fresh water for eight days, as salt water had got into the tanks, that they were melting ice both for cooking and drinking, and that several of the crew were covered with boils due to the chemicals in the ice water. He also said that he could not bring the vessel into the harbour as the authorities would not give him permission. The life-boat went to her station and the honorary secretary rang up the customs officer at Queenstown and got permission. The life-boat then returned to the trawler and put one of her crew on board, and the trawler, with the life-boat in attendance, came into harbour under her own steam. The life-boat then returned to her station, arriving at 3.30 in the afternoon.

It had been a long and arduous journey, and the Institution gave a reward of 30s. to each member of the crew in addition to the ordinary rewards: on the standard scale for the two services of £4 15s. 6d., making a total reward to each man of £6 5s. ; rewards on the standard scale and other payments, £41 10s. 6d. ; additional rewards, £12 ; total rewards and other payments, £53 10s. 6d.

DECEMBER 13TH - 14TH. - DUNMORE, EAST, CO. WATERFORD, AND KILMORE, CO. WEXFORD. Just before half-past five in the evening the coast watcher at Hook Point telephoned to the Dunmore East station that a vessel was off the Hook showing flares. The honorary secretary was about to call out the crew when he saw a steamer coming round Hook Point and asked her by morse if she had seen any vessel in distress. The reply was no, and the honorary secretary decided not to send out the life-boat. At 9.15 another telephone message came to say that the vessel was still there, and the motor life-boat *Annie Blanche Smith* was launched at 10.15. A gale was blowing from the S.S.W., with a very heavy sea. The life-boat searched for some hours, but found no sign of the vessel in distress and returned to her station at three in the morning.

Meanwhile the Kilmore station had received at eight in the evening a telephone message from the life-saving service that a ship was in distress 4 1/2 miles S.E. of the

Hook. Other messages came confirming this. The sea was coming right into the harbour, and up the slipway, and it was impossible to launch the life-boat, but the crew stood by. They stood by all night, and at 7.50 the next morning, as day was breaking, the motor life-boat *Ann Isabella Pyemont* was launched with great difficulty.

The Dunmore East lifeboat was also launched again at daybreak, and the two life-boats found the vessel in distress at the same time a mile south of Baginbun Head. She was the Admiralty trawler *Moray*, and the tug *Empire Ned* was standing by. The Dunmore East life-boat returned to her station, where she arrived again at 12.5 in the afternoon, leaving the Kilmore life-boat to give what help was needed.

The trawler by this time had weighed her anchor, and was trying to unshackle the wire from it, so that she could pass it to the tug for towing. The tug tried twice to get a heaving line on board the trawler but failed. The life-boat then passed the line for her, but the trawler was still trying to get her wire unshackled, and after about twenty minutes the heaving line parted. Again the life-boat got the line on board the trawler, but this time it fouled the tug's propeller. All this time the vessels were drifting towards Ingard Point, and the life-boat coxswain then warned the trawler that she was getting into shallow and dangerous water. The tug then asked for the help of a man with local knowledge, and the life-boat put her second-coxswain on board. At last the trawler got her wire unshackled from the anchor ; another line was passed to her by the life-boat ; the trawler's wire was hauled on board the tug and shackled to her hawser ; and the tug began to tow. The trawler by this time was dangerously near the rocks, and the towing had started only just in time to save her. The life-boat stood by until the tug and trawler were well clear of Baginbun Head, and then, at the tug's request, went to Kilmore with a message for a pilot to be ready at Dunmore East to meet them as they came in. She returned to her station at two in the afternoon.

At 3.15, when the tug and trawler were seen to be coming into harbour at Dunmore East, the Dunmore East life-boat put off for a third time with a pilot on board. She went ahead of the tug until they were in sufficient shelter for it to be possible to put the pilot aboard. The weather was so bad that the life-boat, on arriving at Passage East at 6.30 in the evening, remained there for the night, returning to her moorings at Dunmore East next morning.

The Institution awarded its thanks inscribed on vellum to COXSWAIN WILLIAM BLAKE, of Kilmore. No money awards were made to the Kilmore coxswain and crew as they were paid salvage by the owners of the *Moray*.

Rewards to Dunmore East, £13 2s. 6d., £5 14s., and £13 4s. 6d.

DECEMBER 13TH. - DUNGENESS, KENT. At 4.20 A.M. a telephone message was received from the naval authorities at Dover,

through the Lade coastguard, that three of H.M. tank landing vessels were in difficulties. The night was very dark, with a strong southerly wind blowing and a rough sea. At 4.40 A.M. the position of the vessels was given, and twenty minutes later the motor life-boat *Charles Cooper Henderson* was launched. About two miles north-east of Dungeness Lighthouse the life-boat found two of the vessels. Both were riding to anchors and the life-boat went alongside and spoke to them by megaphone saying she would remain by them until daylight. She found the third vessel five miles N.E. by N. of the lighthouse. At daybreak, three mine-sweepers came up to escort the vessels to harbour and the life-boat returned to her station, arriving at 8.30 A.M. - Rewards, £22 5s. 6d.

DECEMBER 13TH. - WALMER, KENT. At 8.20 A.M. the Deal coastguard asked for the life-boat crew to be assembled. At 9.18 A.M. a further message came that a vessel was over the Brake Sands, and the motor life-boat *Charles Dibdin (Civil Service No. 2)* was launched at 9.30 A.M. A moderate S.S.W. gale was blowing, with rain squalls and a heavy sea. The life-boat found the Admiralty *L.C.T. 534* in a dangerous position with stern anchor down. She had a crew of twelve. The life-boat's second-coxswain went aboard her, and at the request of the officer in charge the life-boat escorted the vessel to the Downs. There an armed trawler arrived and took over, and the life-boat reached her station again at 11.30 A.M. - Rewards, £15 14s.

DECEMBER 14TH. - STORNOWAY, ISLAND OF LEWIS. Shortly after midnight the naval base reported that H.M. *L.C.T. 398*, a tank landing craft, was ashore on the S.E. corner of Goat Island in Stornoway Harbour, and that her crew of fifteen had landed on the island and were in need of immediate help. As a strong southerly gale was blowing, with a rough sea, and no small boat could go out, the motor life-boat *William and Harriot* was launched at 1.35 A.M., taking a rowing boat in tow. A few minutes later she reached the lee of the island, sent the rowing boat to the beach, rescued the men, and returned to her station at 3.15 A.M. - Rewards, £9 7s. 6d.

BRONZE MEDAL SERVICE AT PETERHEAD

DECEMBER 15TH. - PETERHEAD, ABERDEENSHIRE. At 3.50 in the morning the coastguard reported to the motor-mechanic of the life-boat signals of distress from a vessel in the direction of Buchan Ness. The motor-mechanic went at once to the life-boathouse. He could see the vessel in distress, with the coastal searchlights on her. She appeared to be a trawler.

The coxswain of the life-boat was ill, and Captain James Winter, the harbour master, took command, but the coxswain left his sick bed, helped to call the crew together and to launch the life-boat, and remained at the station until the life-boat returned. The motor life-boat *Julia Park Barry of Glasgow* was launched at 4.20. There was a strong wind from the south-south-east, with a heavy sea. The night was very dark, with rain. The life-boat reached the trawler at 4.35 and found that she was the *Loch Wasdale*, of Aberdeen. She was lying on the Skerry Rocks, off Buchan Ness. Her stern was right under water and heavy seas were breaking over her. Her crew were clinging to the forward rigging and the deck. In the heavy seas and the darkness it was very difficult for Captain Winter to see exactly how the trawler was lying, and the best method to come alongside her. He tried first to go under her lee, but he could not come near because of the rocks, so he took the life-boat round to the windward side, and made straight for the trawler. He knew that there was a great risk, for he could not tell if there was enough water, or if the life-boat would be wrecked herself on the rocks. He took the risk.

The life-boat went in on the top of a big sea, and her crew threw a line to the trawler and hauled the life-boat alongside. The trawler was lying on her side and was lifted by every sea that came in. At one moment she threatened to roll over and to crash on top of the life-boat. The next the life-boat was herself lifted by the seas and in danger of being flung on top of the trawler. But Captain Winter handled her with great courage and skill, and, with his engines running, kept her alongside, while, one by one, the twelve men of the trawler jumped and were seized and hauled aboard the life-boat. One of them fell between the two boats, and was badly crushed, but he too was dragged aboard. Then, just as the life-boat, with every man rescued, drew away, the wreck turned over and sank. Had the life-boat come only a few minutes later, or had Captain Winter hesitated to take her

straight in to the rescue, the whole of the trawler's crew would have been lost. At 5.15 the life-boat was back again at her station. She had been away for only 55 minutes. The rescued men were loud in their praise, and the trawler's chief engineer said that he had thought that the life-boat could not possibly reach them.

The success of the service was due principally to the intrepid courage and skill of Captain Winter, and his courage was all the greater as he had not been at sea for some years, and he was 69 years old. The Institution made the following awards :

To CAPTAIN JAMES WINTER, the acting coxswain, the bronze medal for gallantry, with a copy of the vote inscribed on vellum ;

To DAVID F. WISEMAN, the motor-mechanic, the thanks of the Institution inscribed on vellum ;

To the acting coxswain and each of the seven members of the crew a reward of £2 in addition to the ordinary reward on the standard scale of £1 17s. 6d. ;

To Coxswain John McLean a special reward of £2 ;

To Mrs. M. Craighead, acting as honorary secretary in the absence of her husband serving in the Royal Air Force, who took an active part in mustering the crew, a letter of thanks ;

Standard rewards, £15 18s. ; additional rewards, £18 ; total rewards, £33 18s.

DECEMBER 15TH. - DUNMORE EAST, CO. WATERFORD. The S.S. *Irish Beech* arrived off Dunmore East in a southerly gale, with very heavy seas. The pilot boat had gone up the river for shelter and the pilot was unable to go out to the steamer. As no other boat was available the motor life-boat *Annie Blanche Smith* was launched at 10.45 A.M. with the pilot aboard. She escorted the *Irish Beech* to near Duncannon, and there was able to put the pilot aboard her. The life-boat returned to her station at 1 P.M. - Rewards, £6 13s.

DECEMBER 16TH. - FLAMBOROUGH, YORKSHIRE. The motor life-boat *Elizabeth and Albina Whitley* was launched at 11.45 A.M. in a heavy S.E. gale, with a rough sea, to the help of the local motor fishing coble *Boy's Own*. She found her six miles E.N.E. of Flamborough and escorted her home, arriving at 3 P.M. - Rewards, £14 0s. 6d.

DECEMBER 17TH. - ALDEBURGH, SUFFOLK. Shortly before 10 A.M. the coast-guard reported an object, apparently a boat, about one mile E.S.E. of Sizewell look-out, and the No. 1 motor life-boat *Abdy Beauclerk* was launched at 10.20 A.M. A light southerly wind was blowing, with a choppy sea. Guided by smoke bombs dropped by an aeroplane, the life-boat found, a quarter of a mile off shore opposite Sizewell Gap, a German aeroplane's rubber dinghy, but there was no one on board. The life-boat brought in the dinghy, arriving at 11.40 A.M. - Rewards, £24 1s. 6d.

DECEMBER 20TH. - DUN LAOGHAIRE, CO. DUBLIN. During the afternoon two small fishing boats were seen off Bullock. A strong southerly wind was blowing, with a very choppy sea. One boat was seen to take the other in tow, but they could not make any headway in their attempt to row to the shore, and at 3.25 P.M. the motor life-boat *Dunleary II* was launched. She towed the two boats to Bullock and returned to her station at 4.15 P.M. - Rewards, £7 11s.

SILVER MEDAL SERVICE AT BALLYCOTTON

DECEMBER 23RD. - BALLYCOTTON, CO. CORK. At nine in the morning a message was received at the station that a vessel was in distress about five miles south of Power Head. She could be seen from Ballycotton, but she was showing no signals of distress. A gale was blowing from the south-south-west, with heavy squalls of rain and a rough sea. The gale grew steadily more violent ; the vessel was drifting fast ; and at 12.45 the motor life-boat *Mary Stanford* put out. The vessel was then about 4 1/2 miles south of Ballycotton Lighthouse and was drifting towards the north-north-east. The life-boat reached her about 1.30 in the afternoon and found her to be the steamer *Irish Ash*, of Dublin, with a crew of 35 men.

Her captain said that the circulating pumps and the ballast pumps had broken down and that he would like the life-boat to stand by him. This she did, and about three in the afternoon the coxswain advised the steamer's captain to anchor. The steamer was then about a mile south of Capel Island and was drifting fast towards it. She let both anchors go, and they held. The captain had heard by wireless that a steamer was coming out to his help, but when she arrived

the captain said that he would wait for a more suitable ship to tow him off and that he thought that he might soon get his pumps working. In that case he would try to go back to Queenstown under his own steam. The life-boat then went to Knockadoon with a message from the captain asking for engineers to be sent to him from Queenstown, but in the heavy seas she could not go alongside the pier and returned to the *Irish Ash* again. She continued to stand by until after nine that night. By that time the repairs had been made and, with the life-boat escorting her, the *Irish Ash* started to steam slowly towards Queenstown, but she had not gone far when her engines broke down again. She was then four miles south of Ballycotton Island.

The wind was still increasing, and a very heavy and confused sea was running, made much worse by the ebb tide. The steamer's head fell off, and, rolling heavily and broadside on to the seas, she began to drift towards the island at an alarming speed. Had she struck she would have gone to pieces on the rocks in a few minutes, and there would have been very little hope of rescuing her crew. It was then 10.30 at night. If she and her crew were to be saved the life-boat must tow her head round so that she would drift clear of the island. The coxswain took the life-boat close under her bows and shouted for a rope. At the same time his men threw a line aboard the steamer. To this the steamer's crew attached a wire. The life-boat hauled it aboard, made it fast, and started to tow. A very heavy sea struck her and the wire broke. A second wire was made fast, but twice it broke. Then a rope was made fast. With this the life-boat succeeded in towing the steamer's head round, and she drifted past the island with less than half a mile to spare. She was now in shallower water, the seas were less violent, and the coxswain advised her to anchor again. This she did. After standing by her for another half an hour, to be satisfied that the anchor would hold, the life-boat returned to Ballycotton to refuel and to deliver

the message which she had failed to deliver at Knockadoon. She reached Ballycotton at 1.45 in the morning of the 24th. Since nine the previous morning her crew had had no food or drink, except for half a bucket of tea which the *Irish Ash* had lowered to them. The petrol tanks were refilled, the crew had a meal, and the life-boat put out again to the *Irish Ash* at 2.30. She found that she had dragged another half a mile towards the shore in the strong flood tide and was getting near the Ballycrenane Rocks, but her captain still hoped to start his engines again and shortly after six in the morning they were working. The anchor was weighed, and the life-boat led the steamer to a safe anchorage half a mile north-north-west of Ballycotton light.

The life-boat again went ashore to see if the engineers had come from Queenstown, and as they had not the *Irish Ash's* captain decided to go there under his own steam. The wind had shifted to the north-west and there was a little shelter. The life-boat went with her and they arrived at Queenstown about 2.30 in the afternoon. The life-boat left again at 4.30 and was back at her station at 6.30 that evening. It was then thirty hours since she had put out. Her crew were soaked to the skin and exhausted. The coxswain's wrists were swollen to twice their normal size and his voice had gone. The two motor mechanics were completely worn out, for it had not been possible for the life-boat to anchor at any time and they had been on their knees at the controls during the whole time.

It was a very long and hard service, and the life-boat had been handled very skilfully and courageously. The Institution made the following awards :

To COXSWAIN PATRICK SLINEY, the Institution's silver medal for gallantry, with a copy of the vote inscribed on vellum ;

To MICHAEL L. WALSH, the second-coxswain, and THOMAS SLINEY, the motor-mechanic, the bronze medal for gallantry, and to WILLIAM SLINEY, the assistant motor-mechanic, a clasp to his bronze medal, in each case with a copy of the vote inscribed on vellum ;

To each of the other four members of the crew, THOMAS F. WALSH, bowman, and BERTIE LYNCH, JAMES MCLEOD and MICHAEL C. WALSH, life-boatmen, the Institution's thanks inscribed on vellum ;

To the coxswain and each of the seven members of the crew a reward of £3 in addition to the reward on the standard scale of £5 13s., making a total reward to each man of £8 13s. ;

Standard rewards to crew and launchers, £42 7s. ; additional rewards to crew, £24 ; total rewards, £66 7s.

The owners, Irish Shipping Ltd., gave £100 to the crew of the life-boat.

DECEMBER 29TH. - AMBLE, NORTH-UMBERLAND. At about 10 A.M. the local fishing coble *Treasure* was seen to be in trouble trying to get into harbour, and at 10.15 the motor life-boat *Frederick and Emma* was launched. A gale was blowing from the north, with a heavy sea. The life-boat stood by at the harbour entrance until the *Treasure* had come into the harbour, and returned to her station at 10.50 A.M. - Rewards, £7 12s.

DECEMBER 29TH. - PADSTOW, CORNWALL. At 11.45 A.M. a telephone message was received from the naval authorities asking for the life-boat to stand by, as an R.A.F. rescue launch had gone to sea and found the weather too heavy to return. A gale was blowing from the N.N.W., with a rough sea. The No. 1 motor life-boat *Princess Mary* was launched at 12.24 P.M. and found the launch two miles west of Stepper Point. She stood by her and by wireless directed her safely into harbour, where the two boats arrived at 1.18 P.M. - Partly paid permanent crew. Rewards, £4 2s.

DECEMBER 29TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. At about noon some small fishing boats were seen south of the harbour. A strong north-westerly wind was blowing, with a very rough sea and snow squalls. The coastguard kept them in view, saw that one of them was in difficulties, and rang up the life-boat station. At 1.12 P.M. the motor life-boat *Louise Stephens* was launched and found that the boat was the rowing boat *Molly*, of Gorleston, with one man aboard. She was drifting with her anchor down. The life-boat towed her in, reaching harbour at 1.40 P.M. - Rewards, £5 12s.

DECEMBER 29TH. - BUCKIE, BANFFSHIRE. At 2.35 P.M. the coastguard reported that a vessel was attempting to enter harbour. A strong N.N.E. gale was blowing, with a heavy sea. Other vessels could be seen outside, and it was decided to send out the motor life-boat *K.B.M.* She

left at 2.45 P.M. and stood by until 6 P.M., by which time the Danish motor fishing vessel *Vestarland* had got into harbour and the other vessels had made for the Moray Firth for shelter. - Rewards, £10 8s. 6d.

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

DECEMBER 1ST. - BALLYCOTTON, CO. CORK. The engine of the Belgian motor trawler *Blauwvoet*, formerly of Ostend, had broken down, but another Belgian trawler came to her help. - Rewards, £6 19s.

DECEMBER 3RD. - HASTINGS, SUSSEX. A rubber dinghy had been reported at sea, but nothing could be found. - Rewards, £22 7s.

DECEMBER 5TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. An Admiralty trawler had been in collision, but she could not be found and she got in without help. - Rewards, £13 11s. 6d.

DECEMBER 6TH. - SHERINGHAM, NORFOLK. A flashing light had been reported, but nothing could be found. - Rewards, £32 16s.

DECEMBER 7TH. - HARTLEPOOL, DURHAM. A steamer had been in collision, but a destroyer picked up the survivors. - Rewards, £10 7s.

DECEMBER 9TH. - PADSTOW, CORNWALL, CLOVELLY, AND APPLEDORE, DEVON. On the afternoon of the 9th December Padstow No. 1 motor life-boat put out to the help of a Whitley bombing aeroplane which had been reported down in the sea. She searched throughout the night without result. On the following day an extensive search was made by the Clovelly and Appledore life-boats, but they found nothing. - Rewards : Padstow, £9 14s. ; Clovelly, £25 9s. ; Appledore, £24 12s. 6d.

DECEMBER 10TH. - FENIT, CO. KERRY. An object had been seen, but it was found to be a large tree. The crew did not wish to be rewarded.

DECEMBER 11TH. - FILEY, YORKSHIRE. A British Halifax bombing aeroplane had crashed into the sea, but her crew were saved by a Filey fishing boat. - Rewards, £24 4s. 6d.

(See Filey, " Services by Shore-boats," 1943, page 58.)

DECEMBER 12TH. - ROSSLARE HARBOUR, CO. WEXFORD. A fishing boat was in difficulties, but another fishing boat took her in tow. - Partly paid permanent crew. Rewards, £4 19s.

DECEMBER 13TH. - HASTINGS, SUSSEX. A steamer showing a red light had been reported, but no vessel in need of help could be found. - Rewards, £43 15s. 6d.

DECEMBER 13TH. - WEYMOUTH, DORSET. A small boat from a naval drifter had been smashed on rocks, but the only man aboard got ashore without help. - Rewards, £6 13s.

DECEMBER 13TH. - PORTPATRICK, WIGTOWNSHIRE. A steamer had gone ashore, but her crew were rescued by the coastguard life-saving rocket apparatus. - Rewards, £6 19s.

DECEMBER 13TH. - HOLYHEAD, ANGLESEY. A vessel had been reported in distress off Rhoscolyn, but the only steamer found was the Norwegian *Nesttun*, and she was going on her way. - Rewards, £5 12s.

DECEMBER 15TH. - PENLEE, CORNWALL. An aeroplane's dinghy had been reported showing a light south of the Wolf Lighthouse, but nothing was found. - Rewards, £27 3s.

DECEMBER 15TH. - PORTHDINLLAEN, CAERNARVONSHIRE. A British Anson aeroplane had come down in the sea, but her crew were rescued by a steamer. - Rewards, £8 4s.

DECEMBER 18TH. - ST. MARY'S, SCILLY ISLES. An aeroplane's dinghy had been reported some miles S.W. of the Bishop Rock, but nothing was found. - Rewards, £12 4s. 6d.

DECEMBER 18TH. - BEAUMARIS, ANGLESEY, AND LLANDUDNO, CAERNARVONSHIRE. An aeroplane had been reported down in the sea, but it was found to have crashed on land. - Rewards: Beaumaris, £15; Llandudno, £35 0s. 6d.

DECEMBER 19TH. - SKEGNESS, LINCOLNSHIRE. An aeroplane had been reported down in the sea, but the life-boat found nothing. Later a body was washed ashore. A letter of thanks was received from Air Commodore of the R.A.F. station at Cranwell, for this and previous services. - Rewards, £18 17s. 6d.

DECEMBER 20TH. - WELLS, NORFOLK. A dinghy, assumed to belong to an aeroplane,

had been reported, but nothing could be found. - Rewards, £22 19s. 3d.

DECEMBER 23RD. - PORTHDINLLAEN, CAERNARVONSHIRE. Survivors of a steamer which had been mined reported that other survivors were adrift, but they gave the wrong position, so the life-boat found nothing, and another vessel rescued them. - Rewards, £20 16s.

DECEMBER 23RD. - CROMER, NORFOLK. An aeroplane had burst into flames and crashed into the sea, but only the blazing petrol tank and wreckage were found. - Rewards, £19 8s.

DECEMBER 24TH. - SENNEN COVE, CORNWALL. A Whitley aeroplane had crashed into the sea, but four men from it were rescued by a patrol trawler. The others were not found. - Rewards, £9 10s.

DECEMBER 25TH. - PORTPATRICK, WIGTOWNSHIRE. A steamer was on fire, but a trawler had gone to her help. - Rewards, £10 8s. 6d.

DECEMBER 27TH. - WALTON AND FRINTON, ESSEX. A sailing barge had been blown up, but one of her crew was rescued by another barge and the other one was lost. - Rewards, £9 3s. 6d.

DECEMBER 27TH. - BARROW, LANCA-SHIRE. A Swordfish aeroplane had been reported down in the sea, but nothing was found. - Rewards, £20 19s.
(See Millom, "Services by Auxiliary Rescue-boats," page 72.)

DECEMBER 31ST. - SKEGNESS, LINCOLNSHIRE. Two Spitfire aeroplanes had collided over the sea, but nothing was found. - Rewards, £27 12s. 6d.

DECEMBER 31ST. - BALLYCOTTON, CO. CORK. Signals of distress had been made by a vessel, but before the life-boat reached her she signalled again that she did not need help and the life-boat was recalled. - Rewards, £13 2s. 6d.

DECEMBER 31ST. - RHYL, FLINTSHIRE, AND HOYLAKE, CHESHIRE. A boat with twenty men on board had been reported adrift in the Dee Channel, but nothing was found. - Rewards: Rhyl, £20 15s.; Hoylake, £31 3s. 6d.

Services by Shore-boats

Thirteen Medals for Gallantry

RHOSNEIGIR, ANGLESEY

On the 28th August, 1941, determined efforts were made to rescue the crew of a British aeroplane which had crashed in the sea.

MR. DERRICK H. BAYNHAM was awarded the silver medal.

MR. JOHN L. S. WOOD was awarded the silver medal.

SECOND LIEUTENANT PETER T. WHYSALL, R.A. was posthumously awarded the bronze medal

BATTERY SERGEANT-MAJOR ALFRED W. MOGER, R.A. was posthumously awarded the bronze medal.

GUNNER CLARENCE H. THORNTON, R.A. was posthumously awarded the bronze medal.

GUNNER REGINALD EATON, R.A. was posthumously awarded the bronze medal.

MR. ARTHUR J. OWEN, Second Officer, Mercantile Marine, was posthumously awarded the bronze medal.

POLICE CONSTABLE GEORGE C. ARTHUR was posthumously awarded the bronze medal.

SERGEANT C. JACKSON, R.A. was awarded the bronze medal.

LANCE BOMBARDIER T. TAYLOR, R.A. was awarded the bronze medal.

GUNNER J. W. PARKINSON, R.A. was awarded the bronze medal.

COASTGUARD OFFICER EVAN JONES was posthumously awarded the bronze medal.

AIRCRAFTSMAN 1st CLASS ALBERT E. ATKINSON was awarded the bronze medal.

JANUARY MEETING

SILVER MEDAL SERVICE AT RHOSNEIGIR

RHOSNEIGIR, ANGLESEY. About 11.30 in the morning of the 28th of August, 1941, a British bombing aeroplane crashed in the sea off Rhosneigir. A gale was blowing from the south-west, with a very heavy sea. The nearest life-boat, the Holyhead motor life-boat, was at a shipyard for overhaul, and her crew were away fetching a relief life-boat. The Porthdinllaen motor life-boat was called out and launched at 12.48 in the afternoon. She reached Rhosneigir about 2.30. By that time there was nothing to be seen of the aeroplane, but even had the life-boat been able to arrive earlier the aeroplane was in water so shallow that it would have been impossible for the life-boat to reach her and rescue

the crew. The most gallant attempts at rescue were made by four shore boats, and by many people working from the beach, but all the efforts failed, and not only were the three airmen lost, but eleven of the rescuers. The honorary secretary of the Holyhead life-boat station, who visited Rhosneigir afterwards, said that these gallant attempts must have been hopeless from the start, for the seas that were driving on shore with the tide running out against them were not rolling in and breaking on the open beach in the usual way, but moving like walls of water, with curling tops.

Almost as soon as the aeroplane came down on the water two of her crew were washed off her. The third clung to the fuselage. He was seen by two boys of seventeen, Mr. John L. S. Wood, of Chester, and Mr. Derrick Baynham, of Walton-

on-Thames. With a total disregard for their own safety they at once launched a small dinghy and set out to the rescue. It took them three-quarters of an hour of hard rowing to reach the aeroplane, and they showed wonderful seamanship in handling, and keeping afloat that small open boat through the heavy seas. But as they turned it to go alongside the aeroplane, a sea caught it broadside on and capsized it. Both the boys were thrown into the water, but both succeeded in clinging to the over-turned boat. Then they left it and swam to the aeroplane on which the airman was crouching. When they had regained their breath they decided to make for their boat again. It was being driven shoreward and they feared that at any moment the aeroplane might sink.

They persuaded the airman, a Pole, to go with them. He had been slightly injured in the crash, and was weak from shock and exposure. He was scarcely able to help himself, and was supported by the two boys as, battered by the seas, they struggled to keep their heads above water. The aeroplane as well as the boat was being carried shoreward, and in their struggle they used anything they could get hold of, an oar, the boat and occasionally the aeroplane itself. In this way they gradually drifted nearer to the shore and one of the boys and the airman managed to seize a beach defence post. It was not strong enough to bear their combined weight, so the boy left the airman to hold on to it, and again struck off towards the shore. Both the boys had now almost given up hope of reaching another defence post or the shore itself, but people on the shore, who had watched their splendid struggle, were preparing to go to their help. They formed a human chain, reaching far out from the shore, and this chain succeeded in seizing and passing in the two boys. Unfortunately it was not able also to rescue the Polish airman. He was actually then in his own depth as he clung to the post, but he was so exhausted that he could not hold on. He lost his grip, was swept away and drowned.

Meanwhile other, very gallant, efforts had been made to reach the aeroplane. One man had put out in a boat alone, but was forced by the heavy seas to turn back. Then nine men put out in a whaler. Seven of them were soldiers and the other two were an officer of the merchant navy and a police constable. They must have realised that they were making an almost hopeless attempt, at the risk of their own lives, but they refused to listen to the warning of other people on the shore. They felt it their duty to make the attempt. They succeeded in rowing the whaler well out to sea, but in trying to bring her under the lee of the aeroplane they were caught and capsized by a heavy sea, and were thrown into the water in all directions. One of the nine men managed to struggle ashore himself. Two, neither of whom could swim, clung to an oar. A man swam out from the beach to help them, and brought them in. They were only half conscious, but were revived. The other six men were all washed up, but it was impossible to revive them.

Yet a fourth boat put out with two men on board, a coastguard and an aircraftsman. This boat too was capsized. The coastguard was drowned, the aircraftsman was saved.

People on shore saw the capsize of the boats and the men on board them thrown into the water, and fourteen soldiers and airmen swam out to help them. Four of these fourteen men lost their lives.

During these heroic efforts aeroplanes were flying low overhead and dropping life-belts to the rescuers struggling in the water.

The Institution made the following awards to those who had attempted rescue with the use of boats :

TO JOHN L. S. WOOD and DERRICK BAYNHAM, each the silver medal for gallantry, with a copy of the vote inscribed on vellum. They were also both awarded George Medals, and received money rewards from the Air Ministry, and silver cigarette-cases from General Sikorski, Commander-in-Chief of the Polish Forces, with his signature on them ;

TO SERGEANT C. JACKSON, LANCE

BOMBARDIER T. TAYLOR and GUNNER J. W. PARKINSON, the three survivors of the nine men who manned the whaler, each the bronze medal for gallantry, with a copy of the vote inscribed on vellum ;

To AIRCRAFTSMAN(1st Class) ALBERT E. ATKINSON the survivor of the two men who manned the fourth boat, the bronze medal for gallantry, and a copy of the vote inscribed on vellum.

The bronze medal for gallantry, with a copy of the vote inscribed on vellum, was also posthumously awarded to each of the seven men who lost their lives in the boats, as follows : SECOND-LIEUTENANT PETER T. WHYSALL R. A. BATTERY SERGEANT-MAJOR ALFRED W. MOGER, GUNNER CLARENCE H. THORNTON, SECOND MATE, MERCANTILE MARINE, ARTHUR J. OWEN, POLICE CONSTABLE GEORGE C. ARTHUR, COASTGUARD OFFICER EVAN JONES and GUNNER REGINALD EATON.

The Royal Humane Society rewarded those who had made attempts at rescue by swimming.

Fourteen men put out in boats. Seven of them lost their lives. Fourteen men swam out. Four of them lost their lives.

(See Porthdinllaen "Accounts of Services by Life-boats," 1941, page 67.)

SANDAY, ORKNEYS. On the morning of the 30th October, 1941, the Norwegian motor vessel *Anna* went aground on a lee shore at Hyngreenie Point, Sanday. A light S. wind was blowing, with a slight sea. The coast-guard informed the Stromness life-boat, but she was not needed as two men had put off from the shore in a small rowing boat and brought ashore the whole crew of eleven. - Rewards, £2.

BALLYHALBERT, CO.. DOWN. On the afternoon of the 26th November, 1941, the motor vessel *Francois Tixier*, of Bristol, with a crew of fourteen, was seen to be in distress in Ballyhalbert Bay. She had sprung a leak, was listing heavily, and was circling round her own anchor with her propeller out of the water. A fresh S.W. wind was blowing, with a rough sea. The Cloughey and Donaghadee life-boat crews were called out, but the boats were not launched as a boat, which was already at sea, went to the rescue. She was a 35-foot motor boat, with a crew of two, and she rescued all the crew of the vessel except one man, who was drowned. - Rewards, £2 and 10s. for fuel used.

HERNE BAY, KENT. About 8 in the evening of 27th November, 1941, coast-guards watching an aeroplane coming in

from seawards saw it crash in flames near Herne Bay pier, and Beltinge observer post reported cries for help. These cries were heard by two men, who jumped into a rowing boat, and rescued one man who had come down by parachute. - Rewards, £2 10s.

NEWQUAY, CORNWALL. At 4 in the afternoon of the 20th December, 1941, information was received at the life-boat station that a British aeroplane was in the sea six miles N.W. of Penhale Point. The weather was fine, with a smooth sea and a light N.E. wind. At 4.25 P.M. a 26-foot motor boat - the *Early Dawn* - manned by the life-boat coxswain, the mechanic, the bowman and Mr. E. H. Trembath, the honorary secretary, put out. They reached the spot, to find that four aeroplanes and an R.A.F. rescue launch were already searching. A few minutes later the launch picked up one survivor and then two bodies. The fourth airman was not found. - Rewards, £3 and 10s. for fuel used.

LYTHAM-ST. ANNE'S, LANCASHIRE. About 4.30 in the afternoon of 21st December, 1941, a Lytham resident telephoned to the honorary secretary of the life-boat station that an aeroplane had crashed. About a quarter of a mile south of the pier, on the bank by the ninth mile light, a British fighter aeroplane could be seen, burning fiercely. A strong S.W. breeze was blowing, with a moderate sea. As there was no water over the south training wall the life-boat was not launched, but the life-boat coxswain and seven men manned the life-boat's boarding boat, and the second-mechanic and another man manned the mechanic's punt. The motor mechanic remained on shore to stand by the life-boat. As the boats were putting off, an Admiralty launch came alongside the pier, and took them in tow. The honorary secretary of the life-boat station went in the launch. The launch towed the two boats as far as it could, and when the water became too shallow cast them off, leaving them to go to the burning plane while it searched the river for any survivors. The life-boat crew and volunteers landed from the boarding boat on the sandbank, but they found that the aeroplane had buried itself in the mud and quicksand to a depth of about five feet. They picked up parts of the aeroplane and an airman's helmet. As the aeroplane had crashed at full speed, there seemed to be no hope of any survivors, and the boarding boat returned to her station, arriving at 6.30 P.M. The Admiralty launch, after searching the river, had returned at 5.45 P.M. The naval authorities were thanked for the help which they gave, and a letter of thanks was sent to the honorary secretary, Fergus Dearden. - Rewards, £10.

NEWQUAY, CORNWALL. At 11 in the morning of the 7th January, 1942, a British Avro Anson aeroplane was reported to be down in the sea. A moderately rough sea was running, with a fresh northerly wind. The motor fishing boat *Bonny Girl*, which had just returned from sea, put out at once with a crew of three and found the aeroplane

three hundred yards east of Goose Rock, Pentire Point, and rescued the three airmen just as the aeroplane sank. They were suffering from slight cuts and shock. The Newquay motor life-boat was launched after the fishing boat, but the fishing boat reached the aeroplane first. - Rewards, £3 and 5s. for fuel used.

(See Newquay, "Accounts of Services by Life-boats," page 27.)

FEBRUARY MEETING

CRICCIETH, CAERNARVONSHIRE. Shortly before 6 in the evening of the 6th January, 1942, it became known that an Anson trainer aeroplane had come down in the sea in Tremadoc Bay. A light northerly wind was blowing, with a moderate sea. A motor boat put out from Criccieth, manned by five men, and searched from 6.10 P.M. until midnight, but found nothing. The Pwllheli and Barmouth life-boats were also launched, but found nothing that night. On the following morning the Pwllheli life-boat went out again, found the aeroplane sinking and marked the position with a buoy. The crew of the aeroplane had been rescued from their dinghy by a seaplane. - Rewards, £9 7s. 6d. and 12s. 6d. for fuel used.

(See Barmouth and Pwllheli, "Accounts of Services by Life-boats," page 10.)

HASTINGS, SUSSEX. At 2.10 in the afternoon of the 30th January, 1942, the coastguard at Fairlight reported that, the fishing boat *RX52* was towing another fishing boat, *RX112*, towards Hastings. The sea was rough, with a strong S.W. wind. The boats were making steady progress, but the honorary secretary of the life-boat station asked the coastguard to keep him informed in case the life-boat's help should be needed. At 2.45 the coastguard reported that another boat, *RX106*, which was at sea, had gone to help, and the *RX112*, whose engine had broken down, was brought safely into Hastings at 3.15. - Rewards, £2 13s., with 7s. 6d. and 3s. for fuel used.

MARCH MEETING

BARRA ISLAND, HEBRIDES. On the evening of 16th January, 1942, the steamer *R. J. Cullen*, of St. John's, Newfoundland, was blown ashore at Leanish Point, on the S.E. side of Barra, by a S.E. gale, and on the 16th January, 1942, the Barra Island motor life-boat had been unable to get near her. On the morning of the 17th January, when the gale had somewhat moderated, the life-boat coxswain arranged for the motor fishing boat *St. Margaret*, of Watersay, to go to her help, as the life-boat herself was at this time going out to another ship ashore. Manned by her crew of six, the motor fishing boat left Watersay at 8 in the morning. In spite of numerous reefs and heavy swell, she got alongside and rescued the crew of forty-seven. She landed them at Castlebay and arrived back at Watersay at 5 in the evening. - Rewards, £5 14s. and £3 10s. for fuel used.

(See Barra Island, "Accounts of Services by Life-boats," page 12.)

BARRA ISLAND, HEBRIDES. On the 22nd January, 1942, the Barra Island life-boat rescued twenty-eight of the crew of the *S.S. Eugenie S. Embiricos*, which had been disabled and driven ashore, in a gale, at Leanish Point, on the S.E. side of Barra Island. On the following morning the life-boat coxswain arranged for the lobster fishing boat *Joy*, from Earsary, which was about a mile from the wreck, to go and rescue four men who had remained on board. A moderate S.E. wind was then blowing, with a rough sea. Four men manned the *Joy*, which was a rowing boat, and, with some difficulty owing to the reefs and rough sea, they rescued the four men on the steamer. - Rewards, £3 16s.

(See Barra Island, "Accounts of Services by Life-boats," page 12.)

PORTHCAWL, GLAMORGANSHIRE. At 3.10 P.M. on the 30th January, 1942, five airmen in a skiff belonging to the R.A.F. left Porthcawl to go to an R.A.F. motor launch lying at a buoy about 1,000 yards off the pier. The skiff missed the launch and was swept towards the Tusker Rocks. It could be seen that she was in very great danger, and at 3.50 P.M. a motor boat, manned by the owner and the crew of four of the R.A.F. launch, went to the rescue. They boarded the launch, and in her followed the skiff, which they picked up when she was only 100 yards from the Tusker Rocks. - Rewards, 10s. to the owner of the motor boat and 2s. 6d. for fuel used.

VENTNOR, ISLE OF WIGHT. At 2.35 in the afternoon of the 15th February, 1942, a member of the coast life-saving corps reported what appeared to be a rubber dinghy four miles S.S.E. of Woody Point. Three men put out at once in a pulling boat. The coastguards were told, and so too were the military in case the boat was not back by sunset. An air/sea rescue launch also put out, and a Walrus flying boat. The launch rescued four airmen, whose aeroplane had come down in the sea at about 2.30 that morning, while returning from a raid on Mannheim. The launch towed the pulling boat back to Ventnor. - Rewards to the three men, £2 5s.

CLACTON-ON-SEA, ESSEX. At about 3.30 P.M. on the afternoon of the 15th February, 1942, a British Wellington bomber crashed into the sea about 300 yards off the beach, a quarter of a mile W. of Clacton Pier. A light N.N.W. wind was blowing, with a slight sea. The life-boat motor-mechanic was on the pier, and he and three soldiers at once put off in two rowing boats. The mechanic had realised that time was vital and that it would take too long to get the life-boat crew together. He took one soldier with him in the larger of the two rowing boats, the two other soldiers manning the other. Under his supervision the two boats picked up four men from the bomber and two Army officers who had swum out to help and were in serious difficulty. Some of the rescued men died later. The action of the two officers in swimming out was reported to the Royal

Humane Society and two of the soldiers who went out in the two boats, a captain and a battery sergeant-major, were thanked, but the third could not be traced. At the request of the authorities the life-boat coxswain and assistant motor-mechanic put off in a boat later in the day to take officers out to the aeroplane. These two men were engaged from 7 P.M. until 9.30 P.M. - Rewards, £2 2s. 6d.

APRIL MEETING

MONTROSE, ANGUS. At about 10 in the morning of the 24th March, 1942, the life-boat coxswain and two other men were about to enter harbour in a motor boat, when they saw an aeroplane fall into the sea. The sea was smooth and a light westerly wind was blowing. Putting about, the three men went to the spot where the aeroplane had crashed, one mile N.E. from Scurdyness Lighthouse, and found her partly submerged. They rescued the pilot, who was badly injured about the face, and semi-conscious, and brought him back to Montrose where he was taken to the R.A.F. hospital. - Rewards, £2 17s.

TEIGNMOUTH, DEVON. At about mid-day on the 28th March, 1942, two men were out in a small motor boat hauling lobster pots off the Ness Rocks, Teignmouth. An easterly wind was blowing, and their boat was caught in broken water and capsized. They were thrown into the sea and were in danger of drowning. Six men went out in a motor ferry boat, crossed the harbour bar and rescued them. - Rewards, £3.

PETERHEAD, ABERDEENSHIRE. At about 12.30 in the morning of 1st April, 1942, the coastguard at Collieston saw a distress signal from an aeroplane, which had crashed a mile S.E. of Cruden Bay. A light S.W. wind was blowing, with a moderate swell, and the weather was fine. Two motor boats, each manned by three men, put out from Cruden Bay and one of them rescued two airmen. The three other members of the aeroplane's crew were lost. The Peterhead life-boat was also launched, but she, and naval vessels which joined in the search, found nothing. - Rewards, £6 and 9s. for fuel used. The six men generously returned their rewards as a gift to the Institution. Three of them wrote: "We don't wish any gain for ourselves. We only tried to help the men who are risking their lives day and night to keep our country safe".

(See Peterhead, "Accounts of Services by Life-boats," page 37.)

WHITBY, YORKSHIRE. At 9.42 in the morning of the 8th April, 1942, the coastguard reported that the motor fishing coble *Spray*, of Whitby, was showing a distress signal one mile north of Whitby pier. A strong W.S.W. wind was blowing, with a choppy sea. The life-boat coxswain decided that the job could be done by a fishing coble, and with two other men he put off in the motor fishing coble *Rosamund*. They found

the *Spray* at anchor, with her engine broken down. She had two men on board. They took her in tow and brought her into harbour. - Rewards, £2 5s. and 4s. for fuel used.

MAY MEETING

RINGFORD, Co. ANTRIM. Two men went out in a very small boat, on the 27th October, 1941, to lift lobster pots. A moderately strong and squally off-shore wind was blowing and the sea was choppy. Apparently the small boat got into difficulties and, for some unexplained reason, one of the men went overboard and attempted to swim to shore. The other man was unable to manage the boat by himself. Men on shore saw that he was in difficulties and signalled to a man who was coming into Carnlough harbour in his motor fishing boat. He went to the small boat and rescued the man. Then he searched for the swimmer, but he had disappeared. - Rewards, 19s. and 4s. for fuel used.

HILBRE ISLAND, CHESHIRE. At about six in the evening of 13th March, 1942, a Hurricane aeroplane made a forced landing on the West Hoyle Bank. A moderate wind was blowing from the S.E., with a slight sea, but the tide was flowing and the bank would be covered in two hours' time. The lighthouse keeper of Hilbre Island and an airman put off in a rowing boat to the rescue. They had a hard row for about a mile and a half, but they reached the bank in good time and rescued the pilot. It was another hard row back, and the night had come before they reached the lighthouse. The lighthouse keeper's wife put up the rescued pilot for the night. - Rewards, £3.

ST. ANDREWS, FIFESHIRE. On the afternoon of the 15th March, 1942, two R.A.F. aircraftmen hired a rowing boat. The sea was rough, with a stiff easterly breeze blowing, and the men were advised to keep in the harbour. After a time they took the boat outside, and when about 350 yards from the breakwater, they met rough water. They turned back, but their boat capsized, and they were thrown into the sea. They managed to get back to the boat and to hold on, although at times they had to let go as the boat turned over in the heavy seas. Two men put out in a small rowing boat and, with some difficulty and at some risk in the rough sea, rescued the two aircraftmen. They had then been in the water for about 15 minutes. - Rewards, £1 18s.

TEESMOUTH, YORKSHIRE. Shortly before 10 in the morning of the 17th March, 1942, a Hudson aeroplane fell into the sea three miles N.E. of Saltscar. It exploded and burst into flames. A moderate southerly wind was blowing, but the sea was smooth. The coxswain of the Teesmouth life-boat put out in his motor boat with his two sons, who were naval ratings, and three unknown airmen. They soon reached the scene and saw wreckage floating and several bodies, but there were no survivors. An R.A.F. rescue launch then arrived and took over the work, picking

up several bodies. The Redcar motor life-boat also put out and picked up one body. Six airmen had lost their lives. - Rewards, £2 17s. to the coxswain and his sons and 4s. for fuel used.

(See Redcar, "Accounts of Services by Life-boats," page 32.)

COLWYN BAY, DENBIGHSHIRE. Just after noon on the 8th April, 1942, a British aeroplane came down in the sea half a mile off Colwyn Bay pier. A strong S.S.W. wind was blowing and the sea was rough. Three soldiers from a Colwyn Bay camp put out at once in a rowing boat, found the rubber dinghy from the aeroplane, with four airmen on board, off Llysfaen, and took it in tow; but they could make no headway against the wind and sea, with the dinghy in tow, and had to give up the attempt to reach the shore. A motor boat had also put out, manned by a special constable, his son and another man. They took over from the rowing boat the towing of the rubber dinghy with the airmen, and landed them at 1.40 in the afternoon. The soldiers, with no dinghy in tow, were able to row back to the Shore. - Rewards to the crew of the motor boat, £1 17s. 6d. and 4s. for fuel used. The soldiers could not be traced.

(See Llandudno, "Accounts of Services by Life-boats," page 37.)

WALMER, KENT. At 1.58 in the afternoon of the 12th April, 1942, the Deal coastguard reported to the Walmer life-boat station that a British aeroplane was down in the sea, and the airman afloat in a rubber dinghy about one mile east of Walmer Castle. A light S.E. wind was blowing, with a moderate sea. At 2.14 P.M. a motor fishing boat put out, manned by the station officer of coastguard, the life-boat coxswain, mechanic, bowman and one of the life-boat crew. When she was about two hundred yards off the airman the fishing boat was passed by an R.A.F. rescue launch which rescued the airman and took him to Dover. A man also put out from Kingsdown, but he also did not reach the spot until after the R.A.F. rescue launch. - Rewards, £1 17s. 6d. to three of the men. The others, being Deal men, were rewarded by the Bevan Trustees of Deal and Broadstairs.

BEER, DEVON. A few minutes before 11 at night of the 12th April, 1942, a Beau-fighter aeroplane was seen by the coastguard to crash into the sea. A light S.W. wind was blowing, with a moderate sea. The owner of a motor fishing boat, with two other men and two police constables, went out to the rescue. They picked up some parts of an aeroplane a mile or two south of Beer Head, but found no survivors, and returned at 3 o'clock - Rewards, £6 5s. and 8s. for fuel used.

SWANAGE, DORSET. At about eight in the morning of 10th May, 1942, the life-boat mechanic saw an invasion barge in difficulties in the bay, and endeavouring to come alongside the pier. She had been badly damaged about the bows, had a lot of water in the hold, and could only move astern. It was,

however, useless for her to come alongside the pier, as it had been cut in two to prevent it from being used in an invasion, and there was no way of getting ashore except by boat. Realising this, the mechanic told the coastguard, and it was decided not to launch the life-boat, but to make use of a rowing boat, although a fresh N.E. wind was blowing, with a nasty swell. The life-boat's coxswain, the motor mechanic and the assistant motor mechanic put off in a boat, and, at the request of the naval officer-in-charge, gave their help to the captain of the barge and the salvage party which he had on board. They were engaged in this work from eight in the morning until six in the evening. - Rewards, £1 17s. 6d.

HASTINGS, SUSSEX. At 1.18 in the afternoon of the 17th May, 1942, the Fairlight coastguard reported that the local fishing boat *Good Luck* had been machine-gunned by a German aeroplane about one and a half miles S.E. of Hastings harbour. A light westerly wind was blowing and the sea was smooth. It was nearly high water. On shore there was an air-raid alert. The life-boat coxswain and four other men put off in a motor boat, met the *Good Luck* about half a mile out, and escorted her into harbour. No one on board was wounded, but the boat herself was holed and making water. - Rewards, £3 2s. 6d. to five men, £1 to ten helpers and 1s. 6d. for fuel used.

SHERINGHAM, NORFOLK. At 11.30 at night on the 17th May, 1942, the coastguard reported that an aeroplane had crashed about two miles E. by N. of the coastguard station. A light southerly wind was blowing and the sea was smooth. As the life-boat was having her annual overhaul, twelve life-boatmen put off in two fishing boats at about 11.45 P.M. A minesweeper, which had her searchlight on, reported that she had seen an aeroplane crash, and the military searchlight on shore was also switched on, but the two boats found nothing, although they searched until 2 next morning. The Cromer life-boat also came out, and the fishing boats left her there to continue the search. - Rewards, £10 and 10s. for fuel used.

(See Cromer, "Accounts of Services by Life-boats," page 39.)

JUNE MEETING

PORTREATH, CORNWALL. At 9.10 in the morning of the 7th January, 1942, a coastguard saw a rubber dinghy in the sea one and a half miles N.W. of Portreath look-out. A light northerly wind was blowing, with a moderate swell. The harbour company were informed, and their motor boat went out, manned by the harbour master and three other men. They picked up one airman. The R.A.F. had been informed, one of its ambulances was waiting when the boat returned, and the rescued man was in hospital within one and a half hours of the dinghy being sighted. - Rewards, £3 16s.

GOURDON, KINCARDINESHIRE. At about 2 in the afternoon of the 29th April, 1942, a

small open boat was seen drifting between Gourdon and Johnshaven. A fresh S.E. wind was blowing, with a heavy swell. The life-boat coxswain's motor fishing boat was afloat in the harbour, and the coxswain and five other men put off in her to investigate. They found the drifting boat empty.- Rewards, £3 and 8s. for fuel used.

SILLOTH, CUMBERLAND. While the motor fishing boat *Roamer*, of Silloth, was returning from fishing in Allonby Bay, at 12.13 in the afternoon of the 6th May, 1942, her crew of five saw a Hudson aeroplane crash, about a mile south of Silloth Lighthouse. The sea was calm. The motor boat went to the help of the airmen, and found that they were unhurt and had got on to a sandbank. They waded from it to the boat, and were brought ashore. - Rewards, £3 2s. 6d. and 8s. 6d. for fuel used. The rewards were returned as a donation.

ABERYSTWYTH, CARDIGANSHIRE. At 5 in the evening of the 10th May, 1942, the coast-guard saw a rowing boat belonging to Aberystwyth University in difficulties about a mile N.W. of the promenade. Then she filled with water and capsized. A fresh to strong S.E. wind was blowing, with a swell. Prompt steps were taken by the coastguard, police, life-boatmen, airmen and others, who manned three rowing boats and put out. The first boat away, manned by three men, saved four men who were clinging to the upturned boat. The two other boats, manned by three and six men, reached the scene a little later and searched for two other men. One of the two had swum ashore. The other was drowned. - Rewards, £6 15s.

GYMCHURCH, KENT. At 2.24 in the afternoon of the 22nd May, 1942, a British fighter aeroplane was seen by the Dymchurch coast-guard to fall into the sea about half a mile east of the coastguard station and 200 yards from the shore. A light S.W. wind was blowing and the sea was calm, but there was some fog. A man put out alone in a small rowing boat and searched for about an hour, but without success. He had considerable difficulty in launching and getting ashore again owing to beach defences. - Reward, £1.

NEW QUAY, CARDIGANSHIRE. At 5.26 in the afternoon of the 26th May, 1942, the coastguard telephoned the life-boat station that information had been received from Fishguard that an aeroplane was down in the sea two miles N.W. of New Quay. The position was in full view from New Quay, but from there nothing had been seen. The motor vessel *Alpha*, belonging to the Lancashire and Western Sea Fisheries, put out, manned by three of her own crew and two life-boatmen. The second-coxswain stood by on shore in case the life-boat should be needed. A second message gave the position as just West of Pen Cribach Head, and the motor vessel had to be recalled and given this information. A naval motor launch was also out searching, and later she signalled

the *Alpha* that the aeroplane had come down on land. The *Alpha* returned at 8.30 P.M.- Rewards, £5 14s.

CASTLETOWN, ISLE OF MAN. At about 4 in the afternoon of the 6th June, 1942, a small fishing boat had her sail blown away in a squall in Castletown Bay, a mile from harbour, and drifted towards Langness Point. There was one man on board. The accident was seen by Mr. W. F. Haworth, who put off in a motor boat, but before he could reach the sailing boat she had grounded near Langness Lighthouse and the man had got safely ashore. - Reward, a letter of thanks to Mr. W. F. Haworth.

JULY MEETING

MEENLARAGH, Co. DONEGAL. At about four in the afternoon of 7th March, 1942, the motor boat *Pride of Drumcliffe*, with a crew of six men, was returning to the mainland with mails from Tory Island. As she got near the island in Innishbofin Bay, she saw the schooner *Loch Ryan*, of Skibbereen, in difficulties. Her engine had broken down. The tide was at flood, and a strong S.E. wind was blowing, with a choppy sea. It was raining. The place where the schooner lay was full of reefs, with the water swirling among them, and no one without local knowledge could have ventured near. The six men in the motor boat made at once for the schooner, rescued the crew and landed them. The schooner herself went ashore on Innishdoe Island, in a heavy squall, and became a total loss. - Rewards, £6 and 12s. 6d. for fuel used.

LOCHBOISDALE, HEBRIDES. At about 2.20 in the afternoon of the 4th May, 1942, a Sunderland flying boat crashed at Gasay Island in coming to moorings. A light southerly wind was blowing, with a moderate sea, and it was very cold. The sea transport officer called out two herring drifters, each with a crew of five. He went aboard one of them himself, with a party of six sappers from the R.E. Docks Group. The flying boat had disappeared behind an island in the middle of Lochboisdale, and when the herring drifters reached it, six minutes after the crash, they found twelve of the crew of fourteen, some on the wings of the aeroplane, some on the rocks close by, and two or three half in the water and clinging to the rocks. Most of the men were injured and suffering from cold and shock. One of the herring drifters returned at once to harbour for blankets and brought out additional helpers, a clergyman, a police sergeant, a supervisor of the auxiliary coastguard and men of the R.A.F. Two crofters, who had seen the accident, had also put out in their own open motor boat. The three boats quickly brought the twelve airmen ashore. When the tide fell, the bodies of the other two airmen were found in the wrecked flying boat. The officer commanding at the Royal Air Force Station at Benbecula wrote that there could be no doubt that it was due to the speed with which the rescue had been organised and

carried out that more lives had not been lost. - Rewards to the crew of the three boats, £12, and £10 to one of the boats for compensation for gear which she lost.

TIGHNABRUAICH, KYLES OF BUTE. At 3.15 in the afternoon of the 21st May, 1942, a man was in his front garden when a Swordfish aeroplane hit the water 600 yards east of Tighnabruaich pier. The sea was calm, with a very light westerly wind. The man at once got the help of his next-door neighbour, and they rowed out to the Swordfish. They rescued the three men on board. All were injured, one badly, and it was only with difficulty, and at some risk of capsizing their boat, that they got the injured airmen aboard. Then they buoyed the aeroplane and brought the airmen ashore. - Rewards, £1.

LLANDDWYN, ANGLESEY. At 12.25 in the afternoon of the 30th May, 1942, a Botha aeroplane was seen to crash into the sea about half a mile S.E. of Llanddwyn Island. The wind and sea were moderate, but there was a heavy surf on the beach. Leaving a woman in charge of their post with instructions to telephone for the R.A.F. rescue launch, two auxiliary coastguards, one aged 59 and the other 63, put out in a small boat, which they launched with the help of visitors. Within twenty minutes of the crash they reached the aeroplane. Her wings were just awash. They found and rescued a badly injured airman. The other airman had been trapped inside and drowned. At one o'clock the R.A.F. rescue boat from Belan arrived and took aboard the rescued man. - Rewards, £2.

WALMER, KENT. At about 2.50 P.M. on the 5th June, 1942, two aeroplanes collided, caught fire and crashed into the sea a mile and three-quarters east of the life-boat station. The sea was moderate, with a light northerly wind. The motor boat *Terrier* was launched, manned by the life-boat's second-coxswain, assistant mechanic and a member of the crew. On nearing the spot they saw an airman floating in the sea, and directed a speed boat to him, which very quickly rescued him. - Rewards, 12s. 6d. to one man; the services of the others, being Deal men, were reported to the local Bevan Trustees.

NEW BRIGHTON, CHESHIRE. At about 4.45 in the afternoon of 7th June, 1942, the life-boat coxswain saw a number of children playing on a sandbank south of New Brighton landing stage. A moderate sea was running, with a fresh N.W. wind blowing, and the tide was rising. The coxswain warned the children, but they took no notice, and a little later it was seen that they had been trapped by the rising tide, and were in grave danger of being swept away and drowned. The coxswain, the assistant motor-mechanic, and another life-boatman put out in the life-boat's motor boarding boat, and rescued the children. There were 25 of them, and by the time the last had been taken on board the sandbank was nearly covered by the tide. - Rewards, £1 5s.

CLOVELLY, DEVON. In the early morning of the 14th June, 1942, a small Dutch steamer was bombed and sunk by enemy aeroplanes while in convoy some seven miles W. of Hartland Point. The weather was foggy, with a light S.W. wind and a smooth sea. The crew of the steamer took to their boats. The life-boat coxswain put out alone in his motor boat at 5.45 and towed one of the steamer's boats, with six Dutch and four British sailors on board, into Clovelly. - Rewards, £2 and 2s. for fuel used.

SHERINGHAM, NORFOLK. At 6.15 in the evening of the 20th June, 1942, a Spitfire aeroplane crashed into the sea half a mile N.E. of the coastguard station. The weather was fine, with only a slight swell. The crash was seen by the coastguard and by fishermen on the beach, and a rowing boat, with a crew of five, was away within two minutes, followed three minutes later by a motor fishing boat, with a crew of eight. The boats found the aeroplane under water, but no survivors. The Sheringham life-boat was away for overhaul and the Cromer life-boat was launched. She and the fishing boats tried to raise the aeroplane, but could not do it. - Rewards, £9 10s. and 5s. for fuel used. (See Cromer, "Accounts of Services by Life-boats," page 40.)

SCARBOROUGH, YORKSHIRE. At 5.30 in the morning of the 26th June, 1942, three men coming home in a motor fishing boat saw an R.A.F. Halifax bomber crash on the rocks about a mile north of Scarborough. The weather was fine. The airmen succeeded in getting out of the aeroplane and into a dinghy with difficulty. The fishermen changed their course, took the airmen aboard their boat, and brought them to Scarborough. - Rewards, £1 10s. and 2s. 6d. for fuel used.

NEWQUAY, CORNWALL. At 10.10 in the morning of the 26th June, 1942, a Skua aeroplane of the Fleet Air Arm crashed in the sea three miles N.N.E. of Towan Head. The weather was fine and the sea smooth. The crew of two airmen got into their dinghy. The aeroplane sank about half an hour later. A fisherman, in his motor boat, at once went to the dinghy, took off the two airmen, and landed them at 10.55. - Rewards, 12s. 6d. and 2s. 6d. for fuel used.

ILFRACOMBE, DEVON. At 6 in the evening of the 28th June, 1942, a fisherman and his two sons were returning from fishing in their motor boat when they saw a man and a woman on Lee Cliffs. They were in bathing dresses and had been cut off by the tide after bathing. A light westerly wind was blowing and the sea was calm, but there was some wash among the rocks. As the fishermen could not land from the motor boat they went to Ilfracombe for a rowing boat and ropes. With the help of these they got the man and woman down the cliff to the boats and then took them back to Lee. - Rewards, £2 17s. and 5s. for fuel used. A gift was also received from the woman.

SEPTEMBER MEETING

FRASERBURGH, ABERDEENSHIRE. On the 11th June, 1942, a Spitfire aeroplane was on a practice flight when the engine failed and the pilot landed on the sea. There was a slight swell with a light N.E. wind. The aeroplane sank at once and the pilot swam for the shore. The accident had been seen from the shore and two men put out in a motor boat. Guided by seagulls circling, the men went at once to the right spot and picked up the pilot. He was unable to speak, and the men cut away his collar and tie and gave him artificial respiration. - Rewards, £1.

PETERHEAD, ABERDEENSHIRE. Shortly before 12.30 in the afternoon of the 28th June, 1942, two boys (brothers) were playing on the shore at Burnhaven with a raft made of ship's hatch covers and an old table. The tide was four hours flood, with a light N.N.W. wind and a slight sea. Wind and tide carried the raft seawards and the boys called for help. Three men put off in a rowing boat and brought them ashore. - Rewards, £1 10s. and 5s. for the use of the boat.

PORTRUSH, CO. ANTRIM. About 1 in the afternoon of the 4th July, 1942, a small pulling boat, with one man on board, was seen to be in difficulties in a north-westerly direction about two miles from Ramore Head. A light but increasing southerly off-shore wind was blowing, with a moderate sea. Four men put out in a motor boat, but they ran out of fuel and had to return. Another motor boat, with a crew of five, then put off, and towed the small boat, drifting some five miles off, to Portrush. - Rewards, £3 10s. and 9s. for fuel used.

PORT ST. MARY, ISLE OF MAN. At about 6.45 in the evening of the 10th July, 1942, the sailing yacht *Diana*, of Castletown, was seen to be in distress in Carrick Bay, near the Poolvaish Rocks. A northerly gale was blowing, with a very choppy sea. The coxswain and motor-mechanic of the life-boat met a motor boat with three men on board, as she came in from a pleasure trip, returning on account of the bad weather, and asked the men if they would put out again to the rescue. This they did, the coxswain and motor-mechanic going with them, and they came up with the *Diana* when she was only 100 yards from the rocks. She had two men on board, and they had been fishing in Perwick Bay. When the gale sprang up they had tried to make harbour, but their mainsail was badly torn. They were helpless, and were blown two and a half miles before they were rescued. Had the rescuers been a little later in reaching the yacht they would have found her smashed against the rocks, and the two men in great danger of losing their lives. - Rewards, £5 and 5s. for fuel used.

CASTLETOWN, ISLE OF MAN. At 4.30 in the afternoon of the 18th July, 1942, a small sailing boat was reported to be in difficulties. She had only boys on board. A strong

N.N.W. wind was blowing. The boys could not make Castletown, and had anchored half a mile to the south. Two men, Mr. Wm. Mylchreest and Mr. John Kellet, put out in a motor boat and towed the sailing boat into harbour. - Rewards, letter of thanks to the men, who had been rewarded by the father of the boys.

CADGWITH, CORNWALL. At about 10.38 in the morning of the 19th July, 1942, an airman was seen to bale out of a Spitfire aeroplane which had crashed into the sea about one and half miles S.E. of Cadgwith. A moderate northerly wind was blowing, with a slight sea. Four men went out in a motor fishing boat and rescued the pilot, who was in his rubber dinghy. - Rewards, £2 10s. and 5s. for fuel used.

WHITSTABLE, KENT. On the morning of the 22nd July, 1942, two men from the R.A.F. range at Shellness put out in a small dinghy to attend a target 900 yards seawards. While they were so engaged the tide turned, and the current coming down the Swale, helped by a squall, drove the dinghy seawards. She made no distress signals, but three men in a Whitstable motor fishing boat saw that the dinghy was in difficulties and went to her help. It was then 10.30 in the morning. They took the two airmen on board and brought them and their dinghy to Shellness. - Rewards, £1 17s. 6d. and 2s. 6d. for fuel used.

MABLETHORPE, LINCOLNSHIRE. At about 12.50 in the afternoon of 16th August, 1942, an aeroplane crashed into the sea between Theddlethorpe and Saltfleet. Mr. C. Mountain, Eastern Sea Fisheries Officer, and his assistant officer, Mr. H. West, put off in the Eastern Sea Fisheries boat. There were no survivors, but they found the aeroplane and rescued the bodies of the airmen. - Rewards, Letters of thanks to Mr. C. Mountain and Mr. H. West.

BOULMER, NORTHUMBERLAND. At about 5.30 in the afternoon of the 18th August, 1942, a Botha training aeroplane and a Lysander, towing a target, collided in the air. The Botha crashed into the sea about one and a half miles N.E. of the life-boat station, and the Lysander crash-landed in a field about half a mile S. of the station and burst into flames, but her crew of two got clear. A light S.E. wind was blowing, with a choppy sea. Three fishing boats put out to the help of the Botha, with eleven men on board, and a fourth boat, on her way home from fishing, with a crew of three, changed course and also went to the rescue. They found an empty rubber dinghy, a dead body and a severely injured man, who died. - Rewards, £7 and 10s. for fuel used.

BARROW, LANCASHIRE. A Barrow motor pilot boat put out on the 20th August, 1942, to help an aeroplane which had crashed. - Rewards, £5 and 12s. for fuel used.

(See Barrow and Millom, "Services by Shore-boats, 1943," page 56.)

NEW QUAY, CARDIGANSHIRE. At 12.12 in the afternoon of the 20th August, 1942, the coastguard saw that a rowing boat, with four people on board, was in difficulties half a mile east of New Quay pier. A strong squally N.W. wind was blowing, with a moderately rough sea. A motor boat, with a crew of two, which had just come in from fishing, was sent off. She found that the people in the rowing boat were visitors. They had lost an oar, and their boat was drifting rapidly away. The motor boat brought them in. - Rewards, £1 and 2s. for fuel used.

CADGWITH, CORNWALL. At 9.40 in the evening of the 21st August, 1942, a Beau-fighter aeroplane crashed into the sea a quarter of a mile off Church Cove. A light S.W. wind was blowing, with a slight sea. The crash was heard, but not seen from the beach, and within eight minutes a motor boat with a crew of four was away. Ten minutes later a second motor boat, also with a crew of four, put out. The first boat picked up a dead airman off Church Cove, and the second boat salvaged some wreckage. The first boat put out again, this time with a crew of six, including an R.A.F. doctor and a police constable, and picked up some equipment. A punt also went out, manned by four men, but found nothing. - Rewards, £13 and 8s. for fuel used.

WATCHET, SOMERSET. At 10.40 in the morning of the 29th August, 1942, an army officer reported to the life-boat's second-coxswain that a party of bathers was in difficulties near Helwell Point. A S.W. wind was blowing, with some swell. The second-coxswain and two other life-boatmen at once put off in a rowing boat and found ten soldiers on ledges of rock under the precipitous cliffs. One of them was being given first aid. The boat took him on board and six others and landed them in Helwell Bay. She then returned and rescued the other three. - Rewards, £1 17s. 6d.

HASTINGS, SUSSEX. At 10.10 in the morning of the 2nd September, 1942, a parachute was seen to come down into the sea. A light S.W. wind was blowing, with a slight swell. Two men put out in a motor boat. They did not find the parachute, but they picked up the canister of a smoke bomb which had been dropped about eight miles out to guide the Hastings life-boat, which was also searching. - Rewards, £1 5s. and 8s. for fuel used.

OCTOBER MEETING

PORTH HELLICK, SCILLY ISLES. At about 4 in the afternoon of the 4th June, 1942, a Tiger Moth aeroplane, the engine of which had failed, fell into the sea about fifty yards off the shore at Porth Hellick. The accident was seen by Mr. C. Stideford, who was at work in a field two hundred yards away. He ran to his home, telephoned the coastguard and, with two other men, put off in a small rowing boat. The two airmen had got clear

of the aeroplane. One swam ashore. The boat picked up the other. Another airman had swum out to help, and he was also picked up by the boat. The two rescued men were transferred to a motor launch, which reached the scene a few minutes later. - Rewards, letters of thanks to Messrs. C. Stideford, H. Jenkins and William J. Guy, Junior.

LOSSIEMOUTH, MORAYSHIRE. On the 20th August, 1942, six men were fishing from the motor fishing boat *Renown*, of Lossiemouth, about three and a half miles off Lossiemouth, when a Whitley bomber made a forced landing on the sea 500 yards away. The men buoyed their nets, went at once to the aeroplane, and rescued her crew of five from their dinghy. - Rewards, £3.

WOOLTACK POINT, PEMBROKESHIRE. At 9.45 in the evening of the 1st September, 1942, the coastguard watchman saw a flashing white light about two miles away to the north-west. Three-quarters of an hour later it was still flashing. He thought that it was a vessel signalling, but the signals were not understood, and three auxiliary coastguards, one of them a woman, put out in a motor boat to investigate. They made a thorough search, but found nothing, and returned at one next morning. - Rewards, £3 and 5s. for fuel used.

BLACKROCK, CO. CORK. On the afternoon of the 6th September, 1942, John Duffy, a boy of six, was playing in a boat moored in the River Lee, and he fell into the water. David Hegarty aged ten, and Laurence Canny, aged twelve, returning from blackberrying, saw him in the water, clinging to the mooring rope of the boat from which he had fallen. These two boys hauled on the mooring rope so as to keep him above water. Then one of them got into another boat. This boat the first boy pulled towards John Duffy, and the boy in it was able to catch hold of him and drag him ashore. The two boys took him to one of their homes, gave him tea and dry clothes, and then took him home. - Rewards, letters of appreciation to the two boys.

BRIDLINGTON, YORKSHIRE. At 12.50 P.M. on the 12th September, 1942, the coastguard reported to the life-boat coxswain that a man in a coble was waving his arms, and that the coble was in broken water off Flamborough Head. A light easterly wind was blowing, with a moderate sea. A watch was kept on the boat, and it was decided that, instead of the life-boat, a motor coble should put out as soon as the tide had risen sufficiently to launch her. At 3.25 P.M. the life-boat coxswain and two other men put out in a motor coble. They found that the coble in distress had lost her propeller and was drifting under sail. The two men on board had intended to try and beach her. The motor coble towed her into Bridlington harbour. - Rewards, £1 17s. 6d. and 2s. 6d. for fuel used.

MARGATE, KENT. At 7.45 in the morning of 20th September, 1942, three men (aged 71,

69 and 16) went out in their motor launch to fish. The wind was light, but the sea was choppy. As the men put out they saw a rescue launch on its way to look for a Stirling bomber which had crashed three and a half miles out at sea. The three fishermen had just got out their gear when they heard a shout and saw three airmen in the water holding on to one another. The fishermen got them on board their boat at once. One of the men was unconscious and they tried to revive him, but he was dead. They then hauled in their net and brought the airmen into harbour, where they landed them at 9.30. The rescue launch picked up two other airmen. - Rewards, £3 and 10s. for fuel used.

NOVEMBER MEETING

LYNMOUTH, DEVON. At eight in the evening of the 2nd September, 1942, a visitor reported that several people could be heard shouting for help beneath the cliffs to the east of the harbour. A light westerly wind was blowing, but the sea was smooth and the weather was fine. The honorary secretary of the life-boat station, Mr. T. F. Bevan, the second-coxswain, a seaman and a policeman, put out in a rowing boat. Dusk had fallen, but the boat was guided by shouts, and found among the rocks two young men and two young women and also two boys. The boys had climbed down the cliffs to reassure the others. The boat was taken in among the rocks, and the six people waded out to her. She was only a 16-foot boat, and she now had ten people on board her. She got back to Lynmouth at ten o'clock. - Rewards, a letter of thanks to Mr. T. F. Bevan and £2 15s. given to the other three men. The rescued people also gave a reward.

MAIDENS, AYRSHIRE. Just after seven o'clock in the morning of 11th September, 1942, a British aeroplane crashed into the sea. A light S.W. wind was blowing, and the sea was smooth. She crashed near two boats which were fishing in Maidens Bay. They were owned by Mr. A. McCrindle and Mr. T. Sloan. They went at once to the aeroplane, and Mr. McCrindle rescued two airmen and Mr. Sloan one, before the R.A.F. launch from Girvan arrived. One airman was lost. - Rewards, letters of thanks to Mr. McCrindle and Mr. Sloan, who did not wish to have money rewards.

WESTON, DEVON. At 2.45 in the afternoon of 21st September, 1942, a Weston watcher told the coastguard at Beer Head that a bather was in difficulties about twenty yards off Weston Beach. A strong S.W. wind was blowing, with a slight sea. Four men, one of them a police constable, put off from Beer in a motor boat, but found nothing. Later the body of the bather was washed ashore. - Rewards, £5 and 3s. for fuel used.

COCKBURNSPATH, BERWICKSHIRE. About mid-day on the 5th October, 1942, an airman dropped by parachute into the sea between Cockburnspath and Fast Castle. A very strong westerly wind was blowing, and the

sea was very choppy, but the weather was clear. Three men at once put off in a fishing boat. The parachute was drifting fast with the wind and tide, but they picked it up about one and a half miles seaward of Redhough Bay. No airman was found. The life-boats at Dunbar and St. Abbs also took part in the search, but they found nothing. - Rewards, £2 17s. and 3s. for fuel used.

(See Dunbar and St. Abbs, "Accounts of services by Life-boats," page 50.)

NEW BRIGHTON, CHESHIRE. Shortly before 7 in the evening of the 18th October, 1942, a man reported at the life-boat house that some boys in a boat, moored off Egremont stage, were waving for help. A moderate N.W. wind was blowing. The sea was smooth, but the weather was misty. The life-boat coxswain, second-coxswain and motor-mechanic put off in the life-boat's motor boarding boat. They searched all the boats in the neighbourhood, but could find no trace of the boys. They returned at 8 P.M., and then learned that an empty boat had been picked up off Seacombe. Evidently the boys had climbed from this boat into the moored boat, and then been taken off before the boarding boat arrived. - Rewards, £1 10s.

SHERINGHAM, NORFOLK. Shortly after seven in the morning of 30th October, 1942, a damaged Halifax bombing aeroplane crashed into the sea east of Sheringham. A strong E.N.E. wind was blowing, with a moderate swell. Her crew of six Polish airmen were rescued from their dinghy by the Sheringham life-boat. A motor fishing boat, with six men on board, also put out to the rescue, but she arrived just after the life-boat. The six men knew that the life-boat was putting out, but, seeing the airmen in the water, being half a mile nearer to them than the life-boat station, and knowing that every moment was vital, they also went to the rescue. - Rewards, £3 and 2s. 6d. for fuel used.

(See Sheringham, "Accounts of Services by Life-boats," page 50.)

GLENBARR, KINTYRE, ARGYLLSHIRE. At about 8.15 in the evening of the 2nd November, 1942, a Fleet Air Arm aeroplane engaged on night flying exercises crashed into the sea west of Glenecardoch Point, near Glenbarr, Kintyre. Her crew of three succeeded in swimming to a rock off the shore, but were too exhausted to attempt to swim further. The news was telephoned to Campbeltown. An aeroplane was sent to drop flares, and a rescue boat was summoned from Port Ellen and a naval boat from Tarbert. Meanwhile, people who were nearest the scene sent for a man living about three miles further north. His boat had been drawn up for the winter but he quickly launched it, with another man, rowed to the aeroplane and rescued the three airmen who were slightly injured. On their way home the rescuers met the rescue boat. - Rewards, £12 10s.

NEWQUAY, CORNWALL. Just after noon on the 3rd November, 1942, a Hudson aero-

plane struck the sea and blew up about six miles west of Towan Head. The weather was fine, with a light N.E. wind and a smooth sea. A fishing boat, with two men on board, was within half a mile of the spot where the aeroplane had crashed and went at once to the rescue, but all she found was the bodies of three airmen. - Rewards, £2 10s. and 3s. for fuel used.

DECEMBER MEETING

GIRVAN, AYRSHIRE. At about 9.30 in the morning of the 7th October, 1942, a military aeroplane crashed into the sea about four miles, N.N.W. of Girvan. The sea was calm, with a light westerly wind. The Fraserburgh motor fishing boat *Primrose*, which was already at sea, picked up two airmen. Two others were rescued by a rescue launch. - Rewards, a letter of thanks to the master of the *Primrose*, William Goodbrand, and his crew.

ST. AGNES, SCILLY ISLES. At about 10.45 in the morning of the 1st November, 1942, a Hurricane aeroplane crashed into the sea about a quarter of a mile south by west from Camper Drizzle Point, St. Agnes. Smoke was seen pouring from it. The weather was fine and the sea smooth. Boats put out both from St. Agnes and St. Mary's, five in all, manned by sixteen men. One of them rescued the pilot who was only half conscious. It was then only ten minutes after the crash. Two of the boats which went out belonged to the war department, and were manned by their regular crews. To those no rewards were made. One of the men did not desire to have a money reward, and to him a letter of thanks was sent. - Rewards to the remaining men, £5 10s. and £1 14s. 6d. for fuel used.

ABERYSTWYTH, CARDIGANSHIRE. At about 4.15 in the afternoon of the 6th November, 1942, the coastguard saw an aeroplane crash into the sea half a mile off Wallog, some three miles N.N.E. of Aberystwyth Castle. A S.S.E. wind was blowing, with a rough sea. The coastguard ran and told the owner of the motor boat *Emerald Star*, which had just returned from fishing. With a crew of four the motor boat put out, and found the aeroplane with her tail above water at 4.45 P.M. She picked up one airman and two bodies. The Aberystwyth and Barmouth life-boats both put out, but were not needed. - Rewards, £5 14s. and 6s. for fuel used.

(See Aberystwyth and Barmouth, "Accounts of Services by Life-boats," page 51.)

AILSA CRAIG, AYRSHIRE. On the 7th November, 1942, the Buckie motor fishing boat *Frugality* was out fishing when an Anson aeroplane, whose engines had failed, circled round her and came down in the sea one and a half miles away, three miles E.S.E. of Ailsa Craig. The sea was moderate with a

fresh wind. The master of the fishing boat cut away and buoyed his gear, made for the aeroplane's dinghy and rescued the crew of five airmen. He gave them a meal and took them to Ayr. - Rewards, £2 for fuel.

FARA, ORKNEYS. At about 2.20 in the afternoon of the 11th November, 1942, an aeroplane exploded in the air, and the pilot came down by parachute in Fara Sound. The accident was seen by the coastguard. A man put out in his motor boat about 2.45, rescued the pilot at 3 o'clock and landed him on Fara. - Rewards, £1.

BEER, DEVON. At 6.5 in the evening of the 12th November, 1942, the Beer Head coastguard learned that the motor fishing boat *Florence May*, of Beer, with one man aboard, had not returned. A light N.N.E. wind was blowing, with a slight sea, and visibility was poor. The fishing boat *Sylvia*, with a crew of two, put out at 6.30, but could not find the missing boat, and returned at 8.50 P.M. An R.A.F. speed boat also searched without success. A further search was arranged, and at daybreak the following morning the *Sylvia* again put out and also the fishing boat *Gem*, with a crew of two. Aeroplanes searched, but failed to see the missing boat, and the *Gem* found her at anchor, with a broken propeller shaft, ten miles S.S.E. of Beer, and towed her to Beer, arriving at 12.20 P.M. - Rewards, £7 12s. 6d.

CLOVELLY, DEVON. At about 2 in the afternoon of the 30th November, 1942, a small motor trawler, a mile to the north of Clovelly, put up a distress signal. She was *The Pansy*, on passage from Appledore to Padstow. She had been bought by the bowman of the Padstow life-boat, and he was taking her to Padstow with the help of two other men. These two men were not sailors and were sea-sick. The engine had broken down, and the anchor chain was not long enough to allow the boat to anchor. A squally fresh north wind was blowing. The Clovelly life-boat coxswain and a former second-mechanic put out in a rowing boat, boarded *The Pansy*, got her engine going, and brought her into Clovelly Harbour. - Rewards, £1 18s.

CADGWITH, CORNWALL. At 3.40 in the morning of the 1st December, 1942, calls for help were heard from the sea about half a mile south of Cadgwith Cove. The sea was calm. A coastguard officer and another man put out in a rowing dinghy and found the fishing boat *Willie*, of Falmouth. Her crew were father and son. The father had collapsed. The coastguard officer at once returned ashore in the dinghy to get further help, and sent it out again with two other men on board. The sick man was brought ashore and the doctor found that he had had a stroke. - Rewards, £4.

Services by Auxiliary Rescue-boats

Launches 6 Lives rescued 3

COURTOWN, Co. WEXFORD. At 5.40 in the afternoon of the 22nd of October, 1942, the honorary agent received information that the local motor fishing boat *St. Mary* was in difficulties about three miles to the north of Courtown pier. A moderate to squally south-west wind was blowing and the sea was unsettled. The skipper of the auxiliary rescue-boat was consulted and ten minutes later she left the harbour. She overhauled the fishing boat, which, with her engine broken down, was being driven farther north by wind and tide. The crew of three of the disabled fishing boat had been fishing all day. They were cold and hungry. The rescue-boat took them in tow and reached Courtown again at 7.30 that evening. - Rewards, £5 12s. 6d. and 6s. 4d. for fuel used.

DINGLE, Co. KERRY. About 8.30 in the evening of the 27th of October, 1942, the motor fishing boat *Angelus Bell*, of Dingle, broke down off Blasket Strand, and a telephone call from Blasket Island asked for a boat to tow her in. A light northerly wind was blowing and the sea was calm. The auxiliary rescue-boat put out with a crew of five and, off Ventry, found the *Angelus Bell*. She had got her engine going again and made Dingle under her own power. The rescue boat was out for about two hours. - No rewards desired ; cost of fuel 8s.

MALIN HEAD, Co. DONEGAL. At eight in the morning of the 2nd of November, 1942, a report came from the lightkeeper at Inishtrahull that an object, which looked like a boat, could be seen to the eastward. A light southerly breeze was blowing and the sea was smooth. The auxiliary rescue-boat *Jane* was launched, manned by a crew of four. About four miles east of Inishtrahull she found a 16-foot zeppelin-shaped buoy with anchor,

mast and flag. The buoy was towed ashore at 11.30 A.M. - Rewards, £3 16s. and 9s. 6d. for fuel.

TEELIN, Co. DONEGAL. On the morning of the 14th of November, 1942, the Carrigan Head coastwatchers reported that there was something like a boat about two miles off the Head. The auxiliary rescue-boat was at Killybegs and information was at once sent to the skipper through the civic guard at Carrick. The rescue-boat set out for the Head, fourteen miles distant, but when nearing the position met another local boat. She had the thing in tow. It was a large tank. No rewards desired ; cost of fuel, 3s. 2d.

SCALASAIG, COLONSAY, HEBRIDES. On the 2nd of December, 1942, a telephone message was received from the R.A.F. Oban, through the Colonsay coastguard, that a dinghy had been seen in position 56 04 N. 06 20 W. The sea was calm, with a light north-west wind. It was thought that an aeroplane might have crashed, and it was uncertain if anyone was in the dinghy. The auxiliary rescue-boat put out at 3.55 P.M. and after making a wide but fruitless search returned at eight o'clock that evening. Two aeroplanes were also out searching. - Rewards, £9 8s. ; cost of fuel, £1 7s. 6d.

MILLOM, CUMBERLAND. On the 27th of December, 1942, a Swordfish aeroplane had been reported down in the sea in Millom Bay, and the auxiliary rescue-boat put out at about three in the afternoon, in a strong south-westerly wind, with a moderate sea. She searched without success and returned at 1.30 the following morning. The Barrow motor life-boat also took part in the search.- Rewards, £4 14s. and 14s. 9d. for fuel. (See Barrow, "Accounts of Services by Life-boats," page 59.)