

Services by the Life-boats of the Institution, by Shore-boats and by Auxiliary Rescue- boats during 1943

During the year life-boats were launched 411 times. Of these launches 249 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

1943	Number of Life-boat Launches	Lives Rescued by Life-boats	Vessels which Life-boats Saved or Helped to Save	Lives Rescued by Shore-boat:	Lives Rescued by Auxiliary Rescue Boats
January .	32	76	7	5	-
February .	34	55	2	14	-
March .	33	42	4	9	-
April . .	23	10	5	4	5
May . .	32	24	3	14	-
June . .	29	9	4	-	-
July . .	27	15	4	13	-
August .	41	92	9	-	3
September .	29	42	3	29	-
October .	30	19	2	36	-
November .	49	31	1	33	-
December .	52	54	3	3	3
Totals .	411	469	47	160	11

Twenty-nine Medals for Gallantry

THE HUMBER, YORKSHIRE

On the 7th January, 1943, the Humber life-boat rescued nineteen of the crew of H.M. Trawler *Almondine*.

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

MOTOR MECHANIC GEORGE RICHARDS was awarded the silver medal.

BOWMAN GEORGE STEPHENSON was awarded the bronze medal.

ASSISTANT MOTOR MECHANIC SAMUEL CROSS was awarded the bronze medal.

SIGNALMAN WILLIAM MAJOR was awarded the bronze medal.

LIFE-BOATMAN SIDNEY HARMAN was awarded the bronze medal.

LIFE-BOATMAN GEORGE W. SHAKESBY was awarded the bronze medal.

HOLYHEAD, ANGLESEY

On the 12th February, 1943, the Holyhead life-boat rescued the crew of forty-seven of the S.S. *Castilian*, of London.

COXSWAIN RICHARD JONES was awarded the bronze medal.

MOTOR MECHANIC JOHN JONES was awarded the bronze medal.

ST. DAVID'S, PEMBROKESHIRE

On the 28th February, 1943, the St. David's life-boat rescued a man trapped on the cliff at Llanunwas, near Solva.

DR. JOSEPH SOAR, Mus. Doc., honorary secretary, was awarded the bronze medal.

LIFE-BOATMAN GWILYM J. DAVIES was awarded the bronze medal.

HASTINGS, SUSSEX

On the 31st March, 1943, the Hastings Life-boat rescued seven of the crew of H.M. Trawler *Caulonia*.

COXSWAIN JOHN E. MUGGRIDGE was awarded the bronze medal.

MOTOR MECHANIC WILLIAM R. HILDER was awarded the bronze medal.

ST. DAVID'S, PEMBROKESHIRE

On the 25th April, 1943, the St. David's life-boat rescued a survivor from H.M. Landing Craft *G.16*.

COXSWAIN WILLIAM WATTS H. WILLIAMS was awarded the bronze medal.

BARRA ISLAND, HEBRIDES

On the 5th September, 1943, the Barra Island life-boat rescued fifteen of the crew of the S.S. *Urlana*, of London.

COXSWAIN MURDO SINCLAIR was awarded the silver medal.

LOWESTOFT, SUFFOLK

On the 30th September, 1943, the Lowestoft life-boat rescued ten of the crew of H.M. Minesweeper *106*.

COXSWAIN ALBERT SPURGEON was awarded a clasp to his bronze medal.

MOELFRE, ANGLESEY

On the 21st October, 1943, the Moelfre life-boat rescued the crew of four of an aeroplane.

COXSWAIN JOHN MATTHEWS was awarded a clasp to his silver medal.

SECOND COXSWAIN RICHARD M. EVANS was awarded the bronze medal.

MOTOR MECHANIC ROBERT WILLIAMS was awarded a clasp to his bronze medal.

NEWHAVEN, SUSSEX

On the 23rd November, 1943, the Newhaven motor life-boat, after having been severely damaged in collision with H.M. Trawler *Avanturine*, and having lost a man overboard, escorted the trawler to safety.

COXSWAIN LEONARD A. J. PEDDLESDEN was awarded the silver medal.

SECOND COXSWAIN FREDERICK A. PARKER was awarded the bronze medal.

MOTOR MECHANIC RICHARD WILLIAM LOWER was awarded the bronze medal.

BOWMAN BENJAMIN J. CLARK was posthumously awarded the bronze medal.

LIFE-BOATMAN ALFRED J. EAGER, acting as assistant motor mechanic, was awarded the bronze medal.

LIFE-BOATMAN STANLEY WINTER was awarded the bronze medal.

LIFE-BOATMAN STEPHEN HOLDEN was awarded the bronze medal.

LIFE-BOATMAN HAROLD MOORE was awarded the bronze medal.

SALCOMBE, DEVON

On the 4th December, 1943, the Salcombe life-boat rescued the crew of eleven of the Admiralty salvage craft *L.C.18*.

COXSWAIN EDWIN WILLIAM DISTIN was awarded the bronze medal,

ANGLE, PEMBROKESHIRE

On the 18th December, 1943, the Angle life-boat rescued six of the crew of the motor vessel *Thor*, of Rotterdam.

COXSWAIN JAMES WATKINS was awarded the silver medal.

List of Services by Life-boats

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

		Time of Launching		Persons rescued from shipwreck
1943				
Jan.	3.	9.30 p.m.	R.A.F. launch <i>No. 124</i> . Hartlepool life-boat gave help.	
"	4.	8.0 a.m.	Aith life-boat took food to Foula Island and brought a sick Queen's District nurse to Walls, thereby saving her life	1
"	6.	12.15 p.m.	Motor fishing boat <i>Two Sisters</i> , of Newbiggin. North Sunderland life-boat saved boat and rescued	2
"	6.	11.0 p.m.	Phillip's Defence Unit No. 3. The Humber life-boat	5
"	7.	3.10 a.m.	H.M. Trawler <i>Almondine</i> . The Humber life-boat	19
"	8.	7.40 p.m.	H.M. Naval Vessel. Ilfracombe life-boat took out a doctor.	
"	9.	12.10 p.m.	A rubber dinghy from a British aeroplane. Hoylake life-boat saved dinghy and rescued	4
"	11.	1.15 a.m.	Motor schooner <i>Ruth II</i> , of London. Donaghadee life-boat stood by vessel.	
"	11.	5.15 a.m.	Motor vessel <i>Empire Ford</i> , of Hull. North Sunderland life-boat	9
"	11.	8.45 a.m.	S.S. <i>Anna</i> , of Nieuport, Belgium. The Humber life-boat	8
"	11.	8.0 p.m.	S.S. <i>Anna</i> , of Nieuport, Belgium. The Humber life-boat stood by vessel.	
"	12.	12.45 p.m.	Admiralty trawler <i>Their Merit</i> . Great Yarmouth and Gorleston life-boat gave help.	
"	14.	12.30 p.m.	A ship's raft. Fenit life-boat salved raft.	
"	21.	11.0 a.m.	Two British aeroplanes. Skegness life-boat picked up 2 dead bodies.	
"	23.	8.45 a.m.	Motor fishing boat <i>Emily</i> , of Ballycotton. Ballycotton life-boat saved boat and rescued	4
"	26.	1.25 p.m.	An aeroplane. Margate life-boat salved a parachute.	
"	27.	5.5 p.m.	Motor fishing boat <i>Pilot III</i> and rowing fishing boat <i>Eira</i> , of Llandudno. Llandudno life-boat saved boats and rescued	6
"	28.	11.50 a.m.	Sailing barge <i>Resolute</i> , of Mistley. Clacton-on-Sea life-boat landed 1.	
"	29.	3.25 p.m.	Motor fishing boat <i>Valkerye</i> , of Pittenweem. Anstruther life-boat saved boat and rescued	4
"	31.	11.20 a.m.	Fire-float <i>Gladys</i> , of London. Southend-on-Sea life-boat	14
"	31.	11.30 a.m.	Man fallen over the cliff. Llandudno life-boat picked up dead body.	
Feb.	1.	7.45 a.m.	Fire-float <i>Gladys</i> , of London. Southend-on-Sea life-boat saved vessel.	
"	5.	6.45 a.m.	S.S. <i>Harley</i> , of Newcastle. Cromarty life-boat gave help.	
"	5.	7.0 p.m.	Man cut off by tide. Galway Bay life-boat	1
"	6.	6.0 a.m.	H.M. Drifter <i>Gowan</i> . Broughty Ferry life-boat stood by vessel.	
"	9.	2.50 p.m.	H.M. Trawler <i>Clotilde</i> . Great Yarmouth and Gorleston life-boat gave help.	
"	12.	5.25 a.m.	S.S. <i>Castilian</i> , London. Holyhead lifeboat	47
"	12.	2.30 p.m.	S.S. <i>Castilian</i> , London. Holyhead life-boat took out officials.	
"	13.	11.10 a.m.	S.S. <i>Castilian</i> , London. Holyhead life-boat took out officials.	
"	13.	6.30 p.m.	Motor fishing boat <i>Welcome Home</i> , of Stornoway. Stornoway life-boat saved boat and rescued	6
"	15.	7.5 p.m.	Admiralty barge. Peterhead life-boat gave help.	
"	28.	10.35 p.m.	Man stranded on cliffs. St. David's life-boat	1
Mar.	8.	5.30 p.m.	Fishing boat <i>Water Lily</i> , of Margate. Margate life-boat saved boat and rescued	2
"	8.	9.46 p.m.	Admiralty Tug <i>Amsterdam</i> . Redcar life-boat gave help.	
"	10.	12.15 a.m.	S.S. <i>Asteria</i> , of Glasgow. Troon life-boat	15
"	10.	5.10 p.m.	Fishing boat <i>Annie Cargill</i> , of Arbroath. Arbroath life-boat saved boat and rescued	6
"	12.	6.20 p.m.	A barrage balloon. Cromer No. 1 life-boat salved balloon.	
"	15.	3.30 p.m.	S.S. <i>Empire Bridge</i> , of Liverpool. Lytham-St. Annes life-boat gave help.	
"	17.	6.30 a.m.	S.S. <i>Empire Bridge</i> , of Liverpool. Lytham-St. Annes life-boat gave help.	
"	19.	1.0 a.m.	S.S. <i>Kernoozer</i> , of Bridlington. Bridlington life-boat	9
		10.0 a.m.	S.S. <i>Kernoozer</i> , of Bridlington. Bridlington life-boat stood by vessel.	

		Time of Launching		Persons rescued from shipwreck
1943				
Mar. 22.	8.0 a.m.	S.S. <i>Nolisement</i> , of Cardiff. Port St. Mary life-boat gave help.		
" 23.	4.5 p.m.	An aeroplane. Newcastle, Co. Down, life-boat picked up 2 dinghies and rescued - - - - -		1
" 25.	10.0 a.m.	Aith life-boat brought a sick woman from Foula, thereby saving her life and also that of her unborn child - - - - -		2
" 27.	8.55 p.m.	H.M.S. <i>Birnbeck</i> . Weston-super-Mare life-boat escorted vessel.		
" 30.	9.15 p.m.	S.S. <i>Cushendon</i> . Clovelly life-boat stood by vessel.		
" 31.	4.30 a.m.	H.M. Trawler <i>Caulonia</i> . Hastings life-boat - - - - -		7
Apl. 2.	6.0 p.m.	An aeroplane. Aith life-boat took a military guard to Foula Island and brought airmen back.		
" 2.	7.30 p.m.	Fishing vessel <i>True Vine</i> , of Aberdeen. Newburgh life-boat gave help.		
" 5.	1.51 p.m.	Fishing coble <i>Humility</i> , of Newbiggin. Newbiggin life-boat saved coble and rescued - - - - -		3
" 7.	7.15 a.m.	Seaplanes and R.A.F. launch. Cromarty life-boat gave help and saved launch.		
" 7.	10.50 a.m.	Schooner <i>Else</i> , of Faroes. Aberdeen No. 1 life-boat gave help.		
" 7.	10.55 a.m.	Fishing coble <i>Lily</i> , of Bridlington. Bridlington life-boat escorted boat.		
" 7.	6.40 p.m.	Sailing barge <i>Greenhithe</i> , of London. Aldeburgh No. 1 life-boat escorted vessel.		
" 11.	6.17 p.m.	S.S. <i>Frode</i> , of Norway. Shoreham Harbour life-boat picked up a dead body.		
" 16.	7.40 p.m.	A Carley float. Coverack life-boat salved float.		
" 20.	1.5 p.m.	A British aeroplane. Newquay, Cornwall, life-boat salved dinghy and rescued - - - - -		2
" 25.	2.30 p.m.	Fishing boat <i>Dorothy</i> , of Llandudno. Llandudno life-boat saved boat and rescued - - - - -		3
" 25.	10.45 p.m.	Landing craft <i>G.16</i> . St. David's life-boat - - - - -		1
" 26.	4.45 a.m.	Balloon ship <i>Thora</i> . The Humber life-boat - - - - -		1
" 29.	4.50 a.m.	British Wellington aeroplane. Ilfracombe life-boat salved wreckage.		
May 3.	4.0 p.m.	Motor pilot boat of Wexford. Rosslare Harbour life-boat saved boat and rescued - - - - -		4
" 8.	7.15 p.m.	Sailing barge <i>George Smeed</i> , of Rochester. Great Yarmouth and Gorleston life-boat - - - - -		2
" 12.	9.30 a.m.	S.S. <i>Joffre Rose</i> , of Liverpool. Arklow life-boat stood by vessel and rescued - - - - -		15
" 12.	7.15 p.m.			
" 12.	7.9 p.m.	A British aeroplane. Buckie life-boat salved wreckage.		
" 13.	5.3 p.m.	An American aeroplane. Sheringham life-boat picked up a dead body.		
" 21.	9.45 a.m.	Motor vessel <i>Zuiderhaven</i> . Skegness life-boat landed an injured man.		
" 22.	1.50 a.m.	Steam trawler <i>Cynthia</i> , of Grimsby. Runswick life-boat gave help.		
" 24.	4.45 p.m.	Two aeroplanes. Fraserburgh life-boat salved dinghy and landed 2 dead bodies.		
" 28.	6.15 p.m.	Soldier fallen over cliff. Angle life-boat - - - - -		1
" 30.	6.15 p.m.	Fishing smack <i>Two Brothers</i> , of Lytham. Lytham-St. Annes life-boat saved boat and rescued - - - - -		2
" 30.	8.10 p.m.	A German aeroplane. Walton and Frinton life-boat picked up a dead body.		
June 3.	10.5 a.m.	Fishing boat <i>Speedwell</i> , of New Brighton. New Brighton No. 1 life-boat escorted boat.		
" 9.	10.30 a.m.	Motor vessel <i>Edina</i> . Wick life-boat stood by vessel.		
" 9.	3.20 p.m.	A British aeroplane. Filey life-boat salved wreckage.		
" 18.	11.32 p.m.	Trawler <i>C. Risager</i> , ex. Danish. Maryport life-boat escorted vessel.		
" 19.	2.40 p.m.	Motor fishing boat <i>Two Sisters</i> , of Newbiggin. Blyth life-boat saved boat and rescued - - - - -		3
" 23.	4.0 p.m.	Tobermory life-boat took a sick woman to Oban thereby saving her life - - - - -		1
" 24.	8.0 p.m.	Auxiliary sailing vessel <i>Manx Heather</i> , of Douglas. Douglas life-boat saved boat and rescued - - - - -		3
" 25.	12.20 p.m.	American Flying Fortress aeroplane. Caister life-boat salved wreckage.		
" 26.	9.0 p.m.	A British aeroplane. Caister life-boat gave help.		
" 27.	12.37 p.m.	A British aeroplane. Skegness life-boat salved 2 dinghies and gear and rescued - - - - -		2
July 9.	9.40 p.m.	Sailing barge <i>Maria</i> , of Rochester. Walton and Frinton life-boat saved barge and rescued - - - - -		2

		Time of Launching		Persons rescued from shipwreck
1943	July 10.	12.30 a.m.	Small boat <i>Fine Gael</i> , of Kilmore Quay. Kilmore life-boat saved boat and rescued — — — — —	3
	„ 14.	11.35 a.m.	Bathers belonging to Royal Air Force. Newquay, Cornwall, life-boat salved dinghy.	
	„ 26.	3.0 a.m.	An aeroplane. Cromer No. 1 life-boat — — — — —	5
	„ 31.	4.0 p.m.	Bathers. Blyth life-boat — — — — —	3
	„ 31.	8.3 p.m.	Motor fishing boat <i>Gadj</i> , of Great Yarmouth. Great Yarmouth and Gorleston life-boat saved boat and rescued — —	2
	Aug. 1.	1.40 a.m.	S.S. <i>Lee S. Overman</i> , of Wilmington. The Humber life-boat stood by vessel.	
	„ 5.	11.50 a.m.	American Flying Fortress aeroplane. Berwick-on-Tweed life-boat salved gear.	
	„ 6.	1.35 a.m.	Yacht <i>Kingfisher</i> , of Bangor. Donaghadee life-boat — — —	2
	„ 9.	12.53 p.m.	British Hawker-Hendley target towing aeroplane. Newquay, Cornwall, life-boat salved wreckage.	
	„ 11.	6.5 a.m.	A British aeroplane. Eastbourne life-boat salved dinghy.	
	„ 11.	6.18 a.m.	British Halifax aeroplane. Selsey life-boat salved two parachutes.	
	„ 11.	9.45 a.m.	Two fishing cobsles <i>Matthew and Edward</i> , and <i>Jean and Barbara</i> , of Filey. Filey life-boat escorted cobsles.	
	„ 11.	9.45 a.m.	Motor fishing cobsles <i>Quest</i> and <i>Dennis</i> , of Flamborough. Flamborough life-boat escorted cobsles.	
	„ 12.	6.35 p.m.	Fishing boat <i>Mary Kate</i> , of Wexford. Rosslare Harbour life-boat saved boat and rescued — — — — —	4
	„ 13.	12.20 a.m.	A War Department boat. Plymouth life-boat saved boat and rescued — — — — —	3
	„ 21.	12.55 a.m.	Motor vessel <i>Athelduchess</i> , of Liverpool. St. David's life-boat saved a ship's boat and rescued — — — — —	9
	„ 21.	1.30 a.m.	Motor vessel <i>Athelduchess</i> , of Liverpool. Angle life-boat — —	56
	„ 22.	5.15 p.m.	Yacht <i>Vega</i> , of Ringsend. Howth life-boat saved yacht and rescued — — — — —	3
	„ 24.	7.45 p.m.	Smack <i>Our Need</i> , of Lowestoft. Sheringham life-boat gave help.	
	„ 25.	11.20 p.m.	British Anson aeroplane. St. Ives, Cornwall, life-boat — — —	5
	„ 28.	4.10 p.m.	Yachts <i>Mimosa</i> and <i>Oсна</i> , of Howth. Howth life-boat saved yachts and rescued — — — — —	6
	„ 29.	4.5 p.m.	Pleasure boat <i>Seamouse</i> , of Rosslare. Rosslare Harbour life-boat saved boat and rescued — — — — —	2
	„ 29.	11.20 p.m.	A naval craft. Shoreham life-boat gave help.	
	„ 30.	9.20 a.m.	Landing craft <i>V.P.1058</i> . Southend-on-Sea life-boat gave help.	
	„ 31.	12.16 p.m.	A rowing boat of Porthdinllaen. Porthdinllaen life-boat saved boat and rescued — — — — —	2
	Sept. 5.	9.0 a.m.	S.S. <i>Urlana</i> , of London. Barra Island life-boat — — — — —	15
	„ 6.	1.17 p.m.	An aeroplane. Hastings life-boat salved gear	
	„ 6.	4.19 p.m.	Fishing boat <i>Commander</i> , of West Kirby. Hoylake life-boat escorted boat.	
	„ 7.	11.15 a.m.	A naval cutter. Douglas life-boat saved boat and rescued — —	5
	„ 8.	10.5 a.m.	A British aeroplane. Boulmer life-boat salved a rubber dinghy.	
	„ 15.	9.15 p.m.	Landing craft <i>T.2427</i> . Port St. Mary life-boat gave help.	
	„ 17.	1.15 a.m.	American Flying Fortress aeroplane. North Sunderland life-boat — — — — —	8
	„ 21.	7.0 p.m.	Motor vessel <i>Sven Knud</i> , of Esbjerg. Fraserburgh life-boat saved vessel and rescued — — — — —	4
	„ 22.	2.30 a.m.	An aeroplane. Barrow life-boat salved wreckage.	
	„ 30.	10.0 p.m.	H.M. Minesweeper <i>106</i> . Lowestoft life-boat salved gear and rescued — — — — —	10
	Oct. 6.	2.45 a.m.	S.S. <i>Valldemosa</i> , of Glasgow. Port Erin life-boat stood by vessel.	
	„ 6.	3.30 a.m.	S.S. <i>Valldemosa</i> , of Glasgow. Port St. Mary life-boat stood by vessel.	
	„ 7.	3.15 p.m.	A Seafire aeroplane. Clovelly life-boat picked up a dead body and a rubber dinghy.	
	„ 11.	7.45 p.m.	Naval motor launch <i>1054</i> . Hartlepool life-boat — — — — —	10
	„ 11.	9.45 p.m.	British Catalina flying boat. Aith life-boat — — — — —	2
	„ 12.	6.37 p.m.	Motor vessel <i>Marguerite Marie Louise</i> , of Newlyn. The Lizard life-boat gave help.	
	„ 13.	3.18 p.m.	Aeroplane of the Fleet Air Arm. Arbroath life-boat — — —	3
	„ 21.	1.45 a.m.	British Whitley aeroplane. Moelfre life-boat saved dinghy and rescued — — — — —	4
	Nov. 2.	9.13 a.m.	S.S. <i>Olev</i> , of Norway. New Brighton No. 2 life-boat stood by vessel.	

		Time of Launching		Persons rescued from shipwreck
1943				
Nov.	2.	10.30 a.m.	H.M. Submarine <i>Tuna</i> . Blyth life-boat landed 64 and rescued	1
"	2.	2.50 p.m.	H.M. Submarine <i>Tuna</i> , and H.M. Examination vessel <i>Sedulous</i> . Blyth life-boat put crew on submarine and gave help.	
"	2.	11.45 a.m.	H.M. Submarine <i>Tuna</i> , and H.M. Examination vessel <i>Sedulous</i> . Tynemouth life-boat gave help.	
"	3.	8.30 a.m.	H.M.S. <i>Foam Queen</i> . Hastings life-boat gave help.	
"	5.	11.10 a.m.	A British target-towing aeroplane. Newcastle, Co. Down, life-boat picked up a dead body.	
"	9.	4.53 a.m.	S.S. <i>Broughty</i> , of Dundee. The Humber life-boat gave help.	
"	10.	1.15 p.m.	A Walrus aeroplane. Port Askaig life-boat gave help.	
"	13.	10.30 a.m.	Tobermory life-boat took a sick woman to Oban, thereby saving her life	1
"	14.	3.15 p.m.	Two salvage lighters. Donaghadee life-boat gave help.	
"	14.	9.5 p.m.	Landing craft <i>T.354</i> . St. Mary's life-boat	17
"	14.	10.30 p.m.	Steam drifters <i>Pittendrum</i> and <i>Barbara Cowie</i> , and a tug. Fraserburgh life-boat gave help.	
"	15.	1.45 p.m.	Motor vessel <i>Teasel</i> , of Cardiff. St. Ives life-boat gave help.	
"	18.	12.38 p.m.	Landing craft <i>T.898</i> . Filey life-boat saved vessel and rescued	12
"	22.	1.30 p.m.	A British aeroplane. Holyhead life-boat picked up 2 dead bodies.	
"	23.	9.45 p.m.	H.M. Trawler <i>Avanturine</i> . Newhaven life-boat escorted vessel.	
"	24.	5.50 a.m.	H.M. Trawler <i>Avanturine</i> . Shoreham Harbour life-boat escorted vessel.	
"	24.	9.45 a.m.	Motor fishing vessel <i>Vidar</i> , of London. Barrow life-boat escorted vessel.	
"	30.	2.10 a.m.	Steam trawler <i>River Tay</i> , of Granton. Tobermory life-boat landed 12.	
Dec.	2.	7.10 a.m.	Motor vessel <i>Reiger</i> , of Zuidbroek. St. Ives life-boat landed 1.	
"	3.	5.48 a.m.	S.S. <i>Graiglas</i> , of Cardiff. Hartlepool life-boat landed a pilot.	
"	3.	8.0 a.m.	Landing craft <i>T.2263</i> . Bridlington life-boat landed 9.	
"	3.	12.20 p.m.	Fishing boat <i>Morning Star</i> , of Cromer. Cromer No. 2 life-boat escorted boat.	
"	4.	10.15 p.m.	Admiralty Salvage vessel <i>L.C.18</i> . Salcombe life-boat	11
"	9.	2.23 a.m.	Motor fishing boat <i>St. Gerard</i> , of Dublin. Arklow life-boat saved vessel and rescued	6
"	15.	1.20 p.m.	Landing craft <i>1237</i> . Margate life-boat gave help.	
"	18.	2.30 p.m.	Hopper No. 4, of Dublin. Dun Laoghaire life-boat	8
"	18.	2.55 p.m.	Hopper No. 7, of Dublin. Howth life-boat gave help.	
"	18.	5.50 p.m.	Motor ship <i>Thor</i> , of Rotterdam. Angle life-boat	6
"	21.	10.45 a.m.	Fishing coble <i>Robert and Jane</i> , of Newbiggin. Newbiggin life-boat gave help.	
"	21.	10.45 a.m.	French naval motor launch <i>Chasseur 5</i> . Swanage life-boat	3
"	21.	1.15 p.m.	S.S. <i>South Coaster</i> , of Cardiff. Exmouth life-boat	13
"	21.	3.35 p.m.	Motor fishing coble <i>Hilda</i> , of Scarborough. Whitby No. 1 life-boat saved coble and rescued	3
"	22.	5.15 a.m.	Motor vessel <i>Vrede</i> . Donaghadee life-boat	3
"	25.	10.30 a.m.	American S.S. <i>Frederick Bortholde</i> . Stornoway life-boat gave help.	
"	30.	2.5 p.m.	Sailing dinghy <i>L.2156</i> , of Wallasey. New Brighton No. 2 saved boat and rescued	1
"	30.	4.12 p.m.	An American Liberator aeroplane. Eastbourne life-boat salved gear.	

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 - - - - - 411

Of these launches 249 were to vessels and aeroplanes in distress through attack by the enemy or from other causes due to the war, and 162 were to vessels in distress from other causes.

Lives rescued.

Lives rescued by life-boats - - - - - 469

Lives rescued by shore boats, auxiliary rescue-boats and in other ways, for whose rescue the Institution gave rewards - - - 171

Total of lives rescued - - - - - 640

Of the 469 lives rescued by life-boats 210 were from vessels and aeroplanes in distress through attack by the enemy or on account of the war, and 259 from vessels in distress from other causes.

Persons landed.

Persons landed who had been, or might have been, in danger or distress- - - - - 85

Vessels and boats helped.

Vessels and boats which life-boats saved or helped to save from destruction - - - - - 47

Vessels or boats which life-boats stood by, escorted to safety or helped - - - - - 74

Accounts of Services by Life-boats

JANUARY

Launches 32. Lives rescued 76.

JANUARY 3RD. - HARTLEPOOL, DURHAM. At 9.10 P.M. the naval officer in charge telephoned that R.A.F. high-speed launch No. 124 was somewhere off Hartlepool. Her compass had gone wrong and she could not find port. A moderate northerly wind was blowing, with a rough sea. At 9.30 P.M. the motor life-boat *The Princess Roynl* (Civil Service No. 7) was launched and after a long search found the launch at midnight five miles east of Heugh Light. The life-boat hailed the launch, but owing to the noise of the launch's powerful engines, could hear no reply, so she set a course for Hartlepool and the launch followed her. In Hartlepool bay they met H.M.T. *Loch Hope* coming out to search, and the life-boat handed the launch over to her. Then going to the entrance channel buoy she played her searchlight on it to help the *Loch Hope* lead the launch into harbour, and returned to her station at 2.10 A.M. - Rewards, £14 5s.

JANUARY 4TH. - AITH, SHETLANDS. On the 2nd January, Dr. Cruickshank, of Walls, telephoned that the Queen's District Nurse on Foula Island was dangerously ill and would have to be taken to the mainland. He asked if the life-boat could be used as an ambulance, as the ferry service had been suspended for over six weeks owing to bad weather. It was decided that the life-boat should go when it was certain that a landing could be made, and on the morning of the 4th January, news came at 6.35 A.M. that it would be possible. The weather was cold with snow showers. A moderate northerly breeze was now blowing, but the sea was rough, with a heavy ground swell. At 8 A.M. the motor life-boat *The Rankin* was launched, and made for Walls. There she took aboard the doctor. She also took on board food supplies, which were urgently needed by the islanders. She reached Fouls at 3.15 P.M., embarked the patient, landed her at Walls, and returned to her station at 10.4 P.M. - Rewards, £20 4s. 6d. No expense to the Institution.

JANUARY 5TH AND 6TH. - NEWBIGGIN, AND NORTH SUNDERLAND, NORTH-UMBERLAND. At 5.5 P.M. the coast-guard reported to the Newbiggin station that the sixteen-foot fishing boat *Two Sisters*, of Newbiggin, had not returned. An increasing S.S.E. wind was blowing with a choppy sea, and the Newbiggin motor life-boat *Augustus and Laura* was launched at 5.50 P.M. She could not find the *Two Sisters* and returned at 9.28 P.M. The hauling up of the life-boat in the darkness and over the soft sand was very hard, but great help was given

by the women launchers, and the boat was ready again for service at midnight. During the service the St. John Ambulance stood by.

At North Sunderland, just after midday on the following day, the coastguard reported a small boat drifting towards the shore. A moderate S.S.E. wind was then blowing with a rough sea. The motor life-boat *W.R.A.* was launched at 12.15 P.M. and one mile east of the harbour she found the *Two Sisters*, which had been drifting all night with her engine broken down. The life-boat rescued her crew of two, took her in tow and returned to her station, arriving at 1.5 P.M. - Rewards : Newbiggin, £25 13s. 6d. ; North Sunderland, £13 2s. 6d.

GOLD MEDAL SERVICE AT THE HUMBER

JANUARY 6TH. - THE HUMBER, YORKSHIRE. At 7.57 in the evening the station received a request from the extended defence officer for the life-boat to go to the help of Phillip's defence unit No. 1*, which was reported to have gone ashore, inside the boom defence, on the north side of Trinity Sand. The motor life-boat *City of Bradford II* was launched at 8.10. It was then blowing a full gale from the east, against a strong ebb tide. The night was heavily overcast and very dark. There were frequent snow showers. The life-boat passed the gate in the defence-boom ten minutes after launching and the defence-boom vessel, which was connected by telephone with the shore, called to her by megaphone that a tug had already gone to the help of the Phillip's defence unit, and the life-boat returned to her station at 8.35.

No sooner had she been housed than word came to the coxswain that a vessel was aground on the Binks. As the tide was ebbing the coxswain knew that he could not approach her and that she would lie quiet on the sands until the flood tide. He and his crew stood by.

Then at 10.50 the port war signal station telephoned that Phillip's defence unit No. 3 had broken adrift from her moorings and was entangled

* A Phillip's defence unit was an anchored craft, like a huge iron buoy, which mounted anti-aircraft guns.

on the inner side of the boom defence. From the life-boat station the men on the Phillip's defence unit were seen to be firing red rockets and making signals for help. They were in grave danger of being swept out to sea by the strong ebb tide. Ten minutes later the life-boat was launched and found the Phillip's defence unit now thoroughly entangled in the boom. The life-boat approached from the seaward side by the light of searchlights from the shore which, at times, were of help to her and, at other times, blinded her crew. She approached the boom bow on. She did this four times and the five men on the Phillip's defence unit jumped aboard her. The life-boat herself had her stem and bow planking damaged by the long steel spikes of the boom, which were there expressly for sinking small boats. At 11.20 the life-boat landed the rescued men at the life-boat slipway, and then tied up alongside a patrol vessel to wait for the flood tide in order to go to the help of the vessel on the Binks.

At 3.10 next morning she cast off and found H.M. Trawler *Almondine* lying on her side on the sands. Her port side was under water and she was smothered with the heavy seas. The night was still overcast and very dark, and there were still heavy snow showers. A strong spring flood tide was now swirling over the Binks at the rate of five or six knots, and the seas were breaking from all directions.

The *Almondine* signalled the life-boat and asked her to take off her crew. At 3.35 in the morning the coxswain made his first attempt. He ran the life-boat, head to tide, alongside the trawler's lee side and passed a rope to her. The rope was secured, but almost immediately the swirling tide swung the life-boat round, the rope was broken, the life-boat's mast fouled the trawler and was broken. With the breaking of the mast her wireless was put out of action. The life-boat again approached the trawler. She did it no fewer than twelve times, first from one end and then from the other. She did it in swift dashes, remaining alongside just long enough for a man to jump

aboard her, and then sheering off again so as not to be smashed on the trawler's sunken side. All the time the heavy seas were sweeping over her. They twisted and tossed her about at will, and several times they flung her against the trawler. Five feet of her oak stem, already damaged against the boom in the earlier service that night, was splintered right back to the planking of the boat, and the planking itself was holed just above the water-line. Sometimes she sheered off with no one rescued. Sometimes one man jumped ; was grabbed ; was dragged aboard. Sometimes as many as three jumped at once.

By 4.20 - forty-five minutes after the first attempt - nineteen men had been rescued in this way. The tide was rising, and as it rose the trawler seemed to be righting herself. She seemed now to be water-borne again and her captain hailed the life-boat's coxswain to ask if he and his officers should now abandon ship or remain by her. Before the coxswain could reply the trawler's lights went out and nothing more was seen of her in the darkness and driving snow. By the help of the life-boat's searchlight, and of searchlights from the shore, the coxswain searched the sandbanks and the entrance to The Humber for an hour and a half, but he could find no sign of her. The life-boat returned to her station at 6.15 in the morning. There she landed the nineteen rescued men, and the coxswain at once telephoned to the port war signal station. Here he learned that word had just been received that a tug had found the *Almondine* drifting in the entrance to The Humber and had taken her in tow.

Though damaged the life-boat was still seaworthy, and four days later she went out, though her broken stem had not been replaced, and rescued eight lives from another vessel.

The rescue of the men of the *Almondine* had only been made possible by the fine seamanship and great determination of the coxswain, who was very ably supported by his crew, and the Institution made the following awards :

To COXSAIN ROBERT CROSS, G.M.,

a clasp to the gold medal for conspicuous gallantry, which he already held, with a copy of the vote inscribed on vellum ;

To GEORGE RICHARDS, reserve motor mechanic, the silver medal for gallantry, with a copy of the vote inscribed on vellum ;

To each of the other five members of the crew, GEORGE STEPHENSON, bowman; SAMUEL CROSS, assistant motor mechanic ; and WILLIAM MAJOR, SIDNEY HARMAN and GEORGE W. SHAKESBY, 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 special reward of £5.

The crew are permanent paid men, and the ordinary rewards to launchers amounted to £2 5s. ; special rewards to crew, £35 ; total rewards, £37 5s.

JANUARY 8TH. - ILFRACOMBE, DEVON. During the evening a request was received at the pier for a doctor to be sent to a naval vessel in the Bristol Channel. As no other suitable boat was available the motor life-boat *Rosabella* put out at 7.40 P.M. A strong S.E. wind was blowing, with a moderate sea. She put the doctor on board the naval vessel but unfortunately the injured man for whom he was wanted had already died. The life-boat returned to her station at 8.40 P.M. - Rewards, £24 6s.

JANUARY 9TH. - HOYLAKES, CHESHIRE. At about 10 A.M. the Hooton R.A.F. aerodrome asked the coastguard to search the banks with their telescope for signs of a missing aeroplane, which had not returned the previous evening. News then came that aeroplanes had seen four men in a rubber dinghy in the estuary of the River Dee. At 10.37 A.M. a request was received for the life-boat crew to assemble, and at 11 A.M. came a request for her to launch. A strong S.E. breeze was blowing with a choppy sea and it was very cold. The motor life-boat *Oldham* was launched at 12.10 P.M. and a quarter of a mile N. by E. of Dee Buoy she found the dinghy with four airmen on board. The aeroplane had come down about 6 P.M. the previous evening and the men were exhausted and suffering from exposure. The life-boat took them and their dinghy on board and brought them ashore at 1.40 P.M. A waiting R.A.F. ambulance took them to hospital. - Rewards, £10 4s. 6d.

JANUARY 11TH. - DONAGHADEE, CO. DOWN. At 12.45 in the morning the police telephoned that a vessel was in distress off the Cable Hut, Ballyvester, Donaghadee. The motor life-boat *Civil Service No. 5* was launched at 1.15. A whole gale was blowing

with a very heavy sea. The life-boat found the four-masted motor auxiliary schooner *Ruth II*, of London, on the rocks, close in shore. She made several attempts to get to her, but it was impossible among the rocks. Nor was she able to fire a line across her. Meanwhile, as soon as the life-boat was launched, the honorary secretary of the station, Mr. D. McKibbin, had gone by car to the scene of the wreck, where the coastguard and the police were preparing to carry out a rescue from the shore. The crew of the schooner fired a line to the shore from their line-throwing gun and then launched a raft. By means of the line the people on the shore were able to haul in the raft, and it passed backwards and forwards between the ship and the shore until eight of the crew of nine had been rescued. One of the men unfortunately was washed off the raft and drowned. While the rescue was going on the life-boat stood by until a signal was flashed to her that all the crew had been taken off. She then returned to her station, arriving at four in the morning. - Rewards, £13 19s. 6d.

JANUARY 11TH - NORTH SUNDERLAND, NORTHUMBERLAND. At 4.42 in the morning the coastguard reported that signals of distress could be seen three miles east of the harbour and at 5.15 the motor lifeboat W.R.A. was launched. A moderate S.E. gale was blowing, with a heavy sea, and rain squalls. The tide was at half flood. Half an hour later the life-boat, with the help of her searchlight, found the motor vessel *Empire Ford*, of Hull. She was laden with cement, bound for Macduff, and had a crew of nine men. She had anchored, and was helpless on a lee shore. She was straining on her cable, with heavy seas sweeping over her deck, and her engine-room was flooded. Her crew had huddled together on the bridge aft. She was lying across the wind and sea, and the life-boat's coxswain, coming close, hailed her master, and asked him if he thought that his cable would hold and if he could wait until the tide slackened. The ship would then turn to the wind and sea, making it easier for the life-boat to come alongside and rescue the crew. The master replied that he thought that he could wait, and the lifeboat stood by. She kept very close to the ship, and in touch with the master, in case she was suddenly needed, for the weather was becoming worse. The rain squalls were more violent, and the temperature had fallen below freezing point. For two hours the life-boat waited, and then she went close. The *Empire Ford* threw her a line and she drew alongside. It was still dark and the life-boat was pitching heavily in the seas, but she hung on, and the men of the *Empire Ford*, watching their opportunity, jumped aboard her. Six were rescued in this way. The master, mate and one able-seaman remained on the ship, in the hope that a tug might be sent to their help.

With the six rescued men the life-boat returned to North Sunderland harbour and landed them, and the chief engineer of the *Empire Ford* tried to get a tug to take her in

tow ; but no tug was able to go in that weather. The life-boat's crew had returned wet through and numbed by the great cold. They hurried to their homes for a hot drink and returned immediately to the harbour. At nine o'clock the life-boat put out for the second time. The wind had now increased to a whole gale, the sea was heavier, and the *Empire Ford* was in extreme danger. Violent seas were breaking over the life-boat as she put out, but day had now come, and she had no difficulty in picking up the *Empire Ford* again. The coxswain told the master that no tug would come and that he must leave his vessel at once. The life-boat again went alongside, a line was made fast, and the three men jumped into her. She returned to harbour, arriving there at 10.30 in the morning. Half an hour later the *Empire Ford's* cable parted and she was swept ashore on the Wide Open Reef of the Farne Islands. But for the life-boat the whole crew of nine would have been lost.

The coxswain had handled his life-boat with courage and fine seamanship, and had wisely used his knowledge of the tides and the coast, for had he gone in at once to the rescue, when the seas were running heavily over the *Empire Ford*, instead of waiting for the tide to slacken, lives would probably have been lost.

The Institution awarded to COXSWAIN GEORGE N. DAWSON its thanks inscribed on vellum, and to him and to each of the six members of his crew a special reward of 30s. in addition to the ordinary reward on the standard scale of £1 8s. 6d. Rewards on the standard scale to crew and helpers, £16 11s. 3d. ; additional rewards to crew, £10 10s. ; total rewards, £27 1s. 3d.

JANUARY 11TH. - THE HUMBER, YORKSHIRE. About 8.30 A.M. the port war signal station reported that the Danish steamer *Sparta* was in difficulties, and a second message was received shortly afterwards that the Belgian steamer *Anna*, of Nieuport, needed help at once. At 8.45 A.M. the motor life-boat *City of Bradford II* was launched. The damage that she had received in the services five days before had not yet been repaired. A strong S.E. wind was blowing, with a moderate sea. A mile north of No. 5 Trinity Buoy the life-boat found the *Anna*. She had ten men on board, including a pilot, and was bound laden from Newcastle to Goole. In the early morning in a dense fog she had been in collision with the *Sparta* and had sunk. Her deck forward was now awash. The life-boat rescued the crew of eight, but the captain and pilot decided to stay on board as the bridge and after part of the ship were above water. The life-boat landed the rescued men at Grimsby and then at the request of the naval authorities she went out again to look for the *Sparta*. She could not find her, and learnt later that she was making for Goole and that she arrived safely.

She went again to the *Anna* and found that she was not needed, but promised to return again as the tide rose and stand by until

after high water. This she did, reaching the steamer at 8 P.M. She found a naval salvage party on board. It had pumped her out, and on the high tide the steamer refloated. She was leaking, but able to control the water with her pumps, so the life-boat returned to her station, arriving at 11.15 P.M. - Paid permanent crew. - Rewards, first service, 18s. ; second service, property salvage case.

JANUARY 12TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. At about 12.25 P.M. the port war signal station reported that the Admiralty trawler *Their Merit* was aground on the North Beach just north of the harbour entrance, and a tug went out. A few minutes later the motor life-boat was asked to go, and the *Louise Stephens* was launched at 12.45 P.M. A strong S.S.W. wind was blowing, with a very rough sea. In trying to get near the trawler the tug touched the ground. She then asked the life-boat to connect her with the trawler. The trawler fired a line over the life-boat, and in very heavy seas the life-boat passed hawsers between the trawler and the tug, and the tug succeeded in towing the trawler off the beach and the life-boat returned to her station, arriving at 1.35 P.M., and the tug came in with the trawler a little later. - Property salvage case.

JANUARY 14TH. - FENIT, CO. KERRY. At noon the lightkeeper on Little Samphire reported a ship's raft floating three miles to the N.N.W., and a second raft farther north. A strong N.W. wind was blowing with a heavy breaking swell and showers of hail. The motor life-boat *Peter and Sarah Blake* was launched at 12.30 P.M. and reached the nearer raft at 1.30 P.M. She found no one on board, and took her in tow. Meanwhile the other raft had got into broken water off Fenit Island and in the end went ashore. She also had no one on board. The life-boat arrived back at her station at 3.30 P.M. - Rewards, £6 19s.

JANUARY 21ST. - SKEGNESS, LINCOLNSHIRE. At 10.25 A.M. the honorary secretary of the station saw a Lysander aeroplane and a Spitfire aeroplane collide. The Lysander crashed at once but the Spitfire flew off, only to crash one and a half miles south of Skegness pier. The motor life-boat *Anne Allen* was launched at 11 A.M. A moderate S.W. wind was blowing, but the sea was smooth. There was haze. The life-boat picked up two bodies from the Lysander and brought them ashore. She failed to find the Spitfire and returned to her station at 1.23 P.M. The Spitfire was found later one and a half miles south of the scene of the accident. - Rewards, £10 19s.

JANUARY 23RD. - BALLYCOTTON, CO. CORK. At 8.35 A.M. a man reported that he had seen a flare and the motor life-boat *Mary Stanford* was launched at 8.45 A.M. A moderate N.N.W. wind was blowing, with a heavy swell. Eight miles S.E. of Ballycotton Light, the life-boat found the motor fishing boat *Emily*, of Ballycotton, with a

crew of four on board. She was drifting to sea with her engine broken down, and the men had burned clothing, soaked in oil. That was the flare which had been seen. The life-boat towed the *Emily* to Rally-cotton, arriving at 11.15 A.M. - Rewards, £7.

JANUARY 26TH. - MARGATE, KENT. At 1.15 P.M. the resident naval officer asked that the life-boat should be launched as a parachute had been seen in the sea two and a half miles to the north-east; the motor life-boat *The Lord Southborough* (Civil Service No. 1) was launched at 1.25 P.M. A fresh S.W. wind was blowing, with a choppy sea. The life-boat found that the airman had been picked up by a patrol boat and handed over to an R.A.F. rescue boat, and returned to her station, with the parachute, arriving at 2.25 P.M. - Rewards, £8 11s.

JANUARY 27TH. - LLANDUDNO, CAERNARVONSHIRE. At 4.45 P.M. a message came from the coastguard that the Llandudno fishing boat *Pilot No. 3* was in distress two miles east of the pier head, and the motor life-boat *Thomas and Annie Wade Richards* was launched at 5.5 P.M. A southerly gale was blowing, with a rough sea. The life-boat found the *Pilot No. 3* with her engine broken down, and water-logged. She had a crew of three. The life-boat took her in tow and while making for harbour in the fading light, found three more men in difficulties in the fishing rowing boat *Eira*. This boat also she took in tow and reached harbour, with the six men and their boats, at 6.30 P.M. - Rewards, £25 13s.

JANUARY 28TH. - CLACTON - ON - SEA, ESSEX. At 11.42 A.M. the coastguard reported that a sailing barge had struck a mine to the S. by E., three quarters of a mile from Holland look-out hut, and had blown up. A light S.W. breeze was blowing with a slight swell. Without waiting for a full crew, the motor life-boat *Edward Z. Dresden* was launched within eight minutes, but found only wreckage. The barge was the *Resolute*, of Mistley, bound from London to Ipswich, laden with wheat. She had a crew of two. Her skipper had been rescued by another barge, which transferred him to the life-boat and she landed him at Clacton at 2.30 P.M. - Rewards, £4 16s.

JANUARY 29TH. - ANSTRUTHER, FIFE-SHIRE. At 3.15 P.M. Mr. A. N. Cunningham, a member of the local committee, reported that the motor fishing boat *Valkerye*, of Pittenweem, lying just off the harbour, was showing distress signals, and the motor life-boat *Nellie and Charlie* was launched at 3.25 P.M. A strong S.W. wind was blowing, with a moderate sea, and the life-boat found that the *Valkerye's* engine had broken down and that her anchor was dragging. She had a crew of four. Within a quarter of an hour of launching the life-boat had towed her into harbour. - Rewards, £9 16s.

JANUARY 31ST AND FEBRUARY 1ST. - SOUTHEND - ON - SEA, ESSEX. At 11 A.M.

on the 31st of January the naval control reported that the National Fire Service float *Gladys*, lying half a mile west of the pier, was driving on to the sands, and at 11.20 A.M. the motor life-boat *J. B. Proudfoot*, on temporary duty at the station, was launched. The second coxswain was in command, as the coxswain was in London in connection with a broadcast which he was to give on the work of the station. A whole gale was blowing, with rain squalls and a very rough sea. The lifeboat found the *Gladys* being swept by heavy seas and hitting the sand. The life-boat let go her anchor, dropped down and, with great difficulty, got close in. The fire-float's crew of fourteen were very seaisick, but the life-boat got them all on board and landed them at the pier at 1.15 P.M.

Next morning the coxswain was told by the piermaster that the fire-float had been washed against the pier and was crashing into it. The weather was still bad. A moderate S.W. gale was blowing, with squalls and a heavy sea. When he got to the boathouse the coxswain was met by a naval officer who asked that something should be done to save the vessel from cutting the pier in two. The coxswain, taking a second anchor and cable on board the life-boat, put out at 7.45 A.M. He left one of the crew on the pier, and this man, with great difficulty, dropped from the pier on to the fire-float. The coxswain then anchored to windward of the fire-float, and fired a line to her. The life-boatman on board her hauled in a tow-rope and made it fast. By heaving on this rope the life-boatmen kept the fire-float from doing any more damage, but already she had torn girders from the pier and they were lying on her deck. Then, with the help of a motor vessel, the life-boat towed the fire-float round the pier and under its lee. There the naval control took charge of her. This prompt service not only saved the fire-float, but prevented the pier from being cut in two, a matter of great importance to the naval control. The life-boat returned to her station at 12 noon. - Rewards : first service, £8 15s; second service, property salvage case. A letter of thanks was received from the Thames naval control office at Southend.

JANUARY 31ST. - LLANDUDNO, CAERNARVONSHIRE. During the morning, a man who had arrived from Llandudno on the previous day fell over the cliffs near Pen Trwyn. A moderate southerly gale was blowing, with a rough sea. It was too rough for a rowing boat to put out and the motor life-boat *Thomas and Annie Wade Richards* was launched at 11.30 A.M. She found the man's body about a mile and a half off Orme's Head. The life-boat brought it back, arriving at 12.45 P.M. It was thought that the man had fallen when trying to save his hat, and that he was killed before he reached the water. - Rewards, £13 17s.

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

JANUARY 3RD. - NEWQUAY, CORNWALL. An aeroplane was reported to have

crashed into the sea but nothing was found.-
£16 10s.

JANUARY 4TH. - GALWAY BAY. During the morning news was received from Valencia Radio that the S.S. *Barrister*, of Liverpool, was ashore off Skird Rocks. The crew were called out at once and were on board the life-boat about ten o'clock, but unfortunately the engines could not be started. It was not until 11.30 that the starboard engine was working, and not until after one o'clock that the port engine was working. The life-boat got away about 1.30 in the afternoon. Meanwhile a message had been received to say that the ship was not on Skird Rocks, but was on Inishshark. A moderate wind was blowing from the S.S.E., and the sea was smooth. After passing the Skird Rocks, the coxswain decided to go to Roundstone Bay, as he thought that it would be dark when he got to Inishshark. On arriving at Roundstone he learned from the local guard that the ship was being abandoned.

Meanwhile the news of the *Barrister* had reached the auxiliary rescue station at Inishbfin at noon and the auxiliary rescue motor boat had put out, manned by a crew of five. A moderate wind was blowing from the S.W., with a rough sea. She found the *Barrister* with her crew of 73 abandoning her, and stood by while they got into the ship's boats. Then, with another motor boat, she helped to tow the ship's boats ashore. She returned to her station at 7.30 in the evening.

The Galway Bay crew remained at Roundstone for the night and put out to the wreck at nine next morning, January 5th, with the second coxswain in command. She found no one on board the wreck, and put in to Cleggan for petrol. It could not be obtained at once, and the life-boat did not leave for her station until noon on January 6th, arriving there at six in the evening.

In view of the delay in launching and the coxswain's action in putting in to Roundstone and remaining there for the night, instead of going direct to the wreck, an enquiry was held by the district inspector. After this enquiry both the coxswain and second coxswain resigned, and their resignations were accepted by the Institution. - Rewards : Galway Bay, £42 11s. 8d. ; Inishbfin auxiliary rescue-boat, £18 10s. 8d.

(See Inishbfin, "Services by Auxiliary Rescue-boats," page 68.)

JANUARY 15TH. - BOULMER, AND AMBLE, NORTHUMBERLAND. A small Newbiggin fishing boat, bound from North Sunderland to Amble, had been reported overdue, but nothing could be found, and on the following day the boat was towed in by a Craster fishing boat. - Rewards : Boulmer, £30 5s. ; Amble, £7 12s.

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

JANUARY 17TH. - TOBERMORY, ARGYLLSHIRE. The Belgian steamer *Ostende* had been reported in difficulties, but

later signalled that she was out of danger.-
Rewards, £22 12s.

JANUARY 22ND. - MARGATE, KENT. At 11.10 A.M. the resident naval officer asked that the life-boat should be sent to a position three miles N. by W. of Margate, where an aeroplane's yellow rubber dinghy had been seen. A S.W. wind was blowing, with a moderate sea, and at 11.20 A.M. the motor life-boat *The Lord Southborough* (Civil Service No. 1) was launched. She found that the dinghy had already been picked up by an R.A.F. rescue launch, and returned to the station at 1 P.M. - Rewards, £7 12s.

JANUARY 22ND. - FRASERBURGH, ABERDEENSHIRE. An aeroplane had crashed into the sea, but was found by a small fishing boat. She had sunk in ten feet of water and the pilot was drowned.-
Rewards, £6 12s.

JANUARY 27TH. - ALDEBURGH, SUFFOLK. A Walrus aeroplane had been reported down on the sea but she got away safely and the life-boat was recalled.-
Rewards, £22.

JANUARY 29TH. - BARMOUTH, MERIONETHSHIRE. Red flares had been seen, which it was thought might be from an aeroplane's dinghy, but nothing could be found. - Rewards, £15 1s. 6d.

FEBRUARY

Launches 34. Lives rescued 55.

FEBRUARY 5TH. - CROMARTY. At 6.25 A.M. the Burghhead coastguard reported distress signals from a vessel aground one mile west of Findhorn, and the motor life-boat *James Macfee* was launched at 6.45 A.M. A moderate S.W. wind was blowing, with a moderate sea. The life-boat found the S.S. *Harley*, of Newcastle, hard aground. She was bound, laden with coal, from Blyth to Inverness. The life-boat ran out an anchor for her and at high water she was refloated and went on her way. The life-boat returned to her station, arriving at 1.15 P.M. - Rewards, £7 2s. 6d.

FEBRUARY 5TH. - GALWAY BAY. At 6.50 P.M. information was received that a man had been cut off by the tide on a rock half a mile from the boat house, and was in great danger. A S.W. gale was blowing with a rough sea, and the tide was rising. It was considered that the boarding boat to the motor life-boat *K.E.C.F.* would be more suitable at this rocky spot than the life-boat herself, and she left at 7 P.M. with the crew of eight on board. When she reached the rock the man was already waist deep in water and at any moment might have been swept away. He was rescued and brought ashore at 8.15 P.M. - Rewards, £13 2s. 6d.

FEBRUARY 6TH. - BROUGHTY FERRY, ANGUS. At 5.25 A.M. the coastguard at

Carnoustie telephoned that distress flares had been seen between Horseshoe and Lady Buoys, and the motor life-boat *Mona* was launched at 6 A.M. A westerly gale was blowing, with a rough sea. The life-boat found H.M. Drifter *Gowan* with a crew of ten aboard. She had stranded about half a mile E. by S. of the beacon on Lucky Scaup. The tide was running out and each time the life-boat attempted to get alongside, she grounded. After the third attempt she lay off and called the drifter by morse lamp. The drifter answered that the water was rapidly leaving her and that she was undamaged, but asked the life-boat to stand by until daylight. This she did. The Dundee harbour tug also came out and stood by. At daybreak, as she was no longer needed, the life-boat returned to her station, arriving at 9.30 A.M. The *Gowan* was re-floated later in the day. - Rewards, £10 7s.

FEBRUARY 9TH. - GREAT YARMOUTH AND GORLESTON. NORFOLK. At 2.25 P.M. the coastguard reported that H.M. Trawler *Clotilde* was ashore on the north beach about one hundred yards from the north pier, and ten minutes later the naval authorities asked that the life-boat should go out. A strong S.S.W. wind was blowing with a rough sea and rain. The motor life-boat *Louise Stephens* was launched at 2.50 P.M. and got a wire from the trawler to a tug, but it broke. She then got a wire from the trawler to another tug and this also broke. The tide was falling, nothing more could be done and the tugs returned to harbour. It was then 5.30 P.M. The life-boat remained, standing by. At 8 P.M. tugs came out again. The life-boat could not fix up a line between them and the trawler until the tide turned, but on the coxswain's advice the trawler put her engines full astern and soon got herself off the beach. She was not damaged, so the lifeboat returned to her station, arriving at 9.45 P.M. - Rewards, £23 3s.

BRONZE MEDAL SERVICE AT HOLYHEAD

FEBRUARY 12TH - 13TH. - HOLY-HEAD, ANGLESEY. In the early hours of the 12th of February the S.S. *Castilian*, a 3,000-ton ship of the Ellerman Papayanni Company, entered Church Bay, and let go two anchors. She had evidently come in for shelter. A heavy gale was blowing from the south-west and the sea was very rough. The anchors failed to hold, and the *Castilian* steamed away to the northwards, probably to take shelter on the north side of Anglesey in the two-miles channel between the Skerries Rocks and Carmel Head on the mainland of Anglesey.

Nearly in the middle of this channel is a small group of rocks, the East Platters, submerged at all but the lowest tides. They are a well-known danger and it was they that were to prove fatal to the *Castilian*.

Shortly after five o'clock in the morning the coastguard passed to the life-boat station a message from the naval base that a ship was ashore somewhere inside the Skerries, and at 5.25 the motor life-boat A.E.D. put out. Owing to the war she had a crew of only six men, instead of eight. It was pitch dark, and the darkness and heavy seas made it almost impossible to see anything. The life-boat searched for about two hours before she found the *Castilian* aground on the East Platters. The heavy seas were pounding on her weather side. The ebbing tide ran against her lee side. Her bows were on the rocks. Her stern was swung to and fro by the wind and tide and the eddies which abound round the rocks. The life-boat came as close as was possible and her coxswain hailed the captain. He told him that he must leave the ship. The captain refused. He hoped that tugs would pull her off, though no tug could have done it. The life-boat drew away and the coxswain reported by his radio telephone to the honorary secretary. Both knew that at any moment the steamer might slip off and perhaps founder. It was decided that the life-boat should stand by and wait for what might happen. The life-boat herself was in considerable danger, and the coxswain made for the lee of the Skerries. They would give her a little shelter.

The *Castilian* was soon listing heavily to port, and about an hour later the coxswain warned the captain that, with wind and sea increasing, and the tide ebbing, it would soon be almost impossible to do anything to help him. He then agreed to abandon ship, and the coxswain brought the life-boat more or less alongside. It was done only with great difficulty, and after several attempts. It had to be done on the weather side because of the ebbing tide, that ran against the lee side, and the ships' boats which

were turned out on that side and were an added and great danger. But the coxswain handled the life-boat with great skill, and, with the prompt and complete co-operation of the motor mechanic, he was able to hold her near enough to the steamer for the forty-seven officers and men to jump aboard. They all landed safely, though one slightly injured his foot. It was then 8.45. At ten o'clock the life-boat arrived at Holyhead. At two o'clock in the afternoon the *Castilian* slipped off the rocks and sank. Only the top of her funnels and her mast were above water.

The life-boat went out to her twice more. The naval base asked her to find out if it would be possible to recover confidential mails which were in the chart room. She also took out the *Castilian's* captain and the shore superintendent of the Ellerman Papayanni Company. She went out on the first trip at 2.30 on the afternoon of the 12th and returned at 6.15, and on the second at 11.10 in the morning of the 13th, returning at 1.10 in the afternoon.

The rescue was carried out in the face of very considerable risks. It succeeded through the great skill with which coxswain and motor-mechanic handled the life-boat and her engines.

The Institution made the following awards :

TO COXSWAIN RICHARD JONES, the bronze medal for gallantry, with a copy of the vote inscribed on vellum ;

TO JOHN JONES, motor-mechanic, the bronze medal for gallantry, with a copy of the vote inscribed on vellum ;

TO ROBERT WILLIAMS, second-coxswain, RICHARD BELL, bowman, HUGH THOMAS, assistant motor-mechanic, and THOMAS NUNN, life-boatman, the thanks of the Institution inscribed on vellum ;

To the coxswain and each member of the crew, a special reward of £2, in addition to the ordinary reward on the standard scale of £1 8s. 6d. each. Standard rewards to crew, £5 14s. ; additional rewards to crew, £12 ; total rewards, £17 14s.

Rewards of £5 14s. and £2 17s.

were granted for the two last trips, but these were repaid to the Institution by the shipping company.

FEBRUARY 13TH. - STORNOWAY, HEBRIDES. At about 5.15 P.M. a message was received from the Post Office in the village of Bayble that a small motor fishing vessel had been seen off Bayble Head at 4 P.M. but had not been seen since. A westerly wind of gale force was blowing with a rough sea. The motor life-boat *William and Harriot* was launched at 6.30 P.M. and, two miles east of Arnish lighthouse, she found the motor fishing vessel *Welcome Home*, of Stornoway, with a crew of six ; she was making no headway against the strong wind and heavy sea. The life-boat towed her into Stornoway, arriving at 7.45 P.M. - Rewards, £13 2s. 6d.

FEBRUARY 15TH. - PETERHEAD, ABERDEENSHIRE. At 4.35 P.M. the coastguard reported that the naval authorities wished the life-boat crew to be assembled as an Admiralty barge was in difficulties in Peterhead Bay. An hour later the crew were dismissed as their services were not needed. Another message came at 6.50 P.M. that the barge had floated off the sands, but that her steering gear was out of action, and that she had gone ashore again, this time on the rocks. A north westerly gale was blowing with a moderate sea. The motor life-boat *Julia Park Barry of Glasgow* was launched at 7.5 P.M., but she found that the barge had repaired her steering gear and had got off the rocks. She needed no help so after giving information and advice, the life-boat returned to her station, arriving at 7.55 P.M. - Rewards, £17 10s. 6d.

BRONZE MEDAL SERVICE AT ST. DAVID'S

FEBRUARY 28TH. - ST. DAVID'S, PEMBROKESHIRE. At 9.20 in the evening the police telephoned to the life-boat station that a man was trapped somewhere up the cliffs near Llanunwas, Solva. The honorary secretary suggested that the coastguard should also be told, and its life-saving apparatus called out, but as he thought that it would probably be impossible for it to rescue the man from the top of the cliffs, he decided to send out the life-boat, taking the boarding boat with her, to see what could be done from the bottom of the cliff. The motor life-boat *Civil Service No. 6* was launched at 10.35. The honorary secretary, Dr. Joseph Soar, Mus. Doc., went with her. The weather was calm. She arrived off the cliffs near Solva village at 11.30. The cliffs

there are more than 200 feet high. The life-boat had to remain 500 yards from the bottom of them. She could get no nearer owing to the rocks and the swell. The second-coxswain, D. J. Lewis, and one of the crew, went in the boarding boat sufficiently near to find the man. He was on a ledge about forty feet up. He could get neither up nor down.

The second coxswain returned to say that it was impossible to get up the cliffs to the ledge from the shore. There was nothing to do but try to climb down the cliffs, and one of the crew, Gwilym Davies, volunteered to try it. The second-coxswain, Gwilym Davies and Dr. Soar then went ashore in the boarding boat. It was not easy to find a place to land in the darkness and surf, among the huge stones at the foot of the cliffs, but the second-coxswain handled the boarding boat skilfully, and she came ashore without mishap. Gwilym Davies then found a place where he could climb up the cliff. At the top were the coastguard, with the life-saving apparatus, and they lowered him down above the ledge where the man was trapped.

While Davies was climbing the cliff, Dr. Soar and the second-coxswain returned to the life-boat, got her signalling lamp and came ashore again. Below the ledge the sea ran into a cleft in the cliffs, and from the water in the middle of this cleft rose a rock. As it was impossible, from the shore below, to throw the light of the signalling lamp on to the ledge, Dr. Soar climbed this rock and from its top was able to shine it on the man. By this light he directed Davies as he was being lowered to the ledge. Davies and the rescued man were then lowered still further until they were able to swing themselves on to the rock beside Dr. Soar, and from there they all three climbed down into the boarding boat. All this had been done in pitch darkness, except for the light of the signalling lamp. Meanwhile the boarding boat below, with the second-coxswain on board her, had been in danger from the swell which was increasing as the tide rose. It was now 1.30 in the morning,

two hours after the life-boat had arrived off the cliff. The boarding boat came safely out to the life-boat again, and the life-boat arrived back at her station at 2.30.

The Institution made the following awards :

To GWILYM DAVIES, the bronze medal for gallantry, with a copy of the vote inscribed on vellum, and £2 in addition to the ordinary reward on the standard scale of £1 17s. 6d. ;

To DR. JOSEPH SOAR, Mus. Doc., the honorary secretary of the station, the bronze medal for gallantry, with a copy of the vote inscribed on vellum ;

To DAVID J. LEWIS, second-coxswain, the thanks of the Institution inscribed on vellum, and £1 in addition to the ordinary scale reward on the standard scale of £1 17s. 6d. ;

To POLICE SERGEANT EVANS, who rang up the life-boat station, a letter of appreciation ;

To the coxswain and to each of the four other members of the crew a reward of 10s. in addition to the ordinary scale reward on the standard scale of £1 17s. 6d. ;

Standard rewards to crew and launchers, £11 15s. 6d. ; additional rewards to crew, £5 10s. ; total rewards, £17 5s. 6d.

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

FEBRUARY 1ST. - HOLYHEAD, ANGLESEY. An aeroplane had been reported down in the sea but actually it had crashed on land. - Rewards, £5 14s.

FEBRUARY 3RD. - ALDEBURGH, SUFFOLK. An aeroplane had been reported down off Aldeburgh, but it was found to be much further north and the life-boat was recalled. - Rewards, £43 11s.

FEBRUARY 4TH. - ARKLOW, CO. WICKLOW. Flares and lights had been reported, but nothing was found. - Rewards, £15 10s. 6d.

FEBRUARY 5TH. - RHYL, FLINTSHIRE. A Mustang aeroplane had crashed into the sea, but no trace of her could be found. - Rewards, £13 8s.

FEBRUARY 5TH. - ST. IVES, CORNWALL. An aeroplane had crashed into the

sea in flames, but nothing of her was found. - Rewards, £11 7s.

FEBRUARY 5TH. - CROMER, NORFOLK. A Stirling aeroplane had crashed into the sea in flames, but nothing of her was found. - Rewards, £26 1s. 6d.

FEBRUARY 6TH. - PORT ASKAIG, HEBRIDES. A steamer had been reported in distress fifteen miles west of Rhinnis Point, Islay, but by the time the life-boat reached her she had made repairs and was going on her way. - Rewards, £18 4s.

FEBRUARY 7TH. - MOELFRE, ANGLESEY. An aeroplane was reported to have fallen into the sea, but nothing was found, and it was thought that she had simply been flying very low. - Rewards, £12 13s. 6d.

FEBRUARY 8TH. - RAMSGATE, KENT. Three R.A.F. men were engaged in salvaging an aeroplane on the Goodwin Sands. They were working in a small boat from a trawler. Their boat capsized leaving them stranded on the sands, but the trawler rescued them before the arrival of the life-boat. - Rewards, £6.

FEBRUARY 8TH - 9TH. - PADSTOW, CORNWALL. A fishing boat was overdue, but at the first search the life-boat could find nothing, and when she put out again she found the boat bottom up on the shore. The only man on board her had landed safely. - Rewards, first launch, £9 19s. 6d. ; second launch, £5 1s.

FEBRUARY 9TH. - SELSEY, AND SHOREHAM HARBOUR, SUSSEX. A Mustang fighter aeroplane crashed into the sea, but only wreckage was found. - Rewards, Selsey, £9 7s. ; Shoreham Harbour, £6 11s.

FEBRUARY 9TH. - BARROW, LANCASHIRE. A Beaufighter aeroplane had been reported down in the sea, but nothing was found. - Rewards, £14 6s. 6d.

FEBRUARY 11TH. - PORTPATRICK, WIGTOWNSHIRE. An aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £8 11s.

FEBRUARY, 12TH. - PEEL, ISLE OF MAN. A steamer had stranded, but her crew got ashore unaided, and the ebbing tide left the steamer high and dry. - Rewards, £13 4s.

FEBRUARY 12TH and 13TH. - MOELFRE, ANGLESEY. Twice lights had been seen drifting, and twice the life-boat searched, but found nothing. - Rewards, first service, £15 9s. ; second service, £17.

FEBRUARY 16TH. - SELSEY, SUSSEX. Two U.S.A. Liberator aeroplanes had collided and crashed, with the loss of about twenty lives, but nothing could be found. - Rewards, £9 7s.

FEBRUARY 18TH. - ST. IVES, CORNWALL. An aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £30 4s.

FEBRUARY 19TH. - BARMOUTH, MERIONETHSHIRE. An aeroplane was reported to have crashed in the sea, but nothing could be found. - Rewards, £26 11s. 6d.

FEBRUARY 28TH. - LERWICK, SHETLANDS. The engine of a Norwegian fishing vessel had broken down in a gale, and she was leaking, but in a lull her crew repaired the engine and she got into Lerwick unaided. A letter of thanks on behalf of the Norwegians was received. - Rewards, £19 15s. 6d.

FEBRUARY, 28TH. - PEEL, ISLE OF MAN. An R.A.F. Anson aeroplane had crashed into the sea, but an R.A.F. rescue launch rescued the crew and the life-boat was recalled. - Rewards, £25 19s. 6d.

MARCH

Launches 33. Lives rescued 42.

MARCH 8TH. - MARGATE, KENT. Just after 5 p.m. the coastguard reported that the local fishing boat *Water Lily*, which could be seen about three miles north of Margate pier, appeared to be in trouble with her engine, and the motor life-boat *The Lord Southborough Civil Service No. 1*) was launched at 5.30 P.M. A moderate S.W. wind was blowing, the sea smooth, the tide ebbing. The life-boat towed the fishing boat, with her crew of two, into harbour, arriving at 6.15 P.M. - Rewards, £16 17s. 6d.

MARCH 8TH. - REDCAR, YORKSHIRE. At 9.8 P.M. the coastguard reported a ship ashore on Redcar Rocks, N.E. of the pier. A little later it was learned that the vessel was the Admiralty tug *Amsterdam*. The weather was fine, and the sea smooth, with a light westerly wind blowing. The tide was ebbing. At 9.46 P.M. the motor life-boat *Louisa Polden* was launched, and found that the tug had run on the rocks and was high and dry. As she was unable to go alongside she returned and landed two men who put out in a small boat to the tug. The life-boat then returned to her, and stood by until 2 next morning, when she was told that tugs were coming and that her help was no longer needed ; she arrived back at her station at 2.30 A.M. The tug was refloated at 4.30 A.M. - Rewards, £19 14s.

MARCH 10TH. - TROON, Ayrshire. At 11.30 P.M. on 9th March, the duty naval officer at Ardrossan reported the S.S. *Asteria*, of Glasgow, ashore on Eagle Rock, off Ardrossan breakwater, and in need of help. She was a vessel of 694 tons gross, in ballast, carrying a crew of fifteen and bound from Glasgow to Ardrossan. The night was dark with rain squalls, and a fresh westerly wind was blowing with a rough sea. The motor life-

boat *Sir David Richmond of Glasgow* was launched at 12.15 next morning and reached the steamer at 1.30 A.M. She found the Ardrossan pilot boat standing by and the steamer herself lit up by searchlights from the shore.

The coxswain took the life-boat straight up to the steamer. There was a nasty backwash from the rocks, but he got her safely alongside it, and in a short time had rescued the crew of fifteen. The life-boat landed them at Ardrossan, and reached her station again at 3.30 A.M.

The rescue was carried out promptly and skilfully and an increase in the usual money award on the standard scale was made to each member of the crew. - Standard rewards to crew and helper, £13 14s. 6d. ; additional rewards to crew, £4 ; total rewards, £17 14s. 6d.

MARCH 10TH. - ARBROATH, ANGUS. At 5.5 P.M. the coastguard reported that the local motor fishing boat, *Annie Cargill*, was in difficulties and drifting rapidly towards the rocks half a mile east of Arbroath harbour. A fresh W.S.W. wind was blowing, with a rather rough sea. The motor life-boat *John and William Mudie* was launched at 5.10 P.M. and found that the fishing boat's engine had broken down. She had a crew of six on board. The life-boat towed her into harbour, arriving at 5.40 P.M. - Rewards, £16 19s. 6d.

MARCH 12TH. - CROMER, NORFOLK. At 5.50 P.M. information was received from the Cromer coastguard that what appeared to be a small white boat could be seen some six miles N.N.E. 1/2 E. Half an hour later the naval authorities at Great Yarmouth asked that the life-boat should go out, and the No. 1 motor life-boat *H. F. Bailey* was launched at 6.20 P.M. A light easterly wind was blowing, and the sea was smooth. The life-boat found the object to be a partly submerged barrage balloon, took it on board, made a further search, but found nothing, and returned to her station, arriving at 9 P.M. - Rewards, £19 16s.

MARCH 15TH - 17TH. - LYTHAM-ST. ANNES, LANCASHIRE. At 9.30 A.M. information was received from the resident naval officer at Preston, and confirmed by the coastguard, that a vessel was aground, and at 10 A.M. the motor life-boat *Dunleary* was launched. A moderate S.W. breeze was blowing, with a moderate sea, and the weather was thick. At 11 A.M. the life-boat saw the vessel lying on the Horse Bank, south of the Penfold Channel. She was the *S.S. Empire Bridge*, with a crew of twelve, and she had run aground during a fog, while bound with china clay from Cornwall to Preston. Her master expected that she would refloat on the evening tide and asked if the life-boat would return and stand by him then. This she promised to do, put back to her station where she arrived at 2 P.M., refuelled and left again at 3.30 P.M., taking a pilot with her. She passed a cable to the steamer and tried to tow her off, but without success, so she returned to her

station again, arriving at 9 P.M. On the following day it was arranged that the life-boat should go out for the third time at 6.30 in the morning of the 17th, by which time a tug would have arrived from Preston. This was done. The life-boat passed the tug's hawser to the steamer and helped to tow her off, and finally returned to her station at 11 in the morning of the 17th.-Property salvage case.

MARCH 19TH. - BRIDLINGTON, YORKSHIRE. About 12.35 in the morning a message came from the Bridlington coastguard that distress rockets had been seen at Hornsea, eleven miles south of Bridlington, and at 1 A.M. the motor life-boat *Stanhope Smart* was launched. A fresh E.N.E. wind was blowing, with a swell which caused a certain amount of surf on the beach, and the boat had to be launched through coast defences. The night was cloudy, but there was some moonlight. As the life-boat cleared the land, the wind and sea increased. She had no difficulty in finding the vessel in distress, as two shore searchlights were trained on her, and she reached her at 2.15. She was an old wooden drifter, the *S.S. Kernoozer*, now being used by contractors to the Air Ministry for putting down and taking up moorings. She had lost a blade of her propeller, her engine had stopped, and she had anchored, but her anchor was dragging. She was lying inside broken water, in about three fathoms, was rolling heavily and was leaking badly. Her master said that he wanted to abandon ship, and the lifeboat went straight alongside, under her lee, and made fast. There were nine men on board the *Kernoozer*, and they and the cat jumped into the life-boat. The whole rescue took only a few minutes. The life-boat arrived back at Bridlington at four in the morning. Later in the morning it was learned that the *Kernoozer's* crew were going out to her again in a large fishing boat, to see if she could be towed into Bridlington, and as the weather was still bad it was decided that the life-boat should go with the fishing boat. Both boats left at ten o'clock, but when they reached the *Kernoozer* they found that she had gone ashore and was breaking up. The life-boat returned to her station at one in the afternoon. A letter of thanks was sent to Mr. C. H. Gray, the honorary secretary, who acted as head launcher, and an increase in the usual money reward on the standard scales was made to each member of the crew. - Standard rewards to crew and helpers, £30 15s. 6d. ; additional rewards to crew, £8 ; total rewards, £38 15s. 6d.

MARCH 22ND. - PORT ST. MARY, ISLE: OF MAN. At 7 A.M. the Castletown coastguard telephoned, for information only, that a vessel was ashore at Strandhall, one and a quarter miles E. by N. of Port St. Mary. Thirty-five minutes later he asked the life-boat to put out and at 8 A.M. the motor life-boat *Sir Heath Harrison* was launched. A fresh easterly wind was blowing, with a choppy sea. The life-boat found the vessel to be the *S.S. Nolisement*, of Cardiff, of over 5,000

motor-mechanic, were conspicuous in the work of launching. But for their skill and knowledge the launch would have taken much longer than it did. When the boat was first launched a heavy sea, coming from a breach in the old harbour, threw her back on the beach, and she had to be hove up and turned again. She got afloat at 4.30, and made her way to Jury's Gap. The wind was moderating, but there was a high following sea. She reached the trawler at 5.50 just as day came. The sea was breaking about a quarter of a mile off shore, and the trawler lay well inside the broken water, broadside on to the sea. Her fore part was under water, and her after gun was just showing. Seven of the crew were gathered round the funnel. The other seventeen had left the wreck on a raft and eleven of them had got ashore. The coastguard life-saving apparatus had fired eight rockets with 400-fathom lines from the shore, but they had failed to reach the trawler. As the life-boat arrived the whole of the trawler's bridge was swept away. The coxswain went round the trawler's stern, but the heavy seas breaking over her, floating wreckage, and a strong tide made it very difficult for him to come alongside her. He handled the life-boat with great skill and coolness, and brought her close to the trawler. A line was thrown and, with the engines working all the time, he held her alongside for half an hour, and the seven men were rescued. The life-boat herself was undamaged, except for a few scratches, and reached Hastings again at five past eight in the morning.

Great difficulties had been overcome in the launch, and the actual rescue was due to the splendid handling of the life-boat by the coxswain, the motor-mechanic's skill with his engines, and the able way in which they were supported by the second-coxswain, the bowman and the rest of the crew. The Institution made the following awards :

To COXSWAIN JOHN E. MUGGRIDGE, the bronze medal for gallantry, with a copy of the vote inscribed on vellum ;

To W. R. HILDER, the motor-

mechanic, the bronze medal for gallantry, with a copy of the vote inscribed on vellum ;

To COMMANDER W. HIGHFIELD, O.B.E., R.N., the honorary secretary, the thanks of the Institution inscribed on vellum ;

To EDWARD F. ADAMS, the second-coxswain and FREDERICK P. WHITE, the bowman, each the thanks of the Institution inscribed on vellum ;

To the coxswain and each of the eight members of the crew a reward of 15s. in addition to the ordinary reward on the standard scale of £2 7s., making a total reward to each man of £3 2s.

Rewards to crew and launchers on the standard scale, £54 1s. 6d. ; additional rewards to crew, £6 15s. ; total rewards £60 16s. 6d.

Only a few days after the Service Coxswain Muggridge lost his life when his fishing boat was blown up by a mine, and the motor-mechanic, W. R. Hilder, was killed in an air-raid on Hastings two months later.

Information was also sent to Dungeness and the life-boat was launched and went to the trawler, only to find that the Hastings life-boat was then taking off the last of the survivors.- Rewards, Dungeness, £34 17s.

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

MARCH 1ST. - WICK, CAITHNESS-SHIRE. An R.A.F. Spitfire aeroplane had come down in the sea, but the pilot was rescued by a trawler and the life-boat was recalled. - Rewards, £6 13s.

MARCH 4TH. - LOWESTOFT, SUFFOLK. A naval motor gunboat had been reported in need of help, and the life-boat made two searches in bad weather, with enemy aeroplanes about, but the gunboat got in unaided. The life-boat was thanked by the naval authorities. - Rewards, first launch, £11 7s. 6d. ; second launch, £8 11s.

MARCH 6TH. - RAMSEY, ISLE OF MAN. An aeroplane had been reported down in the sea, but nothing was found. - Rewards, £34 18s.

MARCH 7TH. - HOYLAKE, CHESHIRE. A Tiger Moth aeroplane had been reported down in the sea but nothing was found.- Rewards, £25 2s. 3d.

(See Llanerchymor. " Services by Auxiliary Rescue-boats," page 68.)

MARCH 9TH. - DUNGENESS, KENT. A Stirling bombing aeroplane had crashed in the sea near Lade. The life-boat found her and searched her, but there was no one on board. She then searched for her dinghy, but could not find it. - Rewards, £22 14s. 6d.

MARCH 12TH. - HOLY ISLAND, NORTH-UMBERLAND. Signals had been reported by the coastguard, but nothing but a convoy travelling north could be found. - Rewards, £16 2s. 6d.

MARCH 14TH. - BUCKIE, BANFFSHIRE. A Defiant aeroplane had crashed into the sea, but her crew of two were lost. - Rewards, £11 17s.

MARCH 15TH. - HOLYHEAD, ANGLESEY. An aeroplane had crashed into the sea, but her crew were rescued by a naval motor launch. - Rewards, £7 10s.

MARCH 27TH. - AMBLE, NORTH-UMBERLAND. A Hurricane aeroplane had crashed into the sea, but only wreckage was found. - Rewards, £11 8s.

MARCH 27TH. - PORT ST. MARY, ISLE OF MAN. A steamer had gone aground, but she refloated before the life-boat reached her and went on her way. - Rewards, £27.

MARCH 27TH. - PWLLHELI, CAERNARVONSHIRE. A Lightning R.A.F. aeroplane had crashed into the sea, but an R.A.F. launch rescued one airman, and the other could not be found. - Rewards, £7 11s. 6d.

MARCH 29TH. - HOLYHEAD, ANGLESEY. An aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £9 8s.

MARCH 29TH. - PORTHDINLLAEN, CAERNARVONSHIRE. An Anson R.A.F. trainer aeroplane had been reported down in the sea, but nothing was found. - Rewards, £20 16s.

MARCH 31ST. ABBS, BERWICKSHIRE. A trawler had been seen flying a distress signal, but she did not need help and hauled down her signal. - Rewards, £9 7s.

MARCH 31ST. - WALTON AND FRINTON, ESSEX. An aeroplane had been reported down in the sea, but the life-boat was recalled by wireless. - Rewards, £13 11s. 6d.

APRIL

Launches 23. Lives rescued 10.

APRIL 2ND. - AITH, SHETLANDS. At 4.30 P.M. the naval officer in charge, Shetlands, asked if the life-boat could take a military guard to Foula, and bring back some airmen whose Whitley bomber aeroplane had crashed on the island. A moderate N.W. gale was blowing, with a heavy sea, and the weather was thick and cold. The

motor life-boat *The Rankin*, with the guard on board, put out at 6 P.M. She arrived at about 9.45 P.M., but found that a landing was impossible in the darkness and the heavy seas, and anchored. She had to wait until noon the following day by which time the weather had moderated and she was able to land the guard and embark the airmen who were injured. She took them to Walls, where the men were taken charge of by the local doctor, and returned to her station, arriving at 6.45 P.M., over twenty-four hours after she had set out. Letters of thanks were received from the R.A.F. at Wick and the flag officer in charge at Lerwick. - Rewards, £15 17s.

APRIL 2ND. - NEWBURGH, ABERDEENSHIRE. At 6.56 P.M. the Collieston coastguard reported that a fishing vessel was showing distress signals, south of the River Ythan, and the motor life-boat *John Ryburn* was launched at 7.30 P.M. A moderate N.W. wind was blowing, with a moderate sea. The life-boat found that the vessel was the *True Vine*, partly loaded with fish. Her engine had broken down and she wished to be towed to Aberdeen. The minesweeper *Lord Ashfield*, which was passing, agreed to take the *True Vine* in tow, and the life-boat carried a rope between the two. The minesweeper toned the *True Vine* to Aberdeen, and the life-boat returned to her station, arriving at 8.40 P.M. - Rewards, £12 18s.

APRIL 5TH. - NEWBIGGIN, NORTH-UMBERLAND. At about 1.20 P.M. the coastguard reported that the motor cable Humility, of Newbiggin, was overdue. She had a crew of three. A strong westerly wind was blowing, with a rough sea. The motor life-boat *Augustus and Laura* was launched at 1.51 P.M. and an hour later found the cable five and a half miles N.E. of Newbiggin Point. Her engine had broken down. The life-boat towed her in, arriving at 4.35 P.M. - Rewards, £10 6s. 6d.

APRIL 7TH. - CROMARTY. At 6.35 in the morning a message came from the R.A.F. that several of their seaplanes had broken adrift from their moorings, with their crews aboard, that they had not enough boats to face the storm, and that they would be glad of the life-boat's immediate help. A strong N.W. gale was blowing, with a rough sea, and there were heavy showers of sleet. The motor life-boat *James Macfee* was launched at 7.15, went to the seaplane base, took two R.A.F. officers on board, and then patrolled round the seaplanes and gave them valuable help. They were all made safe except one, which had foundered. The life-boat searched the firth for her crew of six men, but they had all been drowned. She also reported by wireless to the authorities on shore that a petrol barge at moorings west of Invergordon, with no one aboard, was sinking. This message probably led to the barge being saved, for, as soon as the weather moderated slightly, R.A.F. men went out and boarded her, just in time to prevent her from sinking. After the life-boat had returned to her station, a small R.A.F. launch, *No. 867*, was seen

drifting about three miles from shore, and the life-boat went out again. She found no one on board the launch, towed her into harbour, and returned to her station at 11.45. - Rewards, £4 7s. 6d.

APRIL 7TH. - ABERDEEN. At about 10.20 A.M. the auxiliary motor schooner *Else*, of the Faroes, was seen from Aberdeen harbour round house to be in difficulties off the south breakwater. A strong N. wind was blowing, with a rough sea and sleet squalls. The No. 1 motor life-boat *Emma Constance* was launched at 10.50 A.M. and found that the naval vessel *Concord* had the *Else* in tow. A line from the *Else* was taken by the life-boat, and she helped to tow, but the line parted. Then the tow-line from the *Concord* also parted, but by this time the *Else* was able to go under her own power, and all three vessels entered port at 11.30 A.M. - Rewards, £3 19s 6d

APRIL 7TH. - BRIDLINGTON, YORKSHIRE. At 10.37 A.M., the coastguard reported that a coble was in difficulties off Ulrome, eight miles south of Bridlington, and that she had put up a sail which had been blown away. The weather was very bad. A heavy sea was running, and a N.W. gale, the worst experienced for many years, was bringing down chimney-pots and tiles all over the town. At 10.55 A.M. the motor life-boat *Stanhope Smart* was launched, by tractor, and about an hour later she found the open motor coble *Lily*, of Bridlington, in ballast, with a crew of five on board. Her engine had broken down, and she was being towed by the large motor fishing boat *La Mariote* which, while on her way in from the fishing grounds, had found the *Lily* driving fast to leeward. As the *Lily* was half full of water her skipper asked the life-boat to stand by and she escorted the two boats to harbour, arriving at 12.45 P.M. - Rewards, £6 17s. 6d.

APRIL 7TH. - ALDEBURGH, SUFFOLK. At 4.10 P.M., the coastguard informed the life-boat station that a sailing barge bound north had not been reported for some time. A northerly gale was blowing with a very heavy sea. At 6.17 P.M. the coastguard reported that the barge had been seen coming out of a squall about six miles to the E.N.E. She was making heavy weather. Her topsail had been blown away and she appeared to be flying a signal of distress. The No. 1 motor life-boat *Abdy Beauclerk* was launched at 6.40 P.M. and about half an hour later came up with the barge *Greenhithe*, of London. She was holding her own under her foresail and the life-boat escorted her into smooth water in Hollesley Bay. It would have been impossible in that gale for the life-boat to come ashore on the beach at Aldeburgh, and she made for Harwich, arriving at 10.30 P.M. She returned to her station on the following day. - Rewards, £58 13s.

APRIL 11TH. - SHOREHAM HARBOUR, SUSSEX. At 5.45 P.M. the coastguard reported a ship sinking four miles S.E. at Littlehampton, and at 6.17 P.M. the motor

life-boat *Rosa Woodd and Phyllis Lunn* was launched. A fresh S.W. wind was blowing. The life-boat found the wreckage of the Norwegian steamer *Frode*, which had been mined while in convoy. Guided by a smoke signal dropped by a searching aeroplane the life-boat found and picked up a man in the water, but he was dead. Motor launches picked up some survivors and several dead bodies. After searching until dark the life-boat returned to her station, arriving at 10.20 P.M. - Rewards, £13 5s. 6d.

APRIL 16TH. - COVERACK, CORNWALL. At 7.35 P.M. the coastguard reported an object on the sea in a south-easterly direction from Blackhead, and at 7.40 P.M. the motor life-boat *The Three Sisters* was launched. A light easterly wind was blowing and the sea was smooth. A mile and a half south of Blackhead the life-boat found a Carley float, with no one on board. She signalled Blackhead lookout, learned that this was the object to which she had been called out, and with the float in tow returned to Coverack, arriving at 9.25 P.M. - Rewards, £11 1s.

APRIL 20TH. - NEWQUAY, CORNWALL. At 12.37 in the afternoon the coastguard reported that an aeroplane towing a target had come down in the sea about two miles west of the harbour. Most of the regular life-boat crew were out fishing, but a crew was made up of three regular men and six volunteers, and the motor life-boat *Richard Silver Oliver* was launched at 1.5. It was dead low water, spring tide, and the launch had to be made from the beach outside the harbour. Men from the R.A.F. helped. A light N.W. wind was blowing, with a moderate ground sea. At 1.25 the life-boat found a rubber dinghy off Pentire Point west of Fistral Bay with two airmen on board. She was just in time to rescue them, for they were very much exhausted. She took the airmen and dinghy on board and arrived back at her station at 1.55 P.M. A letter was received from the R.A.F. station to which the aeroplane belonged, thanking the life-boat for the promptness with which it had gone to the rescue. - Rewards, £16 10s.

APRIL 25TH. - LLANDUDNO, CAERNARVONSHIRE. The rowing boat *Meg*, with no one on board, anchored in Llandudno Bay, was in danger of sinking during a strong southerly gale, with a rough sea. Three men put out in the small fishing boat *Dorothy* to bring her in, but when they reached her she had already sunk. They were now in difficulties themselves, and at 2.30 P.M. the motor life-boat *Thomas and Annie Wade Richards* was launched. She rescued them and took their boat in tow, arriving back at her station at 3.15 P.M. - Rewards, £8 19s.

BRONZE MEDAL SERVICE AT ST. DAVID'S

APRIL 25TH - 26TH. - ST. DAVID'S,
PEMBROKESHIRE. At ten in the

evening a message was received from the coastguard, that a tank landing craft was in distress one mile south-south-east of St. Ann's Head. This was near the entrance to Milford Haven, but as the Angle, Milford Haven, motor life-boat was off service for overhaul, the St. David's motor life-boat *Civil Service No. 6* was launched. It was then 10.45, and she had a journey of 18 miles, through a south-west gale, with a heavy sea. It was a difficult journey in that weather, and it was made no better by the knowledge of the crew that floating mines were about.

According to a statement in the House of Commons after an official enquiry had been held by the Admiralty, there were two tank landing craft, with 70 to 80 naval men and marines on board. A deep depression had come up much more quickly than had been expected, but the commanding officers decided that they could make Milford Haven, and they had arrived off it at midday on April 25th. By this time a full on-shore gale was blowing, with a heavy and confused sea. The flag officer in charge at Milford Haven sent out two tugs and two trawlers, and also diverted H.M.S. *Rosemary*, an escort vessel, to their help. Several times these vessels succeeded in passing tows to the landing craft, but in the heavy seas all the tows parted. Finally one of the landing craft foundered at six in the evening, and the other at one in the morning of the 26th. In spite of all that could be done by the rescue ships 72 men in the landing craft were drowned. The *Rosemary* launched a whaler to the rescue, but she too was lost with the six men on board.

The life-boat reached the scene about one in the morning. Her crew noticed a strong smell of oil, and the sea was smoother, but they saw nothing. Then, at 1.20, in the pitch darkness, they heard a shout. The life-boat steered towards it, and, in the beam of a searchlight from a naval vessel, she saw a man swimming towards her. She picked him up about 1.40. He was covered with oil, and collapsed as soon as he had been rescued. The crew stripped him of his wet clothing,

massaged him and, when he had revived a little, re clothed him in one of the emergency suits carried in the boat, and put him in the engine-room with bags as a pillow and an oilskin coat over him. The life-boat continued to cruise round until daylight. She found no one else, but just before day broke, she saw a floating mine only a few yards ahead, and avoided it just in time. It was a very narrow escape. She may well have had other escapes without knowing it during the night. As she could do nothing more she returned to her station. It was again a very rough passage. She arrived about 8.30 next morning.

The coxswain had then been at the wheel just short of 10 hours, and he had before him a very difficult problem. There was a very heavy run of sea on the slipway which would make it very dangerous to attempt to haul the life-boat up into the house. The alternative was to leave her at moorings, but the coxswain knew that if the weather were to get worse, and the life-boat were wanted again, it would be very difficult, at moorings, to man and refuel her. He decided to take the risk of hauling her up the slipway in the heavy sea, and succeeded in doing it, with practically no damage to her. In this he showed great nerve, skill and judgment. He was greatly helped by two of the launchers who manned the boarding boat and tended the slipping ropes from the buoys to the life-boat. They were not fishermen used to boats, but two young farm labourers, and they ran a very great risk of being capsized. The life-boat was got into her house at 9.15, and the rescued man, a naval stoker, still suffering from shock, was taken in a car by the honorary secretary to his house. He was given a hot bath and a meal, and put to bed. After some hours he was much better, and after another good meal he left in an ambulance for his naval base at 6.30 in the evening.

The following message was received from the flag officer of the naval base at Milford Haven : " Please convey to your crew of the St. David's life-boat my appreciation of their prompt answer to our call, and admira-

tion for their efforts during the rescue during last night."

The Institution made the following awards :

To COXSAIN WILLIAM WATTS H. WILLIAMS for his devotion to duty in a difficult service, and his great skill in rehousing the life-boat, the bronze medal for gallantry, with a copy of the vote inscribed on vellum, and a reward of £3 in addition to the ordinary reward on the standard scale of £1 17s. 6d. ;

To 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 PERKIN JONES and EDWIN PHILLIPS, who manned the boarding boat, a reward of £2 in addition to the ordinary reward on the standard scale to launchers of 13s. 6d. ;

To the other two launchers a reward of £1 in addition to the ordinary reward on the standard scale to launchers of 13s. 6d. ;

Standard rewards to crew and helpers, £13 19s. ; additional rewards to crew and helpers, £23 ; total rewards, £36 19s.

APRIL 26TH. - THE HUMBER, YORKSHIRE. At 2.50 A.M. the naval authorities reported that the balloon vessel *Thora* had got on to the boom defence, but that the tug *Yorkshireman* was going to her help. A whole W.S.W. gale was blowing with a very rough sea. At 4.18 A.M. came another message asking for the life-boat, and at 4.45 A.M. the motor life-boat *City of Bradford II* was launched. She reached the position twenty minutes later and with the help of searchlights from the Bull Fort found a man clinging to a life-buoy. With difficulty, she got him on board, and spoke to the patrol vessel *Forethought*. She had rescued five men of the *Thora* from a Carley float, but the remaining two were missing. The life-boat put the man whom she'd rescued on board the *Forethought*, so that he could receive better attention, and be taken more quickly to Grimsby, and then searched for the two missing men, but she found only wreckage. She then made for Grimsby, arriving at eight in the morning, the crew were put up at the Missions to Seamen, and returned to their station the following day. - Paid permanent crew. - Rewards, £2 2s. 8d.

APRIL 29TH. - ILFRACOMBE, DEVON. At 4.45 A.M. the naval officer in charge at Appledore reported that an aeroplane had crashed, and a quarter of an hour later he asked for the life-boat to be sent to help naval and R.A.F. boats searching for the crew of a Wellington bombing aeroplane which had crashed off Morte Point. The sea

was calm with a light westerly wind. The motor life-boat *Rosabella* was launched at 4.50 A.M. and about 6 A.M. she saw wreckage of the aeroplane three miles N.W. of Morte Point. She picked up some of the wreckage and articles from the aeroplane, but found no survivors although she searched for several hours until the search was abandoned on instructions from the naval officer in charge. She returned to harbour at 10.55 A.M. - Rewards, £13 15s. 9d.

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

APRIL 4TH. - NEW BRIGHTON, CHESHIRE. A red light had been reported, but nothing could be found. - Rewards, £12 13s. 9d.

APRIL 4TH. - PORT ASKAIG, HEBRIDES. A British aeroplane had been reported down, but nothing was found. - Rewards, £14 12s. 6d.

(See Ardfern, "Services by Auxiliary Rescue-boats," page 68.)

APRIL 5TH. - CROMER, NORFOLK. A Lancaster bomber aeroplane had crashed and her dinghy had overturned with six airmen on board, but a destroyer escorting a passing convoy rescued two of them, and of the other four only two dead bodies were found. - Rewards, £17 6s. 6d.

APRIL 6TH - 7TH. - CLACTON, ESSEX. At 12.55 in the afternoon the coastguard reported that a barge was showing signals of distress about five miles off Clacton, and the Clacton motor life-boat *Edward Z. Dresden* was launched at 1.15. A north-westerly gale was blowing, with a very rough sea. The life-boat found the barge an hour later, the *Tam o' Shanter*, of London, anchored one and a half miles east of the Swin Bell Buoy. She was loaded with brick rubble and bound for Maldon. Her crew consisted of a man and a boy. The skipper said that she was leaking, but refused to abandon her and asked the coxswain to tow him to Brightlingsea. He also asked for two or three life-boat men to be put on board to help him weigh anchor. This was done. The men were the second-coxswain, Frank Castle, the assistant motor-mechanic, A. Liddiard, and the bowman, A. Griggs. In forty minutes they had got the anchor up and the life-boat took the barge in tow. After she had towed her for one and a half miles, to the Swin Bell Buoy, the tow parted, and at 4.45 P.M. the barge anchored for the night to wait for a more favourable tide. The life-boat lay astern of her all night, secured to her by a line.

Through the night, wind and sea fell, giving prospect of a fine day, but on the morning of the 7th the wind increased again to an exceptionally strong gale from the west, with a heavy sea. Again the coxswain tried to persuade the skipper of the barge to abandon ship, but again he refused and, on account of the change of wind, asked the coxswain to tow

him to Harwich. The life-boat and barge waited for a favourable tide, and it was not until one in the afternoon that the barge again weighed anchor. The life-boat then towed her through the Swin Spitway but after she had been towing for about three miles, in very heavy seas, the tow again parted. The wind and sea were now almost abeam, so the barge hoisted a sail and went on her way with the life-boat escorting her. Both the barge and the life-boat were rolling heavily and shipping a good deal of water, and they had only gone a short distance when suddenly, at 2.50 P.M., the barge capsized, throwing the skipper, the boy and the three life-boatmen into the sea. The life-boatmen were wearing life-belts, but the other two were not. The life-boat went at once to their rescue, but the boy had sunk almost immediately, and though the crew were able to get hold of second-coxswain Castle with a boathook, he appeared to be either dead or unconscious. They lost hold of him and could not find him again. They then went to the help of the other men, who were seen to be alive. They rescued the bowman, and then the assistant motor-mechanic. The latter had been supporting the skipper of the barge, but before the life-boat's crew could get hold of the skipper, he had loosed his hold and disappeared. The life-boat searched for over an hour, but found nothing of the three who had been lost and returned to her station, arriving at five in the afternoon. She had then been at sea for 28 hours.

The assistant motor-mechanic was suffering from shock and exposure, and the bowman from a slight injury to his wrist. The coxswain and motor-mechanic were also suffering from injuries, the coxswain with badly bruised hands, and the motor-mechanic with a sprained muscle in his back. As neither of the motor-mechanics was fit for duty and the coxswain had no strength in his hands, the boat was off service for a day or two. The second-coxswain, Frank Castle, who lost his life, was nearly 50 years old. He was unmarried and left no dependants. His body was never recovered.

In view of the exceptionally bad weather and the hardships endured, a reward of £3 in addition to the ordinary reward on the standard scale of £2 10s. was made to each member of the crew. Standard rewards to crew and helpers, £16 11s. 6d. ; additional rewards to crew, £24 ; compensation for injuries, £1 5s. ; total rewards and compensation, £41 16s. 6d.

APRIL 7TH. - SOUTHEND - ON - SEA, ESSEX. A barge had been reported sinking, but she had sunk, and there was no sign of her crew when the life-boat arrived. A steamer had gone ashore, but tugs were standing by her and she did not need the life-boat. - Rewards, £4 17s. 6d.

APRIL 12TH. - ANGLE, PEMBROKE-SHIRE. Lights had been reported on Grassholm Island at night, but it was found that grass on the island had been on fire. - Rewards, £8 14s. 9d.

APRIL 12TH. - CROMARTY. The engine of an Admiralty motor vessel had broken down, but she was towed in by another vessel. - Rewards, £6 5s.

APRIL 20TH. - CLACTON - ON - SEA, ESSEX. A German aeroplane had been shot down in flames, but the only survivor was picked up by another boat. The life-boat then learnt that two British aeroplanes had come down and joined in the search for them, but nothing was found. - Rewards, £5 15s. 6d.

APRIL 28TH. - SENNEN COVE, CORNWALL. An aeroplane was reported to have crashed but nothing was found. - Rewards, £7 2s.

MAY

Launches 32. Lives rescued 24.

MAY 3RD. - ROSSLARE HARBOUR, CO. WEXFORD. During the afternoon the coxswain was watching the Wexford pilot boat off Wexford Bar, apparently waiting for the tide. A N.N.E. gale was blowing with a rough sea. Then the coxswain saw her drift close to the shore and hoist a flag. He called out the crew and the motor life-boat *Mabel Marion Thompson* was launched at 4 P.M. Three and a half miles N. by W. of Rosslare pier she found the pilot boat. Her engine had broken down ; she had anchored, but her anchors were dragging ; and now she was close to broken water. She had a crew of four. With great difficulty the life-boat got a line aboard her, and towed her into Rosslare harbour, arriving at 5.45 P.M. - Partly paid permanent crew ; Rewards, £1 16s.

MAY 8TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. At 8.15 A.M. the coastguard reported that the sailing barge *George Smeed*, of Rochester, was dragging her anchors. The life-boat crew were assembled but the barge made no signal of distress, and at 11.30 A.M. the crew were dismissed. During the day the weather got worse and by evening a S.S.W. gale was blowing with a very rough sea. At 6.50 P.M. the barge burned flares for help and at 7.15 the motor life-boat *Louise Stephens* was launched, found the barge half a mile south of the pier at 7.40 P.M., and went alongside. The two men on board her jumped into the life-boat, which landed them at the naval base and returned to her station at 8.45 P.M. - Rewards, £12 8s.

MAY 12TH. - ARKLOW, CO. WICKLOW. At 9 A.M. a message was received from the Kilmichael Point look-out that the S.S. *Joffre Rose*, of Liverpool, had gone ashore on the mainland south of Pass Head, while bound laden with coal from Port Talbot to Dublin. She had a crew of sixteen. A strong S.S.W. wind was blowing, with a very rough sea. The motor life-boat *Inbhear Mor* was launched at 9.30 A.M., reached the steamer at 10.45 A.M., and went along-

side, but the crew declined to leave and the life-boat remained standing by. Meanwhile the coastguard life-saving apparatus on shore had rigged the breeches buoy, but when it fired a line over the steamer, no one of her crew seemed able to rig it, so three life-boatmen went aboard and did it. The crew, however, remained in the steamer. The weather moderated and the life-boat returned ashore, after arranging with the captain that if it got worse he should hoist a distress signal. The life-boat reached her station at 4.15 P.M. During the afternoon the receiver of wrecks visited the wreck. He came back, saying that the captain wished the crew to be taken off, and three hours after her return the life-boat put out again. She found that the captain, who had gone ashore by the breeches buoy to telephone to his owners, had sent a message that the crew should stay aboard until he returned, so the life-boat remained standing by until after dark. It was then no longer safe for her to stay, the chief officer of the steamer decided to leave her, and the life-boat rescued the crew of fifteen and brought them ashore, arriving at 11.30 P.M. Rewards : first service, £5 2s. ; second service, £10 13s.

MAY 12TH. - BUCKIE, BANFFSHIRE. At about 6.42 P.M. the coastguard reported an explosion eight to ten miles N.E. by 1/2 E. of Buckie, and the motor life-boat *K.B.M.* was launched at 7.9 P.M. A strong westerly wind was blowing, with a rough sea. At the position given by the coastguard the life-boat found a tug, whose captain said that he had seen an aeroplane crash and had reached the spot within an hour. It was a British aeroplane, and he had picked up some wreckage. The life-boat searched and also picked up some wreckage which she handed to the coastguard when she returned at 12.10 A.M., but she found no members of the crew. - Rewards, £7 19s.

MAY 13TH. - SHERINGHAM, NORFOLK. At about 4.45 P.M. information was received that an aeroplane had come down in the sea off Blakeney Point. The weather was fine with a strong S.W. breeze and a choppy sea. An exercise of the life-boat had just been carried out by the District Inspector of Life-boats, Commander T. G. Michelmores, R.D., R.N.R., and when permission to launch had been given by the naval authorities the motor life-boat *Foresters Centenary* put out again at 5.3 P.M. Guided by a smoke float, dropped by a searching aeroplane, the life-boat picked up an American airman at 6.20 P.M. He was unconscious and though the crew tried artificial respiration for over two hours, they could not revive him. Another airman had been rescued by the R.A.F. rescue launch from Wells, and she spoke to the life-boat and reported that the others had baled out over the land, and that the whole crew of the aeroplane were accounted for. The life-boat then returned to her station, arriving at 8.30 P.M. - Rewards, £19 18s. 9d.

MAY 21ST. - SKEGNESS, LINCOLNSHIRE. At 9 A.M. a naval establishment on

shore reported through the coastguard that a vessel was signalling for a doctor. The weather was fine, with a light N.E. wind and a smooth sea. With a doctor on board the motor life-boat *Anne Allen* put out at 9.45 A.M., and two miles east of Skegness found the motor vessel *Zuiderhaven*. She had a very badly injured man aboard and the lifeboat brought him ashore, where he was taken to the naval hospital. - Rewards, £6 15s.

MAY 22ND. - RUNSWICK, YORKSHIRE. At about midnight on the 21st May a ship was seen amongst the rocks just south of Runswick, and at 1.50 A.M. on the 22nd the motor life-boat *Robert Patton* - *The Always Ready* was launched. The sea was smooth, but there was fog. About half a mile south of Runswick village the life-boat found the Grimsby steam trawler *Cynthia*. She had run aground in the fog when returning from fishing. The life-boat ran out a kedge anchor. With its help the trawler was refloated at 4.15 A.M. and the life-boat returned to her station, arriving at 4.40 A.M. - Property salvage case.

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

MAY 24TH. - FRASERBURGH, ABERDEENSHIRE. At 4.40 P.M. the senior naval officer reported that two aeroplanes had crashed in flames, and the motor life-boat *John* and *Charles Kennedy* was launched at 4.45 P.M. A light westerly wind was blowing and the sea was calm. Directed by the coastguard, the life-boat went N.N.W. of Kinaird Head, and at 5.30 P.M. found the trawlers *Dreadnought* and *Curlew* each with a dead airman on board. The bodies were transferred to the life-boat, which had also picked up a rubber dinghy. The trawler *Dreadnought* picked up another. A Walrus seaplane landed on the water and joined in the search, but found nothing. The life-boat returned to Fraserburgh with the bodies, arriving at 6.30 P.M. - Rewards, £5 1s.

MAY 28TH. - ANGLE, PEMBROKE-SHIRE. At 5.50 P.M. a telephone message was received from the Milford Haven naval base that a soldier had fallen over the cliff at Mill Bay. The weather was fine with a northerly wind and a ground swell. At 6.15 P.M. the motor life-boat *Elizabeth Elson* was launched, taking with her her boarding boat. She found the soldier on the beach, under the cliffs, and the boarding boat in going ashore in the swell was slightly damaged, but she brought the soldier off safely and the lifeboat took him to Milford Haven returning to her station at 9.15 P.M. Press reports stated that in addition to the life-boat, the army, the navy, the air force, the coastguard and civil defence workers all took part in the search. - Rewards, £18 4s. 6d.

MAY 30TH. - LYTHAM - ST. ANNES, LANCASHIRE. Shortly after 1 P.M. the local fishing smack *Two Brothers*, with a crew of two, went to sea. As a moderate westerly wind was blowing with a moderate

sea the smack was watched, and at about 4 P.M. she was seen to be on Salters Bank, north of the fourteenth mile light, at the entrance to the River Ribble. She was lying in a dangerous position on a lee shore and at 6.15 P.M. the motor life-boat *Dunleary* put out. At 7 P.M. she found the smack pounding violently on the banks. The life-boat went alongside her and put two men on board; she herself touched bottom while she was doing it. She then took the smack in tow and, with the smack's crew baling, brought her to Lytham and beached her. She returned to her station at 7.55 P.M.-Rewards, £8 5s. 6d.

MAY 30TH. - WALTON AND FRINTON, ESSEX. At 7.43 P.M. the coastguard reported that an aeroplane had crashed approximately E.N.E. from Frinton battery, close inshore, and at 8.10 P.M. the motor life-boat *E.M.E.D.* was launched. A high westerly wind was blowing, with a slight sea. The life-boat found a German airman floating, supported by his Mae West. He was dead. She returned to her station and was then directed to another position 300 yards east of the Naze, where another aeroplane had been reported down. There she found nothing and was instructed to return ashore, as service vessels had arrived to take up the search. She reached her station again at 9.45 P.M. - Rewards, £14 3s. 6d.

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

MAY 1ST. - SENNEN COVE, CORNWALL. A Spitfire aeroplane had been reported down in the sea, but nothing was found. - Rewards, £6 14s.

MAY 1ST. - MOELFRE, ANGLESEY. An aeroplane had come down in the sea, but the life-boat found nothing. In her own crew of nine were five merchant captains, who were on leave. - Rewards, £5 14s. 6d.

MAY 5TH. - WELLS, NORFOLK. A motor rescue dinghy had been dropped from an aeroplane to airmen whose aeroplane had come down in the sea and who had got away in their rubber dinghy. The motor dinghy took the other dinghy in tow. This is believed to be the first occasion on which one of these motor dinghies was dropped from an aeroplane for actual rescue work. The motor dinghy broke down when still twelve miles from Wells, for which place it was making, but before the life-boat reached the dinghies they had, by chance, been seen by a motor launch which brought them in.-Rewards, £14 16s. 3d.

MAY 5TH. - ST. ABBS, BERWICKSHIRE. An aeroplane had been reported down in the sea but only a patch of oil was found. - Rewards, £6 8s.

MAY 5TH. - BALTIMORE, CO. CORK. A fishing boat had got into difficulties and was long overdue, but she managed to reach

shelter in a little bay, unaided. - Rewards, £14 17s.

MAY 7TH. - HOLYHEAD, ANGLESEY. A British aeroplane had come down in the sea, but her crew of three were rescued by motor launches and a seaplane. - Rewards, £2 10s.

MAY 7TH. - KILLYBEGS, CO. DONEGAL. A fishing yawl, with a crew of six, was overdue in a gale, but she made land without help. - Rewards, £8 15s.

MAY 8TH. - BARROW, LANCASHIRE. A Liberator aeroplane had been reported down in the sea, but nothing was found.-Rewards, £16 10s.

MAY 8TH. - PORTPATRICK, WIGTOWNSHIRE. A steamer had gone ashore, but she got off and was taken in tow by another vessel, which brought her to a sheltered position and there beached her. - Rewards, £12 3s.

MAY 8TH. - DONAGHADEE, CO. DOWN. At 6 A.M. a telephone message was received from the coastguard at Bangor asking for the life-boat to go to a vessel in distress off Portpatrick on the coast of Wigtownshire. A north-easterly gale was blowing, with a very rough sea and rain. The motor life-boat *Civil Service No. 5* was launched at 6.40 A.M., but was recalled by wireless just before she reached the Scottish coast, as the vessel in distress, which was the *S.S. Burrington Combe*, had been taken in tow by tugs. The life-boat arrived back at her station at 10.45 A.M. This was an arduous service and an increase in the usual money award on the standard scale was made to each member of the crew. - Standard rewards to crew and helpers, £7 ; additional rewards to crew, £4 ; total rewards, £11.

MAY 11TH. - BARROW, LANCASHIRE. An Anson aeroplane had been reported down in the sea, but nothing could be found.-Rewards, £6 2s.

MAY 13TH. - CROMER, NORFOLK. A destroyer had a badly injured man on board, and wanted to send him ashore, but he was taken off by a motor launch before the life-boat arrived. - Rewards, £16 4s. 6d.

MAY 17TH. - ALDEBURGH, SUFFOLK. Two pilots were reported to have baled out from an aeroplane, but nothing was found. Just after the life-boat had returned a further report came that a pilot was in a rubber dinghy, and she went out again, but again nothing was found. - Rewards, £11 15s. ; and £12 7s. 6d.

MAY 21ST. - THURSO, CAITHNESSSHIRE. A raft with men on board had been reported, but the "raft" was found to be a tree trunk with projecting branches, and the life-boat was recalled by wireless. - Rewards, £4 4s.

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

MAY 21ST. - WICK, CAITHNESS-SHIRE. The trawler *Gardar*, of Iceland, had been sunk in collision with the steamer *Miguel de Larrinaga*, but the latter picked up the majority of the *Gardar's* crew, and the life-boat found only wreckage. - Rewards, £8 15s.

MAY 22ND. - WICK, CAITHNESS-SHIRE. Two fishing boats, one towing the other, had got into difficulties, but both made Lybster harbour without help. - Rewards, £4 7s. 6d.

MAY 22ND. - CLACTON - ON - SEA, ESSEX. A British Spitfire aeroplane had come down in the sea, but the pilot was rescued by a fishing boat. - Rewards, £3 4s. 6d.

MAY 26TH. - LYTTHAM-ST. ANNE'S, LANCASHIRE. An aeroplane crashed into the sea, but no survivors were found. - Rewards, £6 7s. 6d.

MAY 31TH. - BARROW, LANCASHIRE. An aeroplane had been reported down in the sea, but it had crashed on land. - Rewards, £5 5s. 6d.

JUNE

Launches 29. Lives rescued 9.

JUNE 3RD. - NEW BRIGHTON, CHESHIRE. At 9.30 A.M. the coxswain was informed that the fishing boat *Speedwell*, of New Brighton, had broken from her moorings and gone aground between the Perch Rock lighthouse and Harrison Drive, and that three men had waded out at low water in an attempt to refloat her. The weather was squally with a strong N.W. wind, and a rough sea, and as the boat was on a lee shore with a rising tide the No. 1 motor life-boat *William and Kate Johnston* was launched at 10.5 A.M. She found that the men had refloated the boat, escorted her to moorings, and returned to her station, arriving at 10.55 A.M. - Rewards, £4 11s. 3d.

JUNE 9TH. - WICK, CAITHNESS-SHIRE. At 10.2 A.M. the coastguard reported a vessel ashore near Keiss Castle. The sea was smooth, with a light E.S.E. wind, but there was dense fog. The motor life-boat *City of Edinburgh* was launched at 10.30 A.M. and found the motor vessel *Edina* hard ashore. She was bound for the Orkneys, laden, with a crew of fourteen. She was in no immediate danger, and the captain said that he did not need help, but the life-boat stood by until the *Edina* refloated at about 1.30 P.M. She arrived back at her station at 2.30 P.M. - Rewards, £3 15s.

JUNE 9TH. - FILEY, YORKSHIRE. At 3.3 P.M. the coastguard reported that a British aeroplane had crashed into the sea off Reighton Gap, and at 3.20 P.M. the motor life-boat *The Cuttle* was launched. The weather was foggy, with a light easterly wind, and a slight sea. The life-boat found that the aeroplane had been smashed to small

pieces, and there was no sign of any survivors. She picked up pieces of the aeroplane, a wheel, the first-aid kit and other things, and returned to her station, arriving at 4.45 P.M. - Rewards, £9 6s. 6d.

JUNE 18TH. - MARYPORT, CUMBERLAND. At 11.3 P.M. the harbour master reported through the coastguard that a fishing vessel was in distress two and a half miles south-west of Maryport, and at 11.32 P.M. the motor life-boat *Joseph Braithwaite* was launched. A strong S.W. wind was blowing, with a high, confused sea and heavy rain squalls. The life-boat found the motor trawler *C. Risager*, a Danish vessel working from Whitehaven with a crew of four. Her engine had broken down. She had lost both anchors. Her crew were almost exhausted. Just before the life-boat arrived, a government examination steamer had taken the trawler in tow, and escorted by the life-boat the two vessels reached Workington at 1.40 A.M. The life-boat arrived back at her station at about 3 A.M. The resident naval officer at Workington sent his congratulations to the life-boat crew. - Rewards, £12 6s.

JUNE 19TH. - BLYTH, NORTHUMBERLAND. At 2.23 P.M. the coastguard reported a fishing boat showing signals of distress off Newbiggin. As the Newbiggin life-boat was off service, the Blyth motor life-boat *Joseph Adlam* was launched at 2.40 P.M. A light but increasing S.W. wind was blowing, with a choppy sea. Five miles N.E. of Blyth the life-boat found the motor fishing boat *Two Sisters*, with a crew of three. She was unable to make home against the increasing wind. The life-boat towed her to Newbiggin and returned to her station, arriving at 5 P.M. - Rewards, £5 1s.

JUNE 23RD. - TOBERMORY, HEBRIDES. On the afternoon of the 23rd June the local doctor asked for the life-boat to convey a woman with acute appendicitis to Oban. A light N.W. wind was blowing and the sea was calm, but no other suitable boat was available. The motor life-boat *Sir Arthur Rose* left her moorings at 4 P.M., took on board the patient and a nurse and reached Oban at 7.45, where an ambulance was waiting for them. An operation had to be performed at once, and had the life-boat not been able to take the woman to Oban, her life could not have been saved. The life-boat waited for the nurse to return from hospital and left Oban at 9.10, arriving back at her station just after midnight. - Rewards, £7 10s.

JUNE 24TH. - DOUGLAS, AND RAMSEY, ISLE OF MAN. At 7.50 in the evening a message came to Douglas that the motor boat *Margaret* was in distress in the direction of Laxey, and at 8 P.M. the motor life-boat *Manchester and Salford* was launched. A strong W.S.W. wind was blowing, with heavy seas. When the life-boat was half way to Laxey a wireless message was sent her to return at once as another vessel was in distress off Douglas, Head, and the Ramsey

life-boat would go out to the boat off Laxey. Meanwhile at 9 P.M. the coastguard had called up the Ramsey station and at 9.30 the motor life-boat *Lady Harrison* had put out. She arrived off Laxey at 10.30, but found that the *Margaret* had got into Laxey harbour without help. She returned to her station, arriving at 12.30 the following morning. The Douglas motor life-boat, putting back, had found the motor boat *Manx Heather*, of Douglas, with three men on board, who were out fishing for pleasure, one and a half miles S.S.W. of Douglas Head. She was out of control. The life-boat took her in tow and brought her into Douglas harbour at eleven that night. - Rewards : Douglas, £11 ; Ramsey, £18 10s.

JUNE 25TH. - CAISTER, NORFOLK. At twelve noon the coastguard telephoned that an airman was in the sea 500 yards S.E. of Waxham. He was one of the crew of an American Fortress aeroplane. All the crew had baled out but the others had come down on land. The coxswain and several members of the crew were away and an ex-coxswain, Charles Laycock, aged 73, took charge. He got together a scratch crew, which included three soldiers, and the motor life-boat *Jose' Neville* was launched at 12.20 P.M. A fresh N.W. wind was blowing, with a choppy sea. The aeroplane had already sunk and the pilot had got ashore without help. The life-boat was able to see the aeroplane under water, and reported her position to a naval rescue launch. She picked up some things from the aeroplane which were floating about, and handed them over to the police when she arrived back at her station at 3.40 P.M. - Rewards, £8 8s.

JUNE 26TH. - CAISTER, NORFOLK. At 8.30 in the evening the honorary secretary of the life-boat station was on duty at the local observation post where it was known that the pilot of a Thunderbolt aeroplane to the north of Caister, coming in from the sea, intended to bale out. Had he known where he would do it, the honorary secretary would have called up the life-boat and sent her out ready to pick him up. He had to wait, however, until he saw the pilot turn his machine upside down, preparatory to baling out, and at once rang up the Caister coastguard asking him to pass the information to the life-boat coxswain. It was then 8.45, and a quarter of an hour later the motor life-boat *Jose' Neville* was launched. A fresh N.E. wind was blowing, and the sea was choppy. The life-boat found that the aeroplane had come down about four miles N. by E. of the life-boat station and that the airman had just been rescued by a small boat which had put out from the shore. The Winterton coastguard then signalled to her asking her to go to the help of a Walrus amphibious aeroplane. It had gone out to the rescue, had landed on the sea, had got into rough water, and had been washed ashore. The life-boat went at once to her help, and, at the second attempt, fired a line across her from her line-throwing gun. She refloated the Walrus and at ten o'clock started to tow

her to Yarmouth. An hour later a rescue launch arrived and took over the tow, but the life-boat escorted them until the Walrus was safely in Yarmouth roads. She then returned to her station, arriving at 1.30 next morning.

- Rewards, £17 11s. 6d.

(See Scratchby, "Services by Shore-boats," page 62.)

JUNE 27TH. - SKEGNESS, LINCOLN-SHIRE. At 12.7 P.M. the coastguard telephoned that an aeroplane had crashed into the sea off Chapel, and the motor life-boat *Anne Allen* was launched at 12.37 P.M. A light N.E. wind was blowing, with a ground swell. Five and three-quarter miles N.E. of Skegness pier the life-boat found the crew of a Boston aeroplane. Two were in a dinghy. One had a broken spine and the other injuries to his legs. A third was in the water, attached to the dinghy by a line. He was dead. With difficulty the life-boat took all three on board and took them to Skegness where they were sent to the R.A.F. hospital. Two of the airmen were French and one Tahitan. The life-boat also brought back some gear, including two dinghies, and handed it over to the R.A.F. She returned to her station at 2 P.M. - Rewards, £6 7s.

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

JUNE 2ND. - FISHGUARD, PEMBROKE-SHIRE. A vessel had been reported in distress, but she was picked up by an Admiralty tug. - Rewards, £9 18s.

JUNE 8TH. - THURSO, CAITHNESS-SHIRE. A Walrus seaplane had crashed into the sea, but a patrol vessel rescued her crew. - Rewards, £5 2s.

JUNE 10TH. - PENLEE, CORNWALL. A fishing boat was overdue ; but was found being towed in by a Belgian fishing boat. - Rewards, £5 6s. 6d.

JUNE 12TH. - SHERINGHAM, NORFOLK. An aeroplane had crashed into the sea in flames, but the survivors were picked up by another vessel. - Rewards, £27 16s. 3d.

JUNE 14TH. - BARRA ISLAND, HEBRIDES. A light, thought to be a distress signal, had been seen, but nothing could be found. - Rewards, £7 4s. 9d.

JUNE 14TH. - WHITEHILLS, BANFF-SHIRE. An aeroplane had crashed into the sea, but nothing could be found. - Rewards, £8 10s. 2d.

JUNE 16TH. - SKEGNESS, LINCOLN-SHIRE. A Spitfire aeroplane had crashed into the sea, but nothing was found. - Rewards, £8 2s.

JUNE 19TH. - WELLS, NORFOLK. A British Miles Martinet aeroplane had been reported down in the sea, but only an oil patch was found. - Rewards, £15 10s. 3d.

JUNE 19TH. - DUN LAOGHAIRE, CO. DUBLIN. Two small yachts had got into difficulties, but one was able to go on without help and the other was taken in tow by another yacht. - Rewards, £5 1s.

JUNE 23RD. - CLACTON - ON - SEA, AND WALTON AND FRINTON, ESSEX. A Flying Fortress aeroplane had been reported down in the sea, but nothing was found. - Rewards : Clacton, £11 6s. 6d. ; Walton and Frinton, £14 3s. 6d.

JUNE 24RD. - ILFRACOMBE, AND LYNMOUTH, DEVON. An aeroplane had been reported down in the sea, but nothing was found. - Rewards : Ilfracombe, £18 5s. ; Lynmouth, £32 19s.

JUNE 26TH. - MOELFRE, ANGLESEY. An R.A.F. aeroplane had been reported down in the sea, but nothing was found. - Rewards, £8 13s. 6d.

JUNE 27TH. - WELLS, NORFOLK. A rubber dinghy had been reported drifting, but only a target, thought to have been mistaken for the dinghy, was found. - Rewards, £12 9s. 3d.

JUNE 29TH. - DOUGLAS, ISLE OF MAN. A small rowing boat had been reported missing, but could not be found. It was found abandoned in a cave on the following day. - Rewards, £13 16s. 9d.

JUNE 30TH. - BARMOUTH, MERIONETHSHIRE. A Whitley bombing aeroplane had been reported down in the sea, but nothing was found. - Rewards, £19 1s. 6d.

JULY

Launches 27. Lives rescued 15.

JULY 9TH. - WALTON AND FRINTON, AND CLACTON - ON - SEA, ESSEX. While bound from Rochester to Maldon with a load of brick rubble the barge *Maria*, of Rochester, lost her sprit and was in difficulties about one and a half miles S.W. of the Swin Spit bell buoy. A light S.W. wind was blowing, with a rough sea. The Clacton-on-Sea motor life-boat was launched at 7.39 P.M., but her engine broke down, and at 9.40 P.M. the Walton and Frinton motor life-boat *E.M.E.D.* was launched to help her, but when it was learned at Walton that she was making for her station under sail, a wireless message was sent to the *E.M.E.D.* to go to the barge instead. She reached her at 11.10 P.M. and stood by her through the night. The barge had two men on board. At about 5 o'clock next morning the life-boat took the barge to Brightlingsea creek, and returned to her station, arriving at 12.42 P.M. - Rewards : Walton and Frinton, Property salvage case ; Clacton-on-Sea, £11 2s.

JULY 10TH. - KILMORE, CO. WEXFORD. At midnight on the 9th July one of the life-boatmen reported to the coxswain that the small boat *Fine Gael* had not

returned. She had been taken out at about seven in the evening by three boys, none of whom knew much about sailing. The weather was now getting bad, with a rising westerly wind and rain. The motor life-boat *Ann Isabella Pyemont* was launched at 12.30 A.M. and searched around the Saltee Islands, but found nothing. As the tide was running east she went in that direction and at 2.40 in the morning picked up the small boat by her searchlight. The boat was then about four miles to the east of the Little Saltee Island and five miles off shore. She took the boat in tow and arrived back at her station again at 3.40 A.M. - Rewards, £24 15s.

JULY 14TH. - NEWQUAY, CORNWALL. At 11.20 A.M. the coastguard reported that two bathers, men of the R.A.F., were drowning off Perranporth. A strong S.W. wind was blowing with a moderately heavy sea. The motor life-boat *Richard Silver Oliver* was away in fifteen minutes, but was not in time to save the men. She found and brought in an R.A.F. dinghy, which it was assumed had been dropped by an aeroplane to the help of the men. She arrived back at her station at 1.50 P.M. - Rewards, £12 5s. 6d.

JULY 26TH. - CROMER, NORFOLK. At about 2.42 in the morning the coastguard reported that an aeroplane had crashed into the sea about a mile north of Cromer, and the No. 1 motor life-boat *H. F. Bailey* was launched at 3 A.M.. A moderate southerly breeze was blowing, and the night was very dark, but the sea was smooth. Almost immediately after launching, the life-boat heard cries and then found a man in the water. She turned on her searchlight and found three more men about a hundred yards further east. While she was getting these men aboard she heard another man shouting, and rescued him too. The five men were the crew of a Wellington bombing aeroplane. The life-boat was back at her station and had landed the men twenty-two minutes after setting out. - Rewards, £16 2s.

JULY 31TH. - BLYTH, NORTHUMBERLAND. At 3.50 in the afternoon the coastguard telephoned that he could see three people on the wreck of the minesweeper *Unicity* on the beach in Blyth Bay. The minesweeper had capsized just eighteen months earlier, on January 31st, 1942, just outside the Blyth piers, and two of her men had been rescued from the sea by the Blyth life-boat. The minesweeper had been salvaged and put on the beach at Blyth. A slight S.S.E. wind was blowing with an increasing swell, and the wreck would soon be covered by the rising tide. The motor life-boat *Joseph Adam* was launched at four o'clock, and, as time pressed, the coxswain did not wait for the whole of the crew of eight men, but went out with four. She reached the wreck at 4.15. It was covered with barnacles which made it necessary to take great care in getting alongside. The life-boat found on the wreck a girl and two men. The girl had got into difficulty while bathing near the wreck, but had managed to get on to it.

The two men, sub-lieutenants in the navy, had then swum out to it to help her, but they found that they could not get back. They had all three been badly cut and bruised on the barnacles, and were bleeding freely, and the life-boat took them to the naval base so that they could get medical attention as soon as possible. She then returned to her station, arriving there at 4.45 P.M.- Rewards, £3 16s.

JULY 31ST. - GREAT YARMOUTH AND GORLESTON, NORFOLK. At about 7.30 in the evening the coastguard telephoned that a small fishing boat appeared to be in difficulties, but that she had set a small sail and was approaching Britannia pier. A light S.E. wind was blowing, with a moderate sea. Half an hour later the coastguard reported that the boat was now at the back of the pier and in need of help, and the motor life-boat *Louise Stephens* was launched at 8.3 P.M. She found the motor boat *Gadj*, of Great Yarmouth. She had anchored close to the beach. She had two men on board. The life-boat towed her in and arrived back at her station at 9.15 P.M. - Rewards, £7 8s.

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

JULY 6TH. - THE HUMBER, YORKSHIRE. A Beaufort fighter aeroplane had come down in the sea, but her crew of two were rescued by a fishing coble which was close by when she crashed. - Partly paid permanent crew. - Rewards, £1 17s. 6d.

JULY 8TH. - PWLLHELI, CAERNARVONSHIRE. A British Anson aeroplane had come down in the sea, but her crew were rescued by a Walrus amphibious aeroplane. - Rewards, £3 2s. 6d.

JULY 12TH. - PORTRUSH, CO. ANTRIM. A small rowing boat of Ballycastle was missing, but no trace of her could be found. - Rewards, £8 8s.

JULY 14TH. - NEWQUAY, CORNWALL. A naval motor boat had been reported missing, but the life-boat was recalled when it was learned that the motor boat had reached Bude. - Rewards, £24 6s.

JULY 15TH. - CROMER, NORFOLK. An airman had baled out from a British fighter aeroplane, but he was picked up by a boat lowered from a steamer. - Rewards, £13 14s. 6d.

JULY 10TH. - ILFRACOMBE, DEVON. A R.A.F. Whitley bombing aeroplane had crashed, but her crew and their dinghy were picked up by an R.A.F. boat. - Rewards, £17.

JULY 19TH. - FISHGUARD, PEMBROKESHIRE. A rubber dinghy with the survivors of an aeroplane's crew had been reported twenty-nine miles N.N.W. of Fishguard, but the life-boat was recalled by the coastguard before she reached the position given. - Rewards, £9 6s.

JULY 24TH. - MARGATE, KENT. An aeroplane was reported to have crashed in the sea, but the life-boat found nothing, and was signalled by an R.A.F. launch to return to her station. - Rewards, £11 5s.

JULY 25TH. - DONAGHADEE, CO. DOWN. A vessel had gone ashore on New Island, but she got off without help. - Rewards, £5 17s. 6d.

JULY 26TH. - ROSSLARE HARBOUR, CO. WEXFORD. A small yacht had gone ashore on the Dogger Bank, but got off without help. - Partly paid permanent crew. - Rewards, £2 14s. 6d.

JULY 26TH. - SHERINGHAM, NORFOLK. An American Fortress aeroplane had crashed, but her crew of ten were rescued by a motor fishing boat. - Rewards, £15 12s.

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

JULY 26TH. - LOWESTOFT, AND ALDEBURGH, SUFFOLK. A British bombing aeroplane had come down in flames off Southwold, but her crew were lost. - Rewards : Lowestoft, £11 15s. ; Aldeburgh, £49 2s.

JULY 26TH. - CROMER, NORFOLK. An American Flying Fortress aeroplane had crashed near Overstrand, but the crew were rescued by local boats. Another American Flying Fortress had crashed near Sheringham, but her crew were rescued by a fishing boat. - Rewards, £8 3s. 6d.

(See Overstrand and Sheringham, "Services by Shore-boats," pages 62 and 63.)

JULY 27TH. - CROMER, NORFOLK. The crew of an aeroplane were adrift in their dinghy, but they were picked up by a trawler. - Rewards, £14 19s. 6d.

JULY 28TH. - CAISTER, NORFOLK. An American Flying Fortress aeroplane had been reported down on the beach at Hemsby, but nothing could be found. - Rewards, £8 8s.

JULY 28TH. - GALWAY BAY. A flying boat was overdue, but was later sighted in Clew Bay. The life-boat went as far as Cleggan, but returned on learning that the flying boat had been located. - Rewards, £15.

JULY 29TH. - CROMER, NORFOLK. Two American Flying Fortress aeroplanes had collided and crashed, but nothing was found. - Rewards, £8 3s. 6d.

JULY 30TH. - SHERINGHAM, NORFOLK. An aeroplane had been reported down in the sea, but nothing could be found except a patch of oil. - Rewards, £17 14s.

JULY 31ST. - DUNBAR, EAST LoTHIAN. After an aeroplane had come down two air-men were reported in the sea, but no trace of them was found. - Rewards, £11 6s.

AUGUST

Launches 41. Lives rescued 92.

AUGUST 1ST. - THE HUMBER, YORKSHIRE. At about 1.8 A.M. the Royal Naval shore signal station reported that a large steamer had run aground near the Chequer Shoal Buoy. The night was dark, but lit by lightning flashes, and there was a moderate southerly wind with a ground sea. At 1.40 A.M. the motor life-boat *City of Bradford II* was launched and found the S.S. *Lee S. Overman*, of Wilmington, North Carolina, U.S.A. which, while bound for Hull, had struck the sunken wreck of the *Gothic*. A government examination vessel got a rope aboard, and the steamer was pulled off the wreck on the flood tide. The life-boat escorted her to a safe anchorage, and then, as she was able to go on her way, returned to her station at 5.20 A.M. - Paid permanent crew.

AUGUST 5TH. - BERWICK - ON - TWEED, NORTHUMBERLAND. At 11.10 A.M. information was received from the resident naval officer at Berwick that an aeroplane was down in the sea off Berwick high lighthouse. She was an American Flying Fortress on passage from America. A strong E.S.E. wind was blowing, with a confused cross sea, and visibility was poor. A second message from the R.N.O. cancelled the call for the life-boat, but seeing the position of the aeroplane from the shore the honorary secretary decided to send out the motor life-boat *J. and W.* to help in the search for survivors, and she left at 11.50 A.M. She picked up a box, two flying jackets and some papers, but there was no sign of any of the crew, and the life-boat returned at 1.30 P.M. - Rewards, £4 4s.

AUGUST 6TH. - DONAGHADEE, CO. DOWN. At 1.15 in the morning the Bangor coastguard telephoned that they had learned from the Ballyholme Hotel that a yacht was in distress in Ballyholme Bay. She was the *Kingfisher* of Bangor, with two people on board. The night was dark with heavy rain, and a moderate N.E. wind was blowing with a very heavy sea. The motor life-boat *Civil Service No. 5* put out at 1.35, reached the *Kingfisher* at 2.35 A.M., rescued the two people on board, and arrived back at her station at 4 A.M. - Rewards, £9 7s. 6d.

AUGUST 9TH. - NEWQUAY, CORNWALL. At 12.29 in the afternoon a message was received from the coastguard that a Hawker Hendley target-towing aeroplane had crashed into the sea. A light northerly wind was blowing, with a moderately heavy sea. The motor life-boat *Richard Silver Oliver* was launched at 12.53 P.M. and off Carters Rock, about half a mile north of Penhale Point, she found a large patch of oil and wreckage. She picked up some of the wreckage and returned to her station, arriving at 3.5 P.M. Two motor boats also put out. - Rewards, £12 5s. 6d.

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

AUGUST 11TH. - EASTBOURNE, SUSSEX. At 5.24 in the morning the coastguard telephoned that an aeroplane had come down in Pevensey Bay and asked that the life-boat crew should stand by. A light westerly wind was blowing, with a moderate sea. Twenty minutes after the first message the life-boat was asked to go to the aeroplane, which was a quarter of a mile off Pevensey Sluice. The motor life-boat *Jane Holland* was launched at 6.5 A.M. She picked up a rubber dinghy and some of the crew of the aeroplane were rescued by an R.A.F. launch. The life-boat returned to her station at 8.10 A.M. - Rewards, £8 14s.

AUGUST 11TH. - SELSEY, SUSSEX. At 5.45 in the morning the coastguard telephoned that an aeroplane was down half a mile from the coastguard station, and that the crew had baled out. She was a Halifax. Twenty-five minutes later, authority to launch the life-boat to search for men was received, and the motor life-boat *Canadian Pacific* was launched at 6.18 A.M. A moderate westerly wind was blowing, with a choppy sea. Other boats and aeroplanes took part in the search, and five of the crew were picked up by a rescue launch. The life-boat picked up two parachutes and returned to her station at 11.50 A.M. - Rewards, £5 11s.

AUGUST 11TH. - FILEY, YORKSHIRE. At 9 in the morning the coxswain was told that two boats were out fishing. A strong N.W. wind was then blowing, with a rough sea, and after consultation with the coastguard, it was decided to send out the motor life-boat *The Cattle*. She was launched at 9.45 A.M. and escorted into harbour the two boats *Matthew and Edward* and *Jean and Barbara*, returning to her station at 11.45 A.M. - Rewards, £9 6s. 6d.

AUGUST 11TH. - FLAMBOROUGH, YORKSHIRE. At about 9.30 in the morning a message was sent to the coxswain that the weather was very bad and that several fishing cobsles were out. He went to the station and found that most of the fishing boats had cut their gear and had already come ashore, but that two were still out. A N.N.E. gale was blowing, with a very heavy sea. He decided to launch, and at 9.45 the motor life-boat *Elizabeth and Albina Whitley* was put out. She met the coble *Quest* coming in and escorted her. She went out again and found the other coble, *Dennis*, south of Flamborough Head and three miles from the life-boat station. Owing to the heavy sea, the coxswain advised the coble to run for Bridlington, and this she did. The life-boat then returned to her station, arriving at 11.20 A.M. - Rewards, £10 12s. 6d.

AUGUST 12TH. - ROSSLARE HARBOUR, CO. WEXFORD. At 6.5 in the evening the coast life-saving service man at Curraclloe telephoned that a fishing boat was flying a signal south of Blackwater Head. A fresh south-westerly wind was blowing, with a rough sea. The motor life-boat *Mabel Marion Thompson* was launched at 6.35 P.M.

and found the smack *Mary Kate*, of Wexford. She had a crew of four on board and had anchored after breaking her mainmast. The life-boat towed her into Rosslare harbour, arriving at 9.30 P.M. - Partly paid permanent crew. - Rewards, £4 7s. 6d.

AUGUST 13TH. - PLYMOUTH, DEVON. At 12.5 in the morning the King's harbour master reported that men and a boat were marooned on the Rennie Rocks between the breakwater and the Mew Stone. They had been trying to save a small motor boat which had gone ashore. A S.W. wind was blowing, with a heavy swell. At 12.20 A.M. the motor life-boat *Ministre Anseele*, a Belgian life-boat in the Institution's reserve fleet, on temporary duty, was launched, taking with her a boarding boat. She found three men from War Department vessels *Brigadier* and *Grey Lady*, rescued them, and put them aboard their vessels at Barbican. She returned to her station at 3 A.M. A letter of thanks was received from the Commander-in-chief at Devonport. - Rewards, £8 15s.

AUGUST 21ST. - ST. DAVID'S, AND ANGLE, PEMBROKESHIRE. Late on the night of the 20th August, the coastguard reported a vessel ashore inside the south-east rocks of the Smalls off the coast of Pembrokeshire. She was the tanker *Athelduchess*, of Liverpool, with a crew of over sixty, which had been in convoy. A fresh wind was blowing and the sea was rough. The news reached the St. David's life-boat station at 12.20 in the morning and the Angle station at 12.45. The St. David's motor life-boat, *Civil Service No. 6*, and the Angle motor life-boat, *Elizabeth Elson*, were launched. At 1.30 in the morning the St. David's life-boat received a wireless message that the crew were abandoning the ship and that her boats were drifting in a north-easterly direction. She set her course accordingly, and at three o'clock she found a drifting boat and rescued four men from it. She then made for the ship, which she reached at 3.30, and found her stranded upright on the rocks near the lighthouse. Ladders were in position on her sides, but were not being used, and it was evident that the captain had decided that it was not necessary for more members of the crew to leave. Two tugs were standing by and the life-boat was told that another boat had left the ship. As a wireless message was received saying that the Angle life-boat was on her way to the Smalls the St. David's boat went in search of the second of the ship's boats. She found it at 4.30 with five men on board and rescued them. She stood by until daylight and then returned to her station where she arrived at 9.30. The rescued men were given clothes and food and a transport came from the naval base at Milford Haven to fetch them.

Meanwhile the Angle life-boat had reached the wreck at 4.15 in the morning. She had had 22 miles to travel in a rough sea. The tugs were waiting for high water in order to attempt to get the ship off the rocks, and the life-boat passed hawsers between the tugs

and the ship, and then stood by her. At high water the tugs attempted to move the ship, but failed. Her captain then decided to abandon ship, and the life-boat took off the 56 men still on board. She transferred some of them later to a salvage vessel, landed the remainder at Milford Haven and arrived back at her station at seven in the evening. She had then been out on service for 17 hours.

It had been a long and arduous service for the Angle crew. A reward of £1 was made to each man in addition to the ordinary reward on the standard scale of £1 17s. 6d. ; a reward of 10s. was made to the launchers in addition to the ordinary reward on the standard scale of 13s. 6d. Additional rewards to the Angle crew and launchers, £15 10s. ; standard rewards, £21 1s. 6d. ; total rewards to the Angle crew and launchers, £36 11s. 6d. Rewards to the St. David's crew and launchers, £10 4s. Total rewards for the service, £46 15s. 6d.

AUGUST 22ND. - HOWTH, CO. DUBLIN. At 5 P.M. the coastwatchers reported a yacht dismasted off the Bailey lighthouse. A strong squally W.S.W. breeze was blowing, with a choppy sea. A strong tide was running. The motor life-boat *R.P.L.* was launched, with the honorary secretary, Mr. B. J. Newcombe, on board, but when she reached the yacht in Dublin Bay her help was declined. On her way home the life-boat came up with the yacht *Vega*, of Ringsend, about a mile N.E. of the Nose of Howth. Her bowsprit had gone, and her sails were torn. There were three men on board, and at their request the life-boat towed the *Vega* into Howth harbour. She returned to her station at 6.50 P.M. - Rewards, £5 4s. 6d.

AUGUST 24TH. - SHERINGHAM, NORFOLK. At about 7.30 P.M. the fishing smack *Our Need*, of Lowestoft, owned by a salvage firm and bound light from Lowestoft to Oban, with a crew of four, ran aground on the rocks about half a mile N.E. of the life-boat station. The weather was fine with a light S.E. wind and a slight swell. A fishing boat went to the stranded smack and signalled that the life-boat was wanted. At 7.45 P.M. the motor life-boat *Foresters Centenary* was launched. At the request of the skipper she ran out an anchor and stood by. The tide was then about one hour before low water. From 10 P.M. onwards efforts were made to pull the vessel off the rocks. Fishermen and life-boatmen went on board, and in the end she got off. She then anchored for the night and the life-boat returned to her station, arriving at 11.40 P.M. - Property salvage case.

AUGUST 25TH. - ST. IVES, CORNWALL. At 10.35 P.M. a message was received from the resident naval officer, Penzance, through the coastguard, that an Anson aeroplane was down three miles N.W. of Portreath. A light S.W. wind was blowing, with a moderate sea. The motor life-boat *Caroline Oates Aver* and *William Maine* was launched at 11.20 P.M. Aeroplanes were also searching. The life-boat saw a flare and about 1.30 A.M. found

and rescued the whole crew, five in number, from a rubber dinghy. One man was injured. Life-boatmen gave him first-aid, and gave him and the other airmen rum, biscuits and chocolate. They were all wet, cold and exhausted. On her way back to St. Ives, the life-boat signalled for a doctor and ambulance to be waiting. The life-boat got back to her station at 3.30 A.M. - Rewards, £13 14s.

AUGUST 28TH. - HOWTH, CO. DUBLIN. At about 4 in the afternoon, the sailing yachts *Mimosa* and *Oona* collided in a heavy westerly squall. They were both dismasted and in danger of being driven ashore on the rocks of The Steer off Ireland's Eye. Each had three men on board. The motor life-boat *R.P.L.* was launched, in a choppy sea, at 4.10 P.M. She took the two yachts in tow and reached Howth again at 4.50 P.M. The owner of the *Mimosa* made a donation to the station. - Rewards, £4 12s.

AUGUST 29TH. - ROSSLARE HARBOUR, CO. WEXFORD. At 3.50 in the afternoon the military look-out post on Greenore Point reported a sailing boat in distress off the point. A strong westerly wind was blowing with a rough sea, and the coxswain could see that the boat was drifting to leeward and would soon be in great danger. The motor life-boat, *Mabel Marion Thompson*, was launched at 4.5 P.M., the honorary secretary, Mr. W. J. B. Moncas, going with her. Twenty minutes later she reached the boat. There were two young men on board and she was full of camping equipment. She had a sail up, but the two boys on board were rowing in an attempt to make headway against wind, sea and tide, and were exhausted. The life-boat took them on board and with their boat in tow, returned to Rosslare harbour, arriving at 5.5 P.M. A letter of thanks and £5 were received from the father of one of the boys. - Partly paid permanent crew. - Rewards, £1 3s. 6d.

AUGUST 29TH. - SHOREHAM HARBOUR, SUSSEX. At 10.45 P.M. the resident naval officer asked that the life-boat crew should stand by, and at 11.20 P.M. the motor life-boat *Rosa Woodd* and *Phyllis Lunn* was launched to take out an officer, who was responsible for the safety of landing craft. She also had a naval signaller on board. A fresh S.W. wind was blowing with a rather rough sea, and the landing craft were unable to enter harbour and had anchored outside. Throughout the night the life-boat stood by, or manoeuvred among the landing craft, as she was needed. Next morning the weather had moderated and the life-boat returned to harbour at 8.15. The landing craft went into harbour a little later. - Rewards, £15 3s.

AUGUST 30TH. - SOUTHEND - ON - SEA, ESSEX. At 9.10 in the morning the naval control reported that an invasion barge was lying near the Blacktail Spit Buoy with her engine broken down and nothing to secure her. A fresh S.W. wind was blowing with a

rough sea. The motor life-boat *J. B. Proudfoot* was launched at 9.20 A.M. and found invasion barge *L.C.V.P. 1058* half a mile N.E. of the buoy. With some difficulty she took her in tow, and towed her for seven miles until they were inside the defence boom. The life-boat then signalled a drifter, which towed them both to Southend, arriving at 1 P.M. - Property salvage case.

AUGUST 31ST. - PORTHDINLLAEN, CAERNARVONSHIRE. At 12.5 P.M. the coastguard reported that a small rowing boat was making signals of distress two miles N. by E. from Porthdinllaen Point. A light but increasing S.S.W. wind was blowing, with a slight sea, and the tide was ebbing. The motor life-boat *M.O.Y.E.* was launched at 12.16 P.M. and found two ladies in the boat. She took them on board, and with the small boat in tow, arrived back at Porthdinllnen at 12.50 P.M. - Rewards, £4 5s.

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

AUGUST 3RD. - LYTHAM - ST. ANNES, LANCASHIRE. It was reported that a man had baled out from an aeroplane, but nothing was found, and it was thought that it must have been a target shot down which was mistaken for a man. - Rewards, £4 19s. 6d.

AUGUST 9TH. - WHITEHILLS, BANFFSHIRE. Two small tugs had broken away from a larger tug which had been towing them, and were driving ashore, but by the time the life-boat arrived they were ashore and the only man aboard had been taken off. - Rewards, £5 10s.

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

AUGUST 11TH. - FISHGUARD, PEMBROKESHIRE. Two women and a child were marooned on rocks between Tresaith and Penbryn Sands by the tide, but they decided to remain until the tide went out, and the life-boat was recalled. - Rewards, £7 1s.

AUGUST 13TH. - SKEGNESS, LINCOLNSHIRE. A Boston aeroplane had come down at sea, but her crew were rescued by a minesweeper. - Rewards, £6 15s.

AUGUST 14TH. - FLAMBOROUGH, YORKSHIRE. Some people had been marooned in the cliffs, but when the life-boat was launched her propeller was fouled by rubbish, and when she was ready to go she was not needed. - Rewards, £8 11s.

AUGUST 15TH. - BLYTH, NORTHUMBERLAND. A small motor boat was in difficulties, but reached land without help. - Rewards, £11 7s.

AUGUST 16TH. - SELSEY, SUSSEX. An aeroplane, believed to be German, had crashed during an air-raid on Portsmouth, but only oil was found. - Rewards, £13 12s.

AUGUST 20TH. - PENLEE, CORNWALL. A Dutch motor vessel was in difficulties with her engine, but she was able to go on her way without help. - Rewards, £9 0s. 6d.

AUGUST 20TH. - MARYPORT, CUMBERLAND. A bombing aeroplane had crashed into the sea, but only wreckage and a rubber dinghy were seen. - Rewards, £10 0s. 6d.

AUGUST 22ND. - MOELFRE, ANGLESEY. A British Wellington aeroplane had come down in the sea, but her crew were rescued by an R.A.F. launch. - Rewards, £11 9s.

AUGUST 22ND. - ST. DAVID'S, PEMBROKESHIRE. A Wellington aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £8 1s.

AUGUST 23RD. - BALLYCOTTON, CO. CORK. Rockets, probably from warships, had been reported, but no vessel in need of help could be found. - Rewards, £9 11s.

AUGUST 24TH. - BARRA ISLAND, HEBRIDES. A small motor launch had been caught in a storm, but was able to make safety without help. - Rewards, £5.

AUGUST 27TH. - FRASERBURGH, ABERDEENSHIRE. An aeroplane had been reported down, but it was a ship's balloon and this was picked up by a motor boat. - Rewards, £3 15s.

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

AUGUST 27TH. - THE HUMBER, YORKSHIRE. A Beaufighter aeroplane had crashed into the sea, but the life-boat found only small pieces of wreckage. - Paid permanent crew. - Rewards, 13s. 6d.

AUGUST 29TH. - PWLLHELI, CAERNARVONSHIRE. A small rowing boat which had gone out the previous evening had not returned, but she put in to Abersoch while the life-boat was searching. - Rewards : £5 14s.

AUGUST 29TH. - ABERYSTWYTH, CARDIGANSHIRE, AND PORTHDLINLLAEN, CAERNARVONSHIRE. A landing craft had been reported in difficulties with her engine broken down, but she anchored, and the life-boats were not needed. - Rewards : Aberystwyth, £16 2s. ; Porthdlinllaen, £8 15s.

AUGUST 31ST. - BALTIMORE, CO. CORK. An explosion had been heard and a flare seen, but nothing could be found. - Rewards, £11 16s.

AUGUST 31ST. - LLANDUDNO, CAERNARVONSHIRE. An aeroplane had been reported in the sea, but nothing could be found. - Rewards, £21 8s.

AUGUST 31ST. - EASTBOURNE, SUSSEX. Bombing aeroplanes had collided

in mid-air, but nothing was found by the life-boat. A rescue boat rescued one airman and picked up some bodies. - Rewards, £14 1s. 3d.

SEPTEMBER

Launches 29. Lives rescued 42.

SILVER MEDAL SERVICE AT BARRA ISLAND

SEPTEMBER 5TH. - BARRA ISLAND, AND STORNOWAY, HEBRIDES. At 7 o'clock in the morning a message came from the coast-guard that a vessel was ashore on Idrigill Point on the Isle of Skye, 40 miles away. The local telephone service was out of order, and there was some delay in getting away the reserve motor life-boat *Duke of Connaught*, which was on temporary duty at Barra Island. She left at nine o'clock. A gale was blowing from the south-south-east and a heavy sea was running. There was continual heavy rain and the visibility was nil. From time to time the life-boat took heavy seas on board. About 2.15 in the afternoon the weather cleared and the coxswain could see Idrigill Point and the vessel stranded close under the high cliffs. She was the S.S. *Urlana*, of London, of about 9,000 tons, and she had a crew of about forty. Another steamer, the *Thurland Castle*, which had been in the same convoy, was standing by. The gale was blowing as strong as ever, and the wind was now coming from the south.

Heavy seas were dashing over the *Urlana*, and heavy seas were breaking in the life-boat as she made straight for her. The coxswain could see some of the steamer's crew running along the deck. Then they disappeared, and it seemed that no one was left on board. As the life-boat got closer, the coxswain could see that the steamer's port side amidships was on a sharp point of the cliff, but that there was a small space under her port quarter where it would be possible for the life-boat to go alongside, although there was a fierce backwash of sea from the cliffs. He came round the steamer's stern and nearly collided with a motor boat full of men coming out from behind her. He had just time to

put the helm over and swing clear. As the life-boat came round she passed very close to the rocks.

The life-boat stood by until the ship's boat had got clear and had set a course for the *Thurland Castle*. Then she hailed her and was answered that the men on board the ship's boat were the last of the steamer's crew. The others had already been put on board the *Thurland Castle*. The ship's boat asked the life-boat to stand by her, but they had only gone a few yards together when the ship's boat's engine broke down, and the men shouted for the life-boat to take them in tow.

In the heavy seas running it was no easy task to pass a rope, and there was a great risk of the two boats crashing into one another, but the life-boat got the ship's boat in tow without mishap. Then, as soon as the tow started, the line snapped, and the ship's boat drifted broadside on to the seas. She was in imminent danger of being swamped or capsized, but the life-boat, running down the trough of the sea, threw a line as she passed her. As she did so the ship's boat disappeared completely under a heavy sea, and all on board the life-boat thought she had gone, but she came up again, the rope was made fast, and the life-boat towed her head on to wind and sea. This time the rope held, and the life-boat brought her safely to the *Thurland Castle*, about a mile away. The steamer was rolling heavily, which made it difficult to approach her, but the coxswain, watching his opportunity, went full speed alongside her, and a rope was thrown from the steamer to the ship's boat. At that moment the steamer rolled over so heavily, that the coxswain had to let go his tow rope, and this was done only just in time to get clear. The life-boat stood by until the 15 men from the ship's boat had been taken on board the steamer.

The coxswain decided to make for Carboist, some ten miles away, to refuel and shelter. It was now just after four in the afternoon. At this moment the oil pressure gave out ; the motor-mechanic had to throttle down his engine ; the life-

boat was struck by a heavy sea ; her engine stopped. She was very close to the rocks. She began to drift towards them. The crew quickly set the sails, but in the heavy seas the life-boat would not tack. By this time the rocks were very close, and as the life-boat would not come up to the wind the coxswain wore her round. It was plain that she would not clear the point, but the mechanic had now found that the engine had failed because the oil pump had been severed. Using the hand pump he was able to start the engine again just in time to get clear. The life-boat then made for Carboist, where she arrived at six that evening, nine hours after she had set out. The gale continued through the following day, the Monday, and the coxswain decided to remain at Carboist. By the next day, Tuesday, the weather was moderate, and the life-boat returned to Barra Island, arriving there at four in the afternoon.

It was a long and difficult service, skilfully carried out, and the Institution made the following awards :

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

To the coxswain and the seven members of his crew a reward of £3 each in addition to the ordinary reward on the standard scale of £4 14s., making a money reward to each man of £7 14s. ;

Standard rewards to crew and launchers, £39 1s. 8d. ; additional rewards to crew, £24 ; total rewards, £63 1s. 8d.

The owners, The British India Steam Navigation Co. Ltd., made a gift of £100 to the Institution.

The Stornoway motor life-boat *William and Harriot* left at 6.45 in the morning. She had some 70 miles to travel and when she arrived at 5.15 in the afternoon, she found the steamer abandoned. She put into Loch Harport for the night, and reached Stornoway again at 7.50 on the evening of 6th September.- Rewards, £16 19s.

SEPTEMBER 6TH. - HASTINGS AND EAST-BOURNE, SUSSEX. At 12.40 in the afternoon information was received from the coastguard and the police that an

aeroplane was down in the sea. A fresh W.S.W. wind was blowing, with a moderate sea. The aeroplane was an American Fortress and she was reported to be a quarter of a mile off shore at Bexhill with her crew in their dinghies. With the second coxswain in charge, in the absence of the coxswain, and with the honorary secretary, Commander W. Highfield, O.B.E., R.N., on board, the motor life-boat *Cyril and Lilian Bishop* was launched at 1.17. She found and picked up some photographic apparatus attached to a parachute, and saw a rubber dinghy washed up on the beach. Nothing else could be seen so the life-boat returned, reaching her station again at 2.53. The Eastbourne motor life-boat *Jane Holland* was also launched, but found nothing. All the crew of the aeroplane had already been rescued, some by a boat and some from the shore. - Rewards : Hastings, £16 6s. 9d. ; Eastbourne, £7 9s.

(See Bexhill and Pevensey, " Services by Shore-boats," page 66.)

SEPTEMBER 6TH. - HOYLAK, CHESHIRE. At 3.28 in the afternoon the coastguard reported a small fishing boat, at anchor, in a dangerous position in Hilbre Swath with seas breaking over her. A strong W.S.W. wind was blowing, with a rough sea. The motor life-boat *Oldham* was away at 4.19 P.M. having been launched with aid of the tractor in the record time of eleven minutes. She found the West Kirby fishing boat *Commander*, half a mile north of Hilbre, hoisting sail to go into Hilbre Pool. The life-boat escorted the boat until a safe anchorage was reached and then returned to her station, arriving at 6 P.M. - Rewards, £8 5s. 6d.

SEPTEMBER 7TH. - DOUGLAS, ISLE OF MAN. At 11 A.M. the naval authorities reported that a naval cutter, being used for training purposes off Douglas, was being driven on to the rocks at Onchan Head. A strong W.S.W. breeze was blowing, with a very rough sea. The motor life-boat *Manchester and Salford* was launched at 11.20 A.M., found the cutter, got a line aboard, and towed her and her crew of five into Douglas harbour. The life-boat then put out to look for a second cutter, and found that she was all right. Searching again, she found a third cutter, but it was in tow of an R.A.F. launch. The life-boat returned to her station, arriving at 2 P.M. - Rewards, £5 10s.

SEPTEMBER 8TH. - BOULMER, NORTH-UMBERLAND. At 9.43 in the morning a message came from the coastguard that a British Hurricane aeroplane had crashed into the sea two miles east of Embleton, some seven miles N.N.E. of the life-boat station. The honorary secretary, Mr. William S. Stanton, was then at Alnwick on business, six miles away. As soon as the message was passed on to him he returned to the station by car. There he found that all the fishermen were out at sea, including all the regular members of the life-boat's crew. The only one on shore was the motor-mechanic, and he got the life-boat ready. When the honorary secretary arrived he collected a

scratch crew, which included three men of the R.A.F., and took command himself, and the motor life-boat *Clarissa Langdon* was launched, the motor-mechanic driving the launching tractor. It was then five minutes past ten, only twenty-two minutes after the message had been received from the coastguard. About one and a half miles east of Dunstanburgh Castle the life-boat found patches of oil and picked up a rubber dinghy which had not been inflated. She learned later that the pilot had been saved by a fishing boat. She returned to her station, arriving at 1.10 in the afternoon. - Rewards, £6.

(See Newton-by-the-Sea, " Services by Shore-boats," page 65.)

SEPTEMBER 15TH. - PORT ST. MARY, ISLE OF MAN. At 7.30 in the afternoon the Castletown coastguard telephoned that a vessel was in difficulties in Castletown Bay. A S.W. gale was blowing, with a heavy swell. The life-boat crew assembled, but the naval authorities asked them not to launch at once as the vessel, which was landing craft 2429, appeared to be getting out of her difficulties. At nine o'clock another message came from the naval authorities asking the life-boat to go and at 9.15 P.M., the motor life-boat *Sir Heath Harrison* was launched. She reached the vessel at ten o'clock. She was then half a mile from the beach in the centre of Castletown Bay. The life-boat guided her into Castletown harbour and returned to her station, arriving at 12.20 in the afternoon. The naval authorities expressed their thanks. - Rewards, £17 15s.

SEPTEMBER 17TH. - NORTH SUNDERLAND, AND HOLY ISLAND, NORTH-UMBERLAND. At 12.25 in the morning the coastguard reported that an aeroplane had crashed into the sea one and a half miles north by east of Seahouses. She was an American Flying Fortress which had been in the air since 11 the previous morning. Her wireless had failed and she had lost her bearings. Just as she reached land her fuel had come to an end and she had been forced down into the sea beside the Farne Islands. The weather was fine, and the sea smooth. The motor life-boat *W.R.A.* was launched at 1.15 A.M. and found eight of the aeroplane's crew on one of the islands. One of them was badly injured. They had got out of the aeroplane into their dinghies, and so reached the island, but the Flying Fortress had sunk in a few minutes, and two of the crew had gone down with her. Two members of the life-boat's crew who had received first-aid training in the Home Guard, attended to the injured man. They found that his leg was broken, and put it in splints. Then, using a rubber dinghy as a stretcher, they carried him to the life-boat across three hundred yards of rocks. With the eight rescued airmen on board the life-boat reached her station again at 2.45 A.M. She went back again to the island and finally returned at 4.45 A.M. The Holy Island motor life-boat was also launched at 12.58 in the morning. She searched for some time without finding anything and returned at 7.15.-

Rewards : North Sunderland, £15 9s. ; and Holy Island, £13 16s. 9d.

SEPTEMBER 21ST. - FRASERBURGH, ABERDEENSHIRE. At 6.30 in the evening the coastguard telephoned that a vessel, one and a half miles N.E. of Kinnaird Head, was flying a distress signal. A N.W. gale was blowing, with a choppy sea. The motor life-boat *John and Charles Kennedy* was launched at seven o'clock, and found the motor vessel *Sven Knud*, of Esbjerg, with a crew of four. Her engine had failed and she had been riding to a sea anchor for two days in the gale. Now she had broken adrift and was driving in a nasty sea on to a lee shore. The life-boat took her in tow and brought her safely into Fraserburgh harbour at 8.10 P.M. - Property salvage case.

SEPTEMBER 22ND. - BARROW, LANCASHIRE. At 2.15 in the morning the naval authorities telephoned that an aeroplane was down in the sea about three miles W.N.W. of Silcroft. A light N.E. wind was blowing and the sea was smooth, with a flood tide. The motor life-boat *N.T.* was launched at 2.30 and, 500 yards off shore, between Haverigg and Haverigg Point, found a damaged Anson aeroplane, but there was no sign of her crew. The life-boat took on board some of the wreckage and stood by until a rescue launch arrived. She then returned to her station, arriving at 10.15. Rewards, £13 19s.

(See Millom, "Services by Auxiliary Rescue-boats," page 69.)

BRONZE MEDAL SERVICE AT LOWESTOFT

SEPTEMBER 30TH. - LOWESTOFT, SUFFOLK. At 9.40 in the evening the naval authorities asked that the motor life-boat *Michael Stephens* should go out to the help of a vessel which was ashore about one and a half miles south of the harbour. She was H.M.M.S. 106 and had a crew of fourteen. The life-boat left at ten o'clock. The wind was light, from the west, but there was a heavy ground swell, and the night was dark and foggy. Searchlights were turned on the vessel, and it could be seen that she had stuck fast near the outer end of a sea-defence groyne about 100 yards from the shore. She was in seven feet of water and her crew, in their own boat, had run out a kedge anchor. The coxswain knew that there were submerged coast defences consisting of concrete blocks and iron piles near where the vessel lay, but their exact position was unknown to him. The vessel, in

fact, was actually on the iron piles. In spite of this the coxswain went alongside her without hesitation, and at the request of her commanding officer took off all confidential books and gear. He left the vessel at eleven o'clock and landed these things at the naval base.

At 11.45 red rockets were seen coming from the vessel and the life-boat again went out to her. She took with her this time a naval officer. A searchlight was playing on the harbour, but as the life-boat came out, going slowly on one engine, the light was suddenly switched off. In the intense darkness which followed the life-boat hit the pier a glancing blow. The bow fender took the force of it and the boat was undamaged, but the coxswain, a man of 63, was thrown against the binnacle which cut open his jaw for three put on his wound, and at 1.15 in the morning put out for the third time. He found the vessel rolling very heavily, and in danger of breaking up, so he made fast alongside and took off ten men. The other four had climbed along the groyne and got ashore. It was now two in the morning. The life-boat hauled out into deeper water and anchored until daylight. She then went back to the vessel and put her crew on board her again. She waited until a motor naval boat came out to stand by, and returned to harbour where she arrived at 3.30. Then, and not till then, the coxswain agreed to go to hospital. There his wound

was cleaned and eight stitches were put in it. Even then he refused to go off duty, and attended the hospital as an out-patient. He and his crew were warmly thanked by the commanding officer and the crew of H.M.M.S. 106. It was found impossible to re-float the vessel, so boatbuilders sawed her through, brought three-quarters of her into harbour, and left the bow ashore on the defence piles.

It was a long and arduous service in which the coxswain displayed courage and fortitude, and the Institution made the following awards :

To COXSWAIN ALBERT SPURGEON, a clasp to the bronze medal for gallantry which he already held, with a copy of the vote inscribed on vellum, and £2 ;

To each of the other six members of the crew a reward of £1 in addition to the ordinary reward on the standard scale of £2 7s. ;

Standard rewards to crew and launchers, £12 5s ; additional rewards to crew £8 ; total rewards, £20 5s.

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

SEPTEMBER 5TH. - MARGATE, KENT. An aeroplane had crashed into the sea. but the airman's body was picked up by a fishing boat. - Rewards, £5 12s. 6d.

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

SEPTEMBER 6TH. - DUNBAR, EAST LOTHIAN. Two Hurricane aeroplanes had collided, and an airman had baled out, but he was picked up by a fishing boat. - Rewards, £2 10s.

SEPTEMBER 8TH. - PORTHDINLLAEN, CAERNARVONSHIRE. An Anson trainer aeroplane had crashed into the sea, but the life-boat found nothing. - Rewards, £5 7s.

SEPTEMBER 9TH. - PORTHDINLLAEN, CAERNARVONSHIRE. An Anson training aeroplane had crashed into the sea, but two men in a rowing boat had rescued three of the crew and recovered two bodies. A third body had been left in the aeroplane. - Rewards, £7 6s.

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

SEPTEMBER 12TH. - PENLEE, CORNWALL. A small boat was reported to have capsized, but nothing could be found. - Rewards, £14 14s.

SEPTEMBER 13TH. - DUNBAR, EAST LOTHIAN, AND ST. ABBS, BERWICK-

SHIRE. The American liberty vessel No. 572 had stranded, but a fishing boat stood by her and she refloated. - Rewards : Dunbar, £4 7s. 6d. ; St. Abbs, £6 8s.

SEPTEMBER 16TH. - SALCOMBE, DEVON. An aeroplane had come down in the sea, but her crew had been picked up from their rubber dinghy by a Hope Cove fishing boat. - Rewards, £6 13s.

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

SEPTEMBER 18TH. - FENIT, CO. KERRY. Flares had been reported off Loop Head, but nothing could be found. - Rewards, £13 16s.

SEPTEMBER 19TH. - NORTH SUNDERLAND, NORTHUMBERLAND. An aeroplane had crashed into the sea, and a ship which had been seen to stop and put out a small boat was believed to have saved the pilot, but no trace of the observer could be found. - Rewards, £13 4s. 9d.

SEPTEMBER 25TH. - BARMOUTH, MERIONETHSHIRE, AND PWLLHELI, CAERNARVONSHIRE. An Anson aeroplane had been reported down, north of St. Patrick's Causeway, but a search by the life-boats, aeroplanes, and an R.A.F. boat was without result. and later it was learned that no aeroplane was missing. - Rewards : Barmouth, £16 17s. 6d. ; Pwllheli, £10 0s. 3d.

SEPTEMBER 27TH. - MARYPORT, CUMBERLAND. A motor schooner had grounded, but she refloated and after she had drifted for a time her anchor held and she did not need the services of the life-boat. - Rewards, £30 15s.

SEPTEMBER 28TH. - LLANDUDNO, CAERNARVONSHIRE. A launch attached to a Coast Artillery School had got into difficulties and had capsized after striking a diving tower, but the crew were all rescued from the shore. - Rewards, £8 17s. 6d.

SEPTEMBER 28TH. - FILEY, YORKSHIRE. Lights, which might have been from an airman baled out from an aeroplane, had been reported, but nothing was found. - Rewards, £15 17s. 6d.

SEPTEMBER 29TH. - BUCKIE, BANFFSHIRE. A small motor boat had been reported in difficulties, but she managed to reach Cullen unaided. - Rewards, £7 19s.

OCTOBER

Launches 30. Lives rescued 19.

OCTOBER 6TH. - PORT ERIN, AND PORT ST. MARY, ISLE OF MAN. Shortly after two in the morning the Ramsey coastguard informed both life-boat stations that a ship was in distress W.S.W. of the Chicken Rock. Port Erin was asked if she would launch at once, and Port St. Mary if she would stand by. A S.S.W. gale was blowing, with a

heavy sea, and the night was dark, with heavy rain. The Port Erin motor life-boat *Matthew Simpson* left at 2.45 A.M. and reached the ship at 3.30. She found her to be the Glasgow steamer *Valldemosa*, with her engine broken down. She was at anchor, and the life-boat stood by.

At Port St. Mary a second message was received at 2.30 A.M. stating that the vessel was ashore on the Calf of Man and asking that the life-boat should go out. The motor life-boat *Sir Heath Harrison* was launched at 3.30, but she could not find the steamer, as all her lights had been extinguished, so she put into Port Erin to see if she could get some more information. She put out again, and at six o'clock she found the *Valldemosa*, and the Port Erin life-boat. She stood by for a time, and at 7.30, as the weather was moderating, as there was no immediate danger, and as a government boat had also now arrived, she returned to her station, arriving at 8.45. At 8.45 the Port Erin life-boat left the steamer, and returned to her station. After her crew had had a meal she put out again at 9.15 and stood by the *Valldemosa* until a tug arrived. Later the steamer got away under her own power, with a tug in attendance, and the life-boat returned to her station, where she arrived at four in the afternoon. - Rewards : Port Erin, £28 8s. 6d. ; Port St. Mary, £33 16s.

OCTOBER 7TH. - CLOVELLY, DEVONSHIRE. At 3.10 in the afternoon the wife of the life-boat coxswain saw a Seafire aeroplane crash into the sea five miles N.E. by N. of Clovelly. A moderate N.E. breeze was blowing, and the sea was smooth. The motor life-boat *City of Nottingham* was launched at 3.15 P.M. and found the badly battered body of an airman. She searched further and found a deflated rubber dinghy. With the body and the dinghy she returned to Clovelly, arriving at 5.30. - Rewards, £16 15s. 6d.

OCTOBER 11TH. - HARTLEPOOL, DURHAM. At 7.20 in the evening the coastguard reported that red flares had been seen by the post of the Royal Observer Corps. The motor life-boat *The Princess Royal - Civil Service No. 7*, was launched at 7.45. The second-coxswain took charge, as the coxswain was on duty as a pilot, but the news of the launch was signalled to him by morse lamp and he joined the life-boat at the harbour entrance. A light W.S.W. breeze was blowing, with a slight swell, and there was a haze. On Mill Rock, a mile north of Heugh Light, the life-boat found the Admiralty motor launch *1054*, with a crew of eleven. She could not get alongside owing to rocks, and fired her line-throwing gun, but the line fell short of the launch. The launch's crew then came out to the life-boat in their own small boat, two at a time, all but one man who had got ashore over the rocks taking with him the ship's papers. The life-boat got back to her station with the ten rescued men at 11.5. - Rewards, £13 13s.

OCTOBER 11TH. - AITH, SHETLANDS. At 9.15 in the evening the naval authorities asked, through the coastguard, that the life-boat should go to a vessel showing signals of distress west of Papa Stour. A strong W.S.W. breeze was blowing, with a rough sea, and the weather was thick and cold. The motor life-boat *The Rankin* was launched at 9.45. At midnight she reached the position given and found an R.A.F. Catalina flying boat which had come down in the sea. She was in a dangerous position, near the dreaded reefs at the entrance to Papa Sound, and an R.A.F. launch was attempting to tow her off shore. The life-boat stood by. After the launch's tow rope had parted several times, two of the flying boat's crew left her in a rubber dinghy and the life-boat went immediately to their rescue, as they were drifting in a perilous position. At the same time the launch took the remaining four men off the flying boat. It was then two in the morning. The life-boat gave the rescued men suits from the emergency kit carried by life-boats to change into, of which they were very glad, for it was 4.30 before the life-boat reached Aith again. The flying boat became a total wreck. - Rewards, £13 14s. 6d.

OCTOBER 12TH. - THE LIZARD, CORNWALL. At 6.10 in the evening information was received from the coastguard that a small steamer was flashing an S.O.S., and the motor life-boat *Duke of York* was launched at 6.37. A fresh southerly breeze was blowing, the sea was moderate, but there was a heavy roll. One and a half miles W. by N. of Pradennack Head, the life-boat found the ex-Belgian motor vessel *Marguerite Marie Louise*, engaged on government work. Her engine had broken down. The life-boat towed her to Newlyn, where she was bound, arriving at 11.10. The life-boat returned to her station next morning, arriving at 8.50 A.M. - Property salvage case.

OCTOBER 13TH. - ARBROATH, ANGUS. At 3.15 in the afternoon the coastguard reported that an aeroplane had crashed into the sea three miles S.W. of Arbroath harbour. A light southerly wind was blowing, and the weather was fine with a smooth sea. Within five minutes the motor life-boat *John and William Mudie* had been launched and was on her way to the spot which she reached at 3.38. The aeroplane, which belonged to the Fleet Air Arm, had already sunk, and her crew of three had taken to their rubber dinghy. All were injured. The life-boat rescued them, and at 4 o'clock got back to Arbroath where an ambulance was waiting on the pier. - Rewards, £7 11s.

SILVER MEDAL SERVICE AT MOELFRE

OCTOBER 21ST. - MOELFRE, ANGLESEY. About 1.15 in the morning the coastguard sent a message to the coxswain that an aeroplane was

in distress, burning red flares, off Dulas Island, some three miles to the west. The coxswain summoned the crew, and the boat got away at 1.45. The night was very dark, with rain, and it was blowing very hard from the southward. A very rough sea was running. As soon as the life-boat cleared the land she could see Very lights to the westward, evidently being fired by the airmen. When the life-boat got to the scene she found two or three trawlers standing by, but they could do nothing to help. They could not lower their boats in that heavy sea, nor could they themselves get near the airmen, who were now in their rubber dinghy, beating up against the rocks on the weather side of a reef on the north of Dulas, where the seas were breaking heavily.

The airmen were in great danger, and the coxswain knew that whatever he did must be done at once, or they would be smashed on the rocks. Telling his crew to "hold on to yourselves in case she strikes", he boldly steered through the darkness towards where - somewhere among the rocks - he supposed the dinghy to be. He did not know what rocks were in his way, nor what water was, or was not, under his keel.

Apart from the danger of wrecking the life-boat he had to approach the rubber dinghy very carefully, for fear the life-boat would overrun her or knock the men out of her. He had a man at the searchlight, but the boat was rolling so heavily that it was not of great use, so he placed the second-coxswain in the bows, telling him to lie flat. There, if he could, he was to watch for the rocks and direct the coxswain through them. All the time he was in great danger himself of being washed overboard as the life-boat rolled. In this way, by faith rather than by sight, the life-boat moved through the darkness. All on board knew that the odds were that she would strike the rocks, with almost certain loss of life among her crew. That she did not, and that she found and rescued the airmen was, so the district inspector who visited Moelfre wrote, "only rendered possible by striking dispensation of Providence,

combined with great human skill and daring. The risks to the salvors and the bravery shown were great."

The life-boat found the airmen only just in time. When the second-coxswain, lying in the bows, saw them, one of them had just been washed out of the dinghy. They were all very much exhausted, and one of them had been injured on the rocks. The second-coxswain was the strong man of the crew. He seized the airman and lifted him straight out of the water into the life-boat, a great feat of strength. Then he threw a line to the dinghy and, with the other three airmen holding it, the life-boat backed out from the rocks towing the dinghy with her until she was in a slightly safer place. Then the men were taken into the life-boat, and the second-coxswain lifted the dinghy on board her, another great feat of strength. His unusual strength had played a big part in the rescue and had saved much time, when a few minutes might have meant the difference between life and death. With great difficulty, and at great risk, the coxswain carefully backed the life-boat out from among the rocks, and she returned to her station, undamaged, arriving about three in the morning.

The following message was received from the pilot of the aeroplane :

"Whitley V - 'H' - ditched quarter of mile S.E. of Point Lynas at 0120 hours. Fired first rocket 0140 hours. Picked up 0230 hours.

"Rescued from reef by line thrown from life-boat. Life-boat crew displayed extreme courage and skill in attempting such a rescue in such adverse conditions of weather - 30 m.p.h. wind - and in such a hazardous situation, and I should like on behalf of myself and my crew to recommend them for the highest honour and credit possible in the Royal National Life-boat Institution. The life-boat was brought right in close to the rocks thus endangering the safety of boat and crew to get us safely and quickly off the reef. A wind of almost gale force, a dark rough sea, and an unknown treacherous cove added greatly to the already present difficulties."

For this gallant service the Institution made the following awards :

To COXSWAIN JOHN MATTHEWS, a clasp to the silver medal for gallantry which he already held, with a copy of the vote inscribed on vellum ;

To SECOND-COXSWAIN RICHARD M. EVANS, the bronze medal for gallantry, with a copy of the vote inscribed on vellum ;

To ROBERT WILLIAMS, the motor-mechanic, who handled the engine with great skill and accuracy, a clasp to the bronze medal for gallantry which he already held, with a copy of the vote inscribed on vellum ;

To the coxswain and each member of the crew a reward of £3 in addition to the ordinary reward on the standard scale of £1 17s. 6d. each ;

To each of the five launchers a reward of 10s. in addition to the ordinary reward on the standard scale of 12s. ;

Standard rewards, £16 2s. 6d. ; additional rewards, £26 10s. ; total rewards, £42 12s. 6d.

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

OCTOBER 2ND. - SKEGNESS, LINCOLN-SHIRE. Distress flares had been reported about midnight, but nothing was found.- Rewards, £29 2s. 6d.

OCTOBER 2ND. - THE HUMBER, YORK-SHIRE. A German aeroplane had crashed in flames, but no survivors could be found.- Paid permanent crew. - Rewards, £1 4s.

OCTOBER 6TH. - BARRA ISLAND, HEBRIDES. A vessel had been reported in distress off the south-west corner of the Island of Skye, but nothing could be found, and after spending the night at Carbost, the life-boat, which was in charge of an acting coxswain, returned to her station on the following day. - Rewards, £26 7s. 4d.

OCTOBER 8TH. - MARGATE, KENT. An aeroplane had been reported down in the sea, but half an hour after the life-boat put out she was recalled by wireless by the naval officer in charge at Ramsgate. - Rewards, £15.

OCTOBER 8TH. - MINEHEAD, SOMERSET. A Martinet aeroplane had come down in the sea, but only wreckage was found. - Rewards, £18 2s.

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

OCTOBER 10TH. - RAMSGATE, KENT. A fishing boat had gone ashore, but she did

not need help and got off later in the day. - Rewards, £7 18s.

OCTOBER 12TH. - DUN LAOGHAIRE, CO. DUBLIN. A small boat had been blown out to sea, but she reached land unaided. - Rewards, £7 11s.

(See Wicklow, " Services by Shore-boats," page 66.)

OCTOBER 12TH. - BALTIMORE, CO. CORK. A vessel had been reported in distress, but it was found that a mistake had been made. - Rewards, £26 4s.

OCTOBER 12TH. - PORTRUSH, CO. ANTRIM. A steamer had run aground but her crew got ashore unaided and the life-boat was recalled. - Rewards, £7 11s.

OCTOBER 17TH. - SALCOMBE, DEVON. A light had been reported, drifting south of Bolt Head, but nothing could be found.- Rewards, £13 12s. 6d.

OCTOBER 17TH. - CROMER, AND SHERINGHAM, NORFOLK. Ten men had baled out from an American Fortress aeroplane, but no trace of them was found, although aeroplanes and other vessels joined in the search. - Rewards : Cromer, £9 3s. 6d. ; and £26 2s. 6d. ; Sheringham, £29 1s.

OCTOBER 17TH. - SKEGNESS, LINCOLN-SHIRE. A disabled naval motor boat had made signals of distress, but she was taken in tow by another vessel. - Rewards, £10.

OCTOBER 18TH. - PORTHDINLLAEN, CAERNARVONSHIRE. A naval motor boat had broken down, but the life-boat could not find her and she reached Fishguard unaided. - Rewards, £12 12s.

OCTOBER 18TH. - ALDEBURGH, SUFFOLK. An aeroplane had crashed into the sea, but her crew got ashore in their rubber dinghy. - Rewards, £47 13s. 6d.

OCTOBER 21ST. - HASTINGS, SUSSEX. A parachute had been seen coming down, but only a large patch of oil was found.- Rewards, £36 0s. 6d.

OCTOBER 24TH. - ANSTRUTHER, FIFE-SHIRE. A Swordfish aeroplane had crashed into the sea, but two of her crew were saved by a rescue launch, and the third man could not be found. - Rewards, £19 11s. 6d.

OCTOBER 24TH. - PETERHEAD, ABERDEENSHIRE. A Whitley bomber had come down, but two of her crew were rescued from the shore and a search for the others was unsuccessful. - Rewards, £15 13s.

OCTOBER 25TH. - ST. DAVID'S, PEMBROKESHIRE. An aeroplane's dinghy was reported to have been seen, but nothing was found. - Rewards, £12 8s.

OCTOBER 28TH. - APPLIEDORE, DEVON-SHIRE. A British aeroplane had crashed

into the sea, but her crew of two were rescued by an American amphibious craft. - Rewards, £9 12s.

OCTOBER 28TH. - FRASERBURGH, ABERDEENSHIRE. Two ships had been reported in collision in Strathbeg Bay, but nothing was found. - Rewards, £14 18s. 6d.

NOVEMBER

Launches 49 Lives rescued 31

NOVEMBER 2ND. - NEW BRIGHTON, CHESHIRE. At 8.33 in the morning the Hoylake coastguard reported that the naval authorities wanted a life-boat to go out and stand by a vessel high and dry on the Burbo Bank, half a mile south-west of the Crosby Light-vessel. A light easterly wind was blowing and the sea was smooth, but the weather was foggy. The No. 2 motor life-boat *Edmund and Mary Robinson* was launched at 9.13, in charge of seventy-year-old ex-coxswain W. H. Jones, in the absence of the other coxswains, and found the Norwegian steamer *Olev*, under the Ministry of War Transport, bound with coal from Barry to Liverpool. After standing by for a time the life-boat was informed that the steamer was not damaged and was expected to get off on the rising tide. She arrived back at New Brighton at 12.30 P.M. - Rewards, £5 5s.

NOVEMBER 2ND. - BLYTH, AND TYNE-MOUTH, NORTHUMBERLAND. At 9.45 in the morning, the Blyth coastguard reported a ship ashore half a mile south of St. Mary's Lighthouse. The sea was slight, with a light north-east wind blowing, but there was a very thick fog and it was very cold. The crew of the nearest life-boat, the Cullercoats boat, were out fishing, and the coastguard could not get into communication with the next nearest station, Tynemouth, so the Blyth life-boat *Joseph Adlam*, was launched at 10.30. At eleven o'clock she found H.M. Submarine *Tuna* ashore on the rocks with H.M. Examination Vessel *Sedulous* aground just ahead of her. The *Sedulous* had been leading the *Tuna* in from the sea through the fog when they went ashore. The life-boat went close in. As she did so the submarine, which was rolling heavily, suddenly fell over on her beam ends, throwing one of her men into the water. The life-boat rescued him. As the tide was falling the submarine commander asked the life-boat to take off his crew, and she took aboard about sixty men. The commander himself and several of the men remained in the submarine.

Meanwhile, at 11.35, the district officer of coastguard had succeeded in getting into communication with the Tynemouth station, and the motor life-boat *Henry Frederick Swan*, was launched at 11.45. She reached the scene of the wrecks at 12.40, and found the Blyth life-boat engaged in taking the men off the submarine. She stood by.

The Blyth life-boat now returned to Blyth and landed the rescued men of the submarine at the naval base. There she was asked to

take them back to the *Tuna* again about three in the afternoon, when the tide would have turned.

The Tynemouth life-boat was still standing by, and at one in the afternoon a tug arrived. The life-boat took a wire hawser from her to the submarine and by means of this the tug kept the submarine's stern on to the swell and the on-coming tide. At 1.45 another tug came up and this also, with the life-boat's help, was connected with the submarine. The life-boat then remained alongside until the tide was flowing and the submarine came up on a more even keel.

At 2.50 the Blyth life-boat left harbour again with the sixty men from the submarine, which she reached at 3.25. She then stood by until the submarine refloated at 4.15 and put the men back on board her.

So far the life-boats had not been able to do anything to help the examination vessel, which was further inshore than the submarine, and when the Tynemouth life-boat went close to her at 3.45 she found her still fast aground. Her crew had put out a kedge anchor, but had not succeeded in refloating her. The life-boat now took a rope from her and by keeping this taut was able to haul the vessel stern on to the swell, and prevent her from swinging broadside on to the rocks.

The Blyth life-boat, having put the submarine's crew on board her again, now came up, and she too took a rope to help in keeping the examination vessel stern on to the swell.

The thrust-shaft bearing of the Tynemouth life-boat was now found to be over-heated, and the life-boat returned to her station, which she reached at 6.30 in the evening.

The Blyth life-boat, from 5 until 5.30, held the examination vessel stern on to the sea. Tugs then arrived, and the life-boat connected her to them with wire ropes. The tugs succeeded in towing her off and both the *Tuna* and the *Sedulous* made for Blyth harbour. The Blyth life-boat herself arrived back at her station at 7.30 in the evening. The fog had been dense the whole time. - Rewards, Blyth and Tynemouth. Property salvage cases.

NOVEMBER 3RD. - HASTINGS, SUSSEX. At eight in the morning the life-boat station received a message from the Fairlight coastguard that a steamer was sinking one mile south of Hastings. A moderate south-by-east wind was blowing, with a moderate sea. The motor life-boat *Cyril and Lilian Bishop* was launched at 8.30, but it was 8.50 before she got away as, owing to the low tide, she had to be dragged over a sand bank by the crew and launchers, all of whom got wet from head to foot. Commander W. Highfield, O.B.E. R.N., the honorary secretary of the station was on board. When the life-boat reached the vessel she found her to be the S.S. *Foam Queen*, with no one on board, apparently damaged by a bomb on her stern. On the arrival of the Dover tug *Lady Duncannon* the life-boat put men on the wreck to make fast the towing hawser. In the meantime a wireless message reported a small boat adrift about a mile south of Hastings. The life-boat went in search, but found nothing, and returned to

the wreck, where the tug was trying to get into wireless communication with Dover. The life-boat returned to her station at 11.10. - Rewards, £31 17s.

NOVEMBER 5TH. - NEWCASTLE, CO. DOWN. A message was received from the coastguard at 10.40 in the morning that an aeroplane was down in the sea near Ardglass. A fresh southerly breeze was blowing with a strong swell. The motor life-boat *L. P. and St. Helen* was launched at 11.10. Valuable help was given by U.S.A. troops who were marching by. Their help was enlisted as it was low water and the boat had to be dragged across the harbour. The life-boat searched, but without success, and at 1.10 she put into Ardglass. Here further information was obtained, a further search was made and the life-boat found wreckage and a dead body, supported by a partially inflated Mae West. She brought the body to Ardglass at 2.45, returned to her station and was rehoused at 6 that evening. - Rewards, £26 4s.

NOVEMBER 9TH. - THE HUMBER, YORKSHIRE. About 4.15 in the morning information was received from the Mablethorpe coastguard, through the Royal Naval Shore Signal Station, that the Saltfleet coastguard had seen distress rockets. A light variable wind was blowing, with a slight sea. The motor life-boat *City of Bradford II* was launched at 4.53 and found the *S.S. Broughty*, of Dundee, one mile north of Saltfleet. She had gone ashore in fog, while bound laden from Dundee to Hull, with a crew of sixteen on board. Life-boatmen were put aboard the steamer and then the life-boat took the ground. She remained until the tide made. In the meantime an anchor was laid out from the *Broughty* on the flood tide. She refloated and went on up the Humber. The life-boat reached her station again at six that evening. - Property salvage case.

NOVEMBER 10TH. - PORT ASKAIG, ARGYLLSHIRE. At 12.40 in the afternoon the Bowmore Police reported that a rubber dinghy with men aboard had been seen eight miles south-west of Oversea Island off the west coast ofIslay. A gale was blowing from the south-west, with a very rough sea. Putting out at 1.15 the motor life-boat *Charlotte Elizabeth* went to the position given, only to learn by radio telephony that the men had been picked up. While she was returning she received a further message by morse from Rhu Vaal Lighthouse that a Walrus aeroplane had been forced down near the lighthouse. The life-boat found her, but there was no sign of the crew. The life-boat took the aeroplane in tow, transferring her to *R.M.S. Lochiel*, and continued to search for the crew until told that they were safe. She reached her station again at 8.30 that evening. - Rewards, £20 15s. 6d.

NOVEMBER 13TH. - TOBERMORY, ARGYLLSHIRE. At 10.15 in the morning it was learned from the local doctor that a woman suffering from severe gastric trouble

must be taken at once to hospital. As no steamer would run for two days the motor life-boat *Sir Arthur Rose* left at 11.5 with the patient and a nurse on board. She reached Oban at two o'clock and the woman was taken to hospital by motor ambulance. The nurse returned with the life-boat which left Oban at 3.10 and reached Tobermory at 6.5. The patient had been operated on by the time the life-boat got back, and no doubt her life was saved by the promptitude with which she was conveyed to hospital. She made a donation to the funds of the Institution. - Rewards, £5 14s.

NOVEMBER 14TH. - DONAGHADEE, CO. DOWN. At 2.50 in the afternoon, the Admiralty salvage officer at Bangor reported, through the coastguard, that two salvage lighters, with crews on board, were drifting ashore in Belfast Lough, near Bangor. A strong northerly wind was blowing, with a rough sea and hail showers. The motor life-boat *Civil Service No. 5* left her moorings at 3.15 and reached the lighters at 4.15. She stood by until tugs arrived, passed ropes from the lighters to the tugs, and then helped in getting the lighters to safety. She returned to her moorings at seven that evening. - Rewards, £10 13s. 6d.

NOVEMBER 14TH. - ST. MARY'S, SCILLY ISLES. At 8.15 at night the life-boat coxswain was informed by the officer of Naval Motor Launch 535 that a landing craft had run ashore at Newford Island Point. A fresh north-by-east wind was blowing, with a rough sea. With the officer the coxswain went to the pier and sent a morse signal asking if help was needed. The vessel replied that she would like a boat to stand by in case she capsized. The motor life-boat *Cunard* was launched at 9.5, and when she reached the vessel, which was homeward bound from Gibraltar, found all hands ready to leave. They were taken into the life-boat, with their baggage, and landed on the pier at ten o'clock. - Rewards, £16 2s. 6d.

NOVEMBER 14TH. - FRASERBURGH, ABERDEENSHIRE. During the darkness of the early hours a heavy north-north-east gale, with squalls and a rough sea, broke the moorings of the fishing fleet in Balaclava Harbour. One drifter was driven on to the south breakwater and severely damaged. At daybreak her position was seen to be serious but she sank before help could reach her. The motor life-boat *John and Charles Kennedy* was launched at 10.30 A.M. to go to the aid of a tug and other drifters which had broken adrift. The tug and the drifters *Pittendrum* and *Barbara Cowie*, which had no crews on board, were safely moored, and the life-boat returned at 1.50 in the afternoon. - Rewards, £8 11s.

NOVEMBER 15TH. - ST. IVES, CORNWALL. At 1.19 in the afternoon the St. Ives coastguard telephoned that a motor vessel was making for St. Ives Bay and required a pilot. A strong north wind was blowing, with a heavy sea, and the tide was

low. The motor life-boat *Caroline Oates Aver* and *William Maine* was launched at 1.45, with a pilot on board, and, six miles in a northerly direction from St. Ives Head, found the motor vessel *Teasel*, of Cardiff, at anchor. She was bound, laden, for Cardiff from Truro. Her engine was giving trouble and her master would not risk running for St. Ives. The pilot went on board her and the life-boat stood by. During the afternoon H.M. Corvette *Cambridgeshire* arrived, and the life-boat took a towline from her to the *Teasel*, but the *Teasel* lost her end and it was with difficulty that the line was again passed. The corvette took the strain, and the pilot returned to the life-boat, which arrived back at her station at 7.30 that evening. The *Teasel* was able to go on her way the following day. - Rewards, £35 6s. 6d.

NOVEMBER 18TH. - FILEY, YORKSHIRE. Just after noon the coastguard reported a vessel not under control one and a half miles east of Filey Brig. A fresh northerly wind was blowing, with a rather rough sea. Both coxswains, with other life-boatmen, were out fishing, but ex-Coxswain R. C. Jenkinson took charge, and at 12.38 in the afternoon the motor life-boat *The Cuttle* was launched. Twenty minutes later she reached tank landing craft 898, with a crew of twelve on board, riding to an anchor out astern. A mine unseen by the men on the landing craft was floating only two yards from her. The life-boat men shouted instructions, and the men of the landing craft heaved on her cable and cleared the mine. The landing craft was having difficulty with her engines, but after a life-boatman had been put on board to act as pilot she got under way. The life-boat passed a towing rope from her to the minesweeper *Ann Vera*, but the rope broke. The minesweeper then fired a line to her by rocket, but this also broke. As the landing craft was now drifting towards rocks off Gristhorpe and in great danger, and as the minesweeper could not follow her the life-boat went in again and again. She succeeded in passing a rope aboard her, hung on, headed eastwards, pulled her clear of the rocks and towed her right into Scarborough. The officer-in-charge congratulated the life-boat crew. He said the landing craft would have been wrecked but for their help. The life-boat returned to her station at 6.15 that evening. - Property salvage case.

NOVEMBER 22ND. - HOLYHEAD, ANGLESEY. At 1.15 in the afternoon the Holyhead coastguard reported that an R.A.F. aeroplane had crashed between the breakwater and the Skerries. A strong north-west wind was blowing, with a moderately rough sea, and hail showers. The motor life-boat *A.E.D.* was launched at 1.30 and, with two small naval vessels, searched, but without success. She reported by radio telephone to the naval base, which asked her to continue the search. This she did, and about the centre of Church Bay found two dead bodies. She got back at 5.10. - Rewards, £5 14s.

SILVER MEDAL SERVICE AT NEWHAVEN

NOVEMBER 23RD. - NEWHAVEN, SUSSEX. At 8.40 in the evening a message came from the naval officer-in-charge at Newhaven, through the coastguard, asking that the life-boat should stand by. The crew were assembled and at nine o'clock the honorary secretary reported the boat fully manned and ready for service. A further message was received from the naval officer-in-charge at 9.42, asking the life-boat to launch and stand by. No other information had been given to the life-boat station, so, before launching, the honorary secretary asked the position to which the life-boat was to go and what service was expected of her. He was then given a position two miles from Newhaven, and the motor life-boat *Cecil* and *Lilian Philpott* was launched at 9.45.

A gale was blowing, with a very rough sea, the night was dark with continuous heavy rain, and visibility was very bad. The coxswain went to the position given, but found nothing. The shore signal station was sending out further information, but in that weather it was impossible to read the signals, and the coxswain returned to the mouth of the harbour. He was told to go eastwards to the mouth of the Cuckmere, between four and five miles from Newhaven. There, off Hope Gap, he saw the lights of a vessel. She was firing rockets, red, green and white, and burning flares. Searchlights from the shore batteries were playing on the water, but their dazzling lights were more of a hindrance than a help to the life-boat. The coxswain, however, could make out a large trawler. She was, in fact, H.M. Trawler *Avanturine*, with 25 men on board, in a very dangerous position, for she was only between 200 and 300 yards off a rocky lee shore, and from her position the coxswain realised she was very near a reef which he knew must be just off her port beam. She was in only three to four fathoms of water, and she drew 15 1/2 feet.

The coxswain decided that the only thing to do was to anchor, drop down

on his cable, with the wind and tide, and go under the trawler's lee side. This meant dropping down on the cable across her bows. He let go the anchor, and had run out about forty fathoms of cable when suddenly, out of the darkness, the trawler, which he had thought to be at anchor, appeared close to the life-boat coming at full speed towards her.

The coxswain put his engines full astern, but it was too late. The trawler was lifting out of the trough and at the same moment a heavy sea caught the life-boat and flung her against the trawler's bow. It cut right through the life-boat's side. The shock broke her mast into three pieces, which went overboard, taking the wireless with them, and felled five of the crew.

The coxswain knew that the boat had been badly damaged. How great the damage was he could not tell, but he at once went astern and gave orders for the anchor to be hove in and stowed, and the mast and rigging to be cleared away. While these things were being done a heavy sea was seen approaching, and the coxswain shouted "hold on". After the sea had passed it was found that the bowman and signalman, Benjamin J. Clark, had gone with it.

The position now was that the coxswain, who had been thrown heavily against the wheel, was suffering intense pain in his back ; that he had not only lost one of his crew of seven men, but that three others were injured, how seriously he could not tell ; that he did not know how seriously injured he was himself ; that he had only one uninjured man on deck. The other two uninjured were the two motor-mechanics. The coxswain was finding the boat increasingly hard to steer, and the petrol tank hatch had gone overboard and had left a large open space on the deck, an added danger to the crew working in the darkness.

In spite of this the coxswain looked for and found the trawler, which had steamed off. He then escorted her to a place of reasonable safety, some two or three miles off the harbour entrance, where she could anchor for the rest of the night. With his wireless out of

action and his signalman lost, the coxswain was unable to communicate with the shore, but he stood by for a time to see if there were signs of any other vessels in difficulty, and as there were no other lights to be seen he made for Newhaven. The hole in the boat was on the weatherside, which increased the difficulty of controlling her ; and this, with the pain he was suffering, taxed the skill and strength of the coxswain to the utmost, but he brought the life-boat safely in and berthed her half an hour after midnight. It was then one and a half hours since the trawler had rammed her.

The injured men were attended to by the naval surgeon and were then sent home by naval transport. The coxswain had bruised his back. The second coxswain had injuries to the bridge of his nose and both eyes, and bruises on body and legs. One of the crew had lost his false teeth, smashed in his mouth and completely destroyed. Stitches had to be put in his lower lip by the naval surgeon. He also had injuries to his hands, arms, head and chest, which was heavily bruised. The fourth injured man was suffering from bruises and cuts.

Patrols were sent out along the beaches and at mid-day of the following day the body of the bowman and signalman, Benjamin J. Clark, was found. At the inquest held on November 26th the verdict was accidentally drowned. Benjamin Clark was 49 years of age and had served in the Newhaven life-boats for 25 years. His father and his brother both had long records of service in the life-boats, and both had served as coxswain. At his own wish Benjamin Clark was buried at sea, and the Institution made the arrangements for the funeral and paid all expenses. He left a widow, and the Institution pensioned her, from the day of his death, as if he had been a sailor, soldier or airman killed in action. The Navy collected £40 for the benefit of the widow. The Institution also compensated the injured men for their loss of wages while they were unable to work.

The life-boat herself had been very severely damaged. The trawler's stem

had driven two feet deep into her, had broken a hole, just abaft the port shoulder, from deck to bilge keel, 5 feet from top to bottom and 2 feet 6 inches across at the top. It had buckled the port petrol tank and had driven it with such violence against a bulkhead that the bulkhead had been fractured and water had got through into the forward and after holds and the cabin. It was this which had made the boat difficult to steer. Although the petrol tank had been moved off its seating and had been badly buckled, it had not been perforated and the engine had continued to work off that tank, without any failure in the petrol supply, right to the end of the service.

A patch was put over the hole, and on November 30th the life-boat went by sea to Shoreham Harbour for repairs. On the same day a life-boat from the reserve fleet took her place at Newhaven. The repairs took four months to carry out, and cost about £650.

In recognition of the gallantry and endurance of the coxswain and crew in carrying on, in spite of their injuries, with a boat which they all knew to be severely damaged, the Institution made the following awards :

To COXSWAIN LEONARD A. J. PEDDLESSEN, the silver medal for gallantry with a copy of the vote inscribed on vellum ;

To SECOND-COXSWAIN FREDERICK A. PARKER; R. W. LOWER, the motor mechanic ; J. EAGER, the acting assistant motor-mechanic ; and S. WINTER, S. HOLDEN and H. MOORE, life-boatmen, bronze medals for gallantry, with copies of the vote inscribed on vellum ;

To BENJAMIN J. CLARK, the bowman and signalman, the bronze medal for gallantry, posthumously, and a certificate to his widow recording his devotion to duty and his sacrifice ;

To MR. R. K. SAYER, the honorary secretary of the station, an inscribed aneroid barometer ;

To R. HOLDEN, head launcher, a letter of thanks ;

To the naval authorities at Newhaven for the services of the surgeon and their help with the burial at sea, a letter of thanks ;

To MR. CARDY, divisional marine manager of the Southern Railway at Newhaven, for his help with the burial at sea, a letter of thanks ;

To the coxswain and each member of the crew a special reward of £2, in addition to the ordinary reward on the standard scale of £1 17s. 6d., making a reward of £3 17s. 6d. to each man ;

To seven launchers a reward of 12s. 6d. each, in addition to the ordinary reward on the standard scale of 12s., making a reward of £1 4s. 6d. to each man ;

Standard rewards to crew and launchers, £18 4s. ; additional rewards to crew and launchers, £20 7s. 6d. ; total rewards, £38 11s. 6d.

NOVEMBER 24TH. - SHOREHAM HARBOUR, SUSSEX. At 4.50 in the morning a message was received at Shoreham Harbour from the coastguard that H.M. Trawler *Avanturine*, which had been left at anchor by the Newhaven life-boat off Newhaven, as described above, was dragging her anchor, and at five o'clock the motor life-boat *Rosa Woodd* and *Phyllis Lunn* was launched. She reached the trawler at 7.15. The trawler's crew did not wish to be taken off, but asked the life-boat to stand by. Thus she did. Then, with a tug, she escorted the trawler into Newhaven harbour, arriving there at 12.28 in the afternoon. She returned to her station at six in the evening, having been out for thirteen hours. - A special reward of £1 was given to the coxswain and each of the seven members of the crew in addition to the ordinary reward on the standard scale of £1 17s. 6d. Additional rewards, £7 ; standard rewards, £13 15s. ; total rewards, £20 15s.

NOVEMBER 24TH. - BARROW, LANCA-SHIRE. At 9.10 in the morning the Port War Signal Station reported to the lifeboat coxswain that a small-vessel appeared to be in need of help about three miles off shore, east-south-east of Walney Light. A westerly gale was blowing, with a very heavy sea and hail squalls. The motor life-boat *N.T.* was launched at 9.45 and found the auxiliary sailing vessel *Vidar*, of London, laden with fish and carrying a crew of four. Her engine had broken down, but the crew had repaired it before the life-boat reached her. They asked to be escorted into harbour, and this the life-boat did, arriving at 12.30. - Rewards, £6 19s.

NOVEMBER 30TH. - TOBERMORY, ARGYLLSHIRE. At 1.30 in the morning, a telephone message came from Kyle that a vessel was ashore on the Morven Coast opposite Craignure. A strong north-west wind was blowing, with a heavy swell and hail showers. The motor life-boat *Sir Arthur Rose* was launched at 2.10, and at 4.30 found the Granton steam trawler *River Tay* on Inninmore Point. She had struck a large

rock, while bound from the fishing grounds with fish for Oban, and her crew of ten had left her and taken refuge on the rock. They were in no immediate danger and the life-boat stood off to wait until daylight, when conditions would be easier for taking them off. The Northern Lights Commissioners' vessel *Hesperus* arrived, offered to help, lowered her motor boat, and at 6.30 took the trawler's crew off the rock and transferred them to the life-boat. The life-boat made for Oban where they were landed at 7.45 and taken charge of by the Shipwrecked Mariners' Society. The life-boat reached her station again at 11.35. - Rewards, £16 19s.

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

NOVEMBER 2ND. - BALLYCOTTON, CO. CORK. A fishing boat had been delayed by an engine breakdown, but got in, unseen by the life-boat, in a fog. - Rewards, £13 14s. 6d.

NOVEMBER 3RD. - SHERINGHAM, NORFOLK. While bombing aeroplanes were returning from operations the life-boat stood by at sea, but her services were not needed. - Rewards, £32 8s.

NOVEMBER 5TH. - TOBERMORY, ARGYLLSHIRE. A steamer went ashore on Lady Rock in the Firth of Lorne, but was helped by tugs. - Rewards, £19 15s. 6d.

NOVEMBER 9TH. - TROON, AYRSHIRE. A flashing light had been seen, but only a R.A.F. flare was found. - Rewards, £11 17s.

NOVEMBER 10TH. - LLANDUDNO, CAERNARVONSHIRE. A small boat with two boys in it drifted out to sea but nothing could be found. Later the boat came ashore, but there was no sign of the boys. - Rewards, £23 11s. 6d.

NOVEMBER 11TH. - APPLIEDORE, DEVON. An aeroplane crashed in the sea at night, but the crew landed in Morte Bay. The life-boat sheltered at Clovelly until the following morning. - Rewards, £17 0s. 6d.

NOVEMBER 12TH.. - CLACTON - ON - SEA, ESSEX. A barge was seen, apparently in difficulties, but did not need help when the life-boat reached her. - Rewards, £7 13s.

NOVEMBER 12TH. - LONGHOPE, ORKNEYS. A ship's engine had broken down, but the crew were able to repair it and go on their way. - Rewards, £11 18s. 6d.

NOVEMBER 12TH. - PORT ERIN, ISLE OF MAN. Five men from an aeroplane were adrift in a rubber dinghy, but they were picked up by a steamer. - Rewards, £35 13s.

NOVEMBER 13TH. - THE HUMBER, YORKSHIRE. An airman baled out from a Lysander aeroplane, but landed on shore. - Paid permanent crew.

NOVEMBER 13TH. - HOWTH, CO. DUBLIN. Rockets had been reported, but nothing was found. - Rewards, £14 6s. 6d.

NOVEMBER 14TH. - PENLEE, CORNWALL. A landing craft had been reported in need of guidance to Falmouth, and was later stated to have made a distress signal, but nothing could be found. - Rewards, £31 14s. 6d.

NOVEMBER 16TH. - PADSTOW, CORNWALL. An aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £8 2s.

NOVEMBER 16TH. - BALLYCOTTON, CO. CORK. An overdue fishing boat was thought to be in difficulties, but she had been delayed because she was down to the deck with an exceptionally large catch of herrings and got safely into Kinsale. - Rewards, £20 10s. 6d.

NOVEMBER 16TH. - MOELFRE, ANGLESEY. An aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £25 3s. 6d.

NOVEMBER 16TH. - STORNOWAY, ISLAND OF LEWIS. The American motor vessel *Markay*, a tanker, of Wilmington, had run aground, but a tug was found to be standing by. - Rewards, £9 8s.

NOVEMBER 18TH. - HOWTH, CO. DUBLIN. A fishing boat's engine had broken down, but the boat declined help and drifted to safety. - Rewards, £14 6s. 6d.

NOVEMBER 23RD. - WALMER, KENT. A motor gunboat was reported to have made distress signals, but nothing could be found. - Rewards, £46 18s.

NOVEMBER 24TH. - SKEGNESS, LINCOLNSHIRE. The instruments of a Lancaster bombing aeroplane failed while she was returning from Berlin and the airmen, instead of being at 1,000 feet as they reckoned, found themselves in the sea near Chapel St. Leonards, but they reached the shore in their dinghy. - Rewards, £21 7s.

NOVEMBER 24TH. - ST. MARY'S, SCILLY ISLES. An aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £14 5s.

NOVEMBER 24TH. - HOWTH, CO. DUBLIN. A fishing boat was overdue in bad weather, but she was towed to Skerries Harbour by another fishing boat. - Rewards £14 6s. 6d.

NOVEMBER 26TH. - BERWICK-ON-TWEED, NORTHUMBERLAND. An aeroplane had been reported down in the sea, but a search, in which a launch and aircraft also took part, was without success. - Rewards, £6 12s.

NOVEMBER 26TH. - APPLIEDORE, AND CLOVELLY, DEVON. A rubber dinghy

had been reported firing distress flares, but nothing could be found. - Rewards, Apple-dore, £9 12s. ; Clovelly, £20 12s.

NOVEMBER 27TH. - ANSTRUTHER, FIFESHIRE. A R.N.A.S. aeroplane had come down in the sea, but only wreckage was found, by another vessel taking part in the search. - Rewards, £18 19s. 6d.

NOVEMBER 29TH. - ABERDEEN, AND NEWBURGH, ABERDEENSHIRE. A steamer had foundered after being in collision, but all her crew, fifty-four in number, were saved by their own boats and rafts and by another vessel. - Rewards : Aberdeen, £6 19s. ; Newburgh, £8.

NOVEMBER 29TH. - WELLS, NORFOLK. An American Fortress aeroplane had been reported down, but the life-boat was recalled by Hunstanton coastguard. While the life-boat was out, batteries on shore twice fired machine guns. The fire was not directed at the life-boat. It probably came from troops at exercise who could not be warned that the life-boat was in the neighbourhood. - Rewards, £25 9s.

NOVEMBER 30TH. - BARRA ISLAND, HEBRIDES. Bodies and wreckage had been washed ashore on Eriskay, but no vessel or survivors could be found. - Rewards, £10 8s. 6d.

NOVEMBER 30TH. - ST. IVES, CORNWALL. An aeroplane had crashed into the sea on fire, but nothing could be found. - Rewards, £30 4s.

DECEMBER

Launches 52 Lives rescued 54

DECEMBER 2ND. - ST. IVES, CORNWALL. At 6.15 in the morning the coast-guard reported that a vessel three miles south-east of St. Ives Head had signalled that she was sinking. A moderate north-west wind was blowing, with a rough sea. The motor life-boat *Caroline Oates Aver and William Maine* was launched at 7.10 and found the Dutch motor vessel *Reiger*, of Zuidbroek. She had been beached in a sinking condition in Carbis Bay, and was awash forward, but her crew of twelve, who were in no immediate danger, did not wish to leave her. The life-saving rocket apparatus was also standing by. The life-boat brought ashore the ship's chief officer so that he could telephone to London. She reached her station at 8.40. - Rewards, £11 13s.

DECEMBER 3RD. - HARTLEPOOL, DURHAM, AND TEESMOUTH, YORKSHIRE. At 4.56 in the morning the coastguard telephoned the life-boat station that two vessels appeared to be in danger, and twenty minutes later he asked that the life-boat should go to a vessel believed to be on Longscar Rock. A strong north-north-east wind was blowing,

with a heavy sea. The motor life-boat *The Princess Royal - Civil Service No. 7* was launched at 5.48, but, owing to the darkness and the position of the vessel, returned to harbour to await daylight. At daybreak she went out again and on Seaton Beach found the S.S. *Graiglas*, of Cardiff, bound for dry dock in the River Tees. The life-boat remained alongside for a short time and then the captain and crew, forty-five in number, decided to remain on board, but they asked that the pilot should be landed. The life-boat arrived back at her station with the pilot at nine o'clock.

The Teesmouth motor life-boat was also launched at 7.50, but finding no other vessel in need of help she went into Hartlepool, where she learned that only one vessel was ashore. - Rewards : Hartlepool, £14 5s. ; Teesmouth, £14 10s. 6d.

DECEMBER 3RD. - BRIDLINGTON, YORKSHIRE. At seven in the morning a vessel - the L.C.T. 2263 - was seen to be in difficulties close to the South beach behind the pier. She was driving ashore in broken water and was making signals by red lights and her searchlight. A strong east-north-east wind was blowing, and the sea was rough. Men were sent along the shore in case any of the crew of the landing craft were washed overboard, and the life-boat crew were assembled. At eight o'clock the motor life-boat *Stanhope Smart* was launched. Running in, with her drogue out, she let go anchor to windward, and veered down to the landing craft. She took a tow rope from her, and held her off the rocks until after high water, when L.C.T. 2263 was allowed to go aground clear of the rocks and the break-water. At the captain's request the life-boat took off and landed nine of the crew. In order to do this she had to fire a rocket across the vessel and go alongside, shipping heavy seas during the operation. The captain and three others remained on board their vessel. - Property salvage case.

DECEMBER 3RD. - CROMER, NORFOLK. During the morning while the fishing boats were out an east-south-east wind sprang up, causing a heavy surf on the beach. As the boat *Morning Star*, with a crew of three, had not returned by noon the No. 2 life-boat *Harriot Dixon* was launched at 12.20 in the afternoon. She found the *Morning Star*, took aboard some of her gear, handed life-belts to her crew and, keeping as close as possible to her, escorted her through the surf. Both boats were beached at 12.45. - Rewards, £13 11s.

BRONZE MEDAL SERVICE AT SALCOMBE

DECEMBER 4TH. - SALCOMBE, DEVON. At 9.15 at night the coast-guard at Hope Cove reported a vessel ashore at the lower end of Skerries, three miles to the east of Start Point. She

was the Admiralty salvage craft L.C. 18, with eleven men on board, and had broken away from her tow. The night was cold and wet, with an easterly gale blowing and very high seas.

The honorary secretary of the life-boat station told the coastguard that his motor-mechanic was ill and his second motor-mechanic had died that day. He would do his best to get a crew, but in the circumstances he thought it would be wise to warn the Torbay life-boat. This was done, but she was not needed. The coxswain at Salcombe was able to get a former motor-mechanic who had resigned about a year before, to take charge of his engines and as he was still short of a man the honorary secretary, Mr. H. W. Richards, a man of sixty-five, but a keen and experienced yachtsman, went as a member of the crew.

At 10.15 the motor life-boat *Samuel and Marie Parkhouse* was launched. An hour later she reached the wreck to find her very high out of the water and dragging across the Skerries. She was rolling heavily and gave the life-boat no lee for shelter. In spite of this, and the dangers of the darkness and heavy seas, Coxswain Distin, handling the life-boat with great skill, took her right alongside the salvage craft, but her crew would not jump. He took her alongside again and again and again. It was not until the fourth time that the eleven men jumped, and, with the whole crew rescued, the life-boat made for Salcombe. She arrived at 1.30 next morning. It was a dangerous rescue most skilfully carried out, and the Institution made the following awards :

To COXSWAIN EDWIN WILLIAM DISTIN, the bronze medal for gallantry, with a copy of the vote inscribed on vellum ;

To MR. H. W. RICHARDS, the honorary secretary of the station, a letter of appreciation ;

To the coxswain and each of the six members of the crew a special reward of £1 in addition to the ordinary reward on the standard scale of £1 17s. 6d. each. Standard rewards to the crew, £13 14s. 6d. ; additional rewards to crew and launchers, £7 ; total rewards, £20 14s. 6d.

DECEMBER 9TH. - ARKLOW, CO. WICKLOW. At 10.40 on the night of the 8th of December it was learned from the Civic Guards that the fishing boat *St. Gerard*, of Dublin, with a crew of six, was overdue. She had been expected back at six o'clock. The weather was wild, with a south-east wind blowing and a very rough sea. Enquiries along the coast were without result. At 1.50 next morning it was learned that red flares had been seen by the Killmichael Look-out, and at 2.23 the motor life-boat *Inbhear Mor* was launched. She found the *St. Gerard* half way between Courtown and Pass Head, two miles off land. Her engine had broken down and she was thrown on to a lee shore. The life-boat took her in tow and made for Wicklow, as she could not have got into Arklow. She returned to her station at 1.10 that afternoon. - Rewards, £23 8s. 6d.

DECEMBER 16TH. - MARGATE, KENT. At 1.15 in the afternoon a number of small invasion barges put into Margate Harbour. A fresh easterly wind was blowing with a choppy sea. The officer-in-charge reported that one, which had sprung a leak, was sinking, and that another barge had her in tow. He asked for help, and the motor life-boat *The Lord Southborough* (Civil Service No. 1) was launched at 1.20. Two miles north-east of Margate she found the two barges. With the life-boat was the officer-in-charge, and he boarded the barge which was towing. The life-boat then made fast astern of the sinking barge - L.C. 1237, with a crew of four - to help in steering her ; the vessels made for Margate. At the harbour entrance the life-boat took over the tow and placed the L.C. 1237 in a position where she could be beached. It was than 2.15 in the afternoon. - Rewards, £10 13s. 6d.

DECEMBER 18TH. - DUN LAOGHAIRE, CO. DUBLIN. At 2.10 in the afternoon a telephone message was received from the Bailey Lighthouse, Howth, that Hopper No. 4, a dredging vessel belonging to the Dublin Port and Docks Board, had gone ashore near Sutton. A wind of hurricane force was blowing, with sleet and a confused sea. The motor life-boat *Dunleary II* was launched at 2.30 and found the Hopper two miles north-north-east of Poolbeg Lighthouse, returning to Dublin, light, with a crew of eight on board. The life-boat dropped anchor and veered down to the hopper. Although the hopper was aground, with seas breaking over her stern, the crew did not at first wish to leave, but later they were taken off by the life-boat, which reached Dun Laoghaire again at 4.25. - Rewards, £7 17s.

DECEMBER 18TH. - HOWTH, CO. DUBLIN. At about 2.15 in the afternoon the Bailey Lighthouse reported that the Dublin Port and Docks Board Hopper No. 17 was adrift, bearing north-west from the lighthouse. A strong west-south-west wind was blowing, with a heavy sea and rain squalls. Another hopper was aground at Sutton, but the Dun Laoghaire life-boat went to her help. The motor life-boat *R.P.L.* was launched at 2.55 and

found the hopper at anchor leeward of Tower on Ireland's Eye. She took a message from the hopper to a tug, and stood by ready to pass a tow rope, but the tug fixed the tow without help and towed the hopper to Dublin. The life-boat reached her station again at 5.25. - Rewards, £11 17s.

SILVER MEDAL SERVICE AT ANGLE

DECEMBER 18TH. - ANGLE, PEM-BROKESHIRE. A gale was blowing from the south-west and a very rough sea was running. In the early evening a small Dutch ship, the motor vessel *Thor*, of Rotterdam, which was evidently seeking shelter, was seen in difficulties off St. Anne's Head at the entrance to Milford Haven. Here the sea is always worse than farther out, and as the *Thor* approached the mid-channel buoy she was overwhelmed by a following sea and thrown on her beam ends. Just before this happened the honorary secretary of the life-boat station had been asked to assemble the crew. He realised that in such weather and in such a position a small vessel must be in great danger, so, instead of assembling, he called the motor life-boat out at once, and the *Elizabeth Elson* was launched at 5.50. It was well that he did so.

When the life-boat approached the *Thor* Coxswain Watkins found a tug standing by. The life-boat asked for information, and the tug's skipper told him, in so many words, "We can do nothing. Do what you can." The coxswain went closer to the *Thor* and by the light of his searchlight saw her on her beam ends, all awash, with heavy seas breaking right over her. She looked, he said, "like a half-tide rock." It was dangerous to go any closer, but he did it, and saw that some of the crew had abandoned the wreck and were in the water, and in great straits. It was now pitch dark and it was very difficult to see the men, but the life-boat picked up two of them. A third was carried away and drowned. The life-boat was on the weather side of the *Thor*. To go any closer on that side was certain disaster, so the coxswain took her to leeward to see if any more men were left on the *Thor*. She was now nearly bottom up, with heavy seas breaking

over her. Gear and wreckage to leeward made the approach dangerous, but the coxswain brought the life-boat so close to the *Thor* that he was able to drag two of her crew to the life-boat with veering lines, and two more were able to jump into her from the bottom of the *Thor*. No one remained on board. So far as could be discovered the *Thor* had had ten men on board. The life-boat had rescued six ; the tug had rescued one ; three were lost.

The coxswain, a man of sixty-seven, took great risks. He handled the life-boat with great skill and daring, and his responsibility and risks were increased by the fact that he had not all his regular crew with him.

The Institution made the following awards :

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

To ALBERT E. REES, the motor-mechanic, the thanks of the Institution, inscribed on vellum ;

To the coxswain and each of the eight members of the crew a special reward of £1, in addition to the ordinary reward on the standard scale of £1 17s. 6d. each. Standard rewards to the crew and launchers, £19 2s. 6d. ; additional rewards to the crew, £9 ; total rewards, £28 2s. 6d.

DECEMBER 21ST. - NEWBIGGIN, NORTHUMBERLAND. The fishing coble *Robert and Jane*, of Newbiggin, with a crew of three, was the only coble to put out on this day, and as the sea rose, with a strong south-south-east wind, anxiety was felt for her safety. It was decided to send out the motor life-boat *Augustus and Laura*, and she left at 10.45. She found the coble, with her engine broken down, three miles east-north-east of Newbiggin Point. After standing by while the crew of the coble hauled their line she then took her in tow, but later the coble was able to get her engine started. The life-boat, which had trouble with one of her own engines, reached her station again at 12.45. - Rewards, £15 13s. 6d.

DECEMBER 21ST. - SWANAGE, AND WEYMOUTH, DORSET. At 10.27 in the morning the Swanage coastguard telephoned that the naval officer in charge at Poole wished the Swanage life-boat to go to the help of an escort vessel which had capsized three miles south of Durlleston Head. A strong and increasing south-west wind was blowing, with a heavy sea, and visibility was very poor at times. The Swanage motor life-boat *Thomas*

Markby was launched at 10.45 and reached the vessel half an hour later. She found her to be *Chasseur 5*, a chaser of the French naval forces. She had been escorting a submarine when she capsized, and the submarine was standing by. Three of the chaser's crew were clinging to the keel, two of them exhausted. It was only by skilful seamanship that they were rescued. Four more were rescued by the submarine, but others of the crew of twenty-three were trapped in the vessel. They could be seen looking through an open porthole. In that heavy sea and with no tools to break into the chaser the life-boat could do nothing to help them. She returned to Swanage, first arranging with the submarine to pump oil on the sea. She landed the rescued men at noon, and put out again at 12.52, with saws and axes, but she arrived to find that the submarine was under way. The chaser had sunk at 12.55.

The life-boat station at Weymouth had also been informed, and after consultation with the coastguard the honorary secretary sent out the *William and Clara Ryland* at one o'clock, but recalled her by wireless and she returned to her station again at 2.45.

The Commander-in-Chief of the French Naval Forces in the United Kingdom thanked the Swanage life-boat crew, and the flag-officer-in-charge at Portland expressed appreciation of the work of the crews of both life-boats. - Rewards, Swanage, £12 5s. ; Weymouth, £5 14s.

In 1946 the French Government awarded medals to Coxswain R. C. BROWN, A. CHINCHEN, mechanic, W. E. NINEHAM, bowman, and life-boatmen F. POND, A. DYKE, and C. BROWN ; the French Life-boat Society awarded a silver gilt medal to the coxswain, and bronze medals to the mechanic and bowman ; and the Academy of Political and Moral Science, Institut de France, Paris, presented 1,000 francs each to the coxswain, mechanic and bowman, and to Sir Godfrey Baring, Bt., chairman of the Institution, the medal of the Berthault Foundation.

DECEMBER 21ST. - EXMOUTH, DEVON. At 8.15 in the morning of the 13th of December, the S.S. *South Coaster*, of Cardiff, ran aground on the eastern end of Pole Sands, west-by-south three-quarters of a mile from Ocombe Point. She carried a crew of thirteen and was laden with coal from Marsden for Exeter. A tug and a landing craft were sent out by the naval authorities, and, although the crew of the life-boat stood by in readiness on the morning and on the evening of the 13th, and again on the evening of the 18th, the life-boat was not called upon to launch. On the morning of the 21st a south-south-west gale was blowing, with heavy seas, and the resident naval officer asked that the life-boat should be sent out. The motor life-boat *Catherine Harriet Eaton* was launched at 1.15 in the afternoon, with naval signallers aboard. She rescued the whole of the crew thirteen in number. A message of congratulation was sent by the resident naval officer to all concerned, and the Institution specially thanked the station officer of coastguard G. W. Leak, who, owing to the illness of the honorary

secretary of the station, was in charge. - Rewards, £29 17s.

DECEMBER 21ST. - WHITBY, YORKSHIRE. At about 3.25 P.M. the coastguard telephoned to the life-boat coxswain that the motor fishing coble *Hilda*, of Scarborough, was in distress. A strong southerly wind was blowing, with a rough sea. The No. 1 motor life-boat *Mary Ann Hepworth* was launched at 3.35 P.M. and found the coble five miles E.S.E. of Whitby, disabled by an engine breakdown. The coble, together with her crew of three, was taken in tow and brought into Whitby at 5.20 P.M. - Rewards, £11 6s. 6d.

DECEMBER 22ND. - DONAGHADEE, CO. DOWN. At 4.45 in the morning the Bangor coastguard reported that a vessel was ashore at Luke's Point, Ballyholme. A squally north-westerly gale was blowing, with a rough sea and rain. The motor life-boat *Civil Service No. 5* was launched at 5.15 and at 6.20 found the motor vessel *Vrede* ashore on rocks with her engine-room full of water. She had a crew of nine and was bound, laden with tea, from Glasgow to Exmouth. After some difficulty the coxswain took the life-boat alongside the vessel and three of the crew jumped into her. Five other members of the vessel's crew reached land in their own boat, but the captain refused to leave. As the rescued were in a state of exhaustion the life-boat took them to Donaghadee, where she arrived at 7.45. She then returned to the *Vrede* as there was a danger of her breaking up. After standing by until 9.30 the life-boat left. The weather was then improving and the danger lessening. She reached her station at 10.30. - Rewards, £10 12s. 6d.

DECEMBER 25TH. - STORNOWAY, ISLAND OF LEWIS. At nine in the morning the coastguard reported that an SOS had been received from a vessel ashore on Fladdachuain Island off the north of Skye, but that another vessel was standing by. A south-south-west gale was blowing, with a choppy sea. A further message came that help was needed, for the vessel was pounding heavily with seas washing over her. The motor life-boat *William and Harriot* was launched at 10.30 and reached the position at 2.40 in the afternoon. She found the American steamer *Frederick Bortholde*, with a crew of seventy-five on board, and went alongside, but the crew were reluctant to leave by a ladder over the side. Owing to the heavy motion of the steamer and the parting of her own mooring ropes the life-boat stood off. Later H.M. trawlers landed a party on the lee side of the island. They were able to get ropes to the steamer and brought ashore 70 of her men. Most of them were transferred to the trawlers by the life-boat, but a few remained to start salvage work when the weather eased. Five men had remained on the steamer. The life-boat was no longer needed and arrived back at her station at 12.45 next morning. - Rewards, £14 2s. 6d.

DECEMBER 30TH. - NEW BRIGHTON, CHESHIRE. At 1.45 in the afternoon the

police reported a boy adrift in a small boat off Maddock's Slip, River Mersey, and in need of help. A fresh north-west wind was blowing, with a rough sea. With ex-second coxswain Stonall in charge, the No. 2 motor life-boat *Edmund and Mary Robinson* was launched at 2.5. She found the small boat fifty yards from the sea wall, over which seas were breaking. The coxswain took the life-boat to windward of the dinghy and one of the crew jumped on board and made her fast to the life-boat. The boy was taken aboard the life-boat, and with the dinghy in tow, she reached her station again at three o'clock. - Rewards, £6 4s.

DECEMBER 30TH. - EASTBOURNE, AND HASTINGS, SUSSEX. At about four o'clock in the afternoon the coastguard informed the Eastbourne life-boat station that a U.S.A. Liberator aeroplane had come down in the sea off Pevensey Bay. A light north-west wind was blowing, with a slight sea. The motor life-boat *Jane Holland*, was at once launched and found and brought ashore three airmen's coats, one pair of trousers, an oxygen tank, a wireless set, and an identification disc, but there was no sign of the men. She returned to her station at 6.5.

The Hastings station was informed by the Fairlight coastguard at 3.57 that, the aeroplane was in the sea four miles south-west-by-west from Bexhill, and the motor life-boat *Cyril and Lilian Bishop* was launched at 4.20. She found only a patch of oil, and arrived back at her station at 7.40. It was learned later that, six airmen had been picked up by fishing boats. - Rewards, Eastbourne, £21 8s. 6d.; Hastings, £60 10s. 6d. (See Pevensey Bay, "Services by Shoreboats," 1944, page 54.)

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

DECEMBER 2ND. - CLOVELLY, DEVON. A ship's boat had been reported at sea, but the life-boat only found an empty raft which she could not bring in owing to the rough sea. - Rewards, £17 4s. 6d.

DECEMBER 3RD. - PORTPATRICK, WIGTOWNSHIRE. A vessel had been reported sunk in collision, but a search in the darkness was without result. Picking up a wireless message that some survivors had been rescued the life-boat continued to search until daylight, but found nothing. - Rewards, £21 11s. 6d.

DECEMBER 5TH. - TORBAY, DEVON. An Admiralty tug was in difficulties, but she was taken in tow by a minesweeper. - Rewards, £5 12s.

DECEMBER 8TH. - MARYPORT, CUMBERLAND. A herring drifter had been reported aground, but the life-boat found nothing, and a drifter, which had been aground, came in while the life-boat was out. - Rewards, £26 14s.

DECEMBER 9TH. - KILLYBEGS, CO. DONEGAL. An aeroplane had been

reported down in the sea, but nothing could be found. - Rewards, £13 2s. 6d.

DECEMBER 11TH. - ALDEBURGH, SUFFOLK. An aeroplane had been reported down in the sea, but nothing could be found. Rescue craft and aeroplanes also searched. - Rewards, £24 2s. 6d.

DECEMBER 11TH. - ILFRACOMBE, DEVON. An aeroplane had been reported down, but the life-boat was recalled when it was known that the airmen had been saved. - Rewards, £12 8s. 6d.

DECEMBER 15TH. - SHERINGHAM, NORFOLK. An aeroplane had been reported down in the sea, but nothing was found, and an aeroplane dropping smoke bombs may have been mistaken for an aeroplane in flames. - Rewards, £29 1s.

DECEMBER 16TH. - SHERINGHAM, NORFOLK. The life-boat was launched to stand by during air operations, but her services were not needed. - Rewards, £23 19s.

DECEMBER 17TH. - SOUTHEND - ON - SEA, ESSEX. Two invasion barges had been reported ashore, but were found at anchor and not in need of help. The naval authorities thanked the life-boat crew. - Rewards, £14 17s.

DECEMBER 17TH. - BALLYCOTTON, CO. CORK. An SOS had been reported from an aeroplane, but later she landed safely. The representative in Eire of the British Government expressed thanks to the life-boat crew through the Department of External Affairs, Dublin. - Rewards, £20 13s. 6d.

DECEMBER 18TH. - ANSTRUTHER, FIFE-SHIRE. A Chesapeake R.N.A.S. aeroplane had crashed. The life-boat searched in the darkness, but found nothing. Next morning two bodies were found on the beach. - Rewards, £24 1s. 6d.

DECEMBER 18TH. - THE HUMBER, YORKSHIRE. A boat, from an examination vessel, with a crew of three, had gone ashore, but the men landed without help. - Paid permanent crew.

DECEMBER 18TH. - BRIDLINGTON, YORKSHIRE. A landing craft was in distress, but she got ropes ashore by rocket and did not need the help of the life-boat. - Rewards, £21 12s. 6d.

DECEMBER 18TH. - SCARBOROUGH, YORKSHIRE. Red flares had been reported, but the life-boat found nothing. - Rewards, £35 17s.

DECEMBER 20TH. - CROMER, NORFOLK. An American bombing aeroplane fell into the sea, but a passing coasting vessel picked up her crew. - Rewards, £9 3s. 6d.

DECEMBER 20TH. - CAISTER, NORFOLK. At night a message was received that a

bombing machine was expected to crash, but nothing was found. - Rewards, £24 17s.

DECEMBER 20TH. - ANGLE, PEMBROKE-SHIRE. An aeroplane was reported to have crashed into the sea, but nothing could be found. - Rewards, £19 2s. 6d.

DECEMBER 21ST. - SOUTHEND - ON - SEA, ESSEX. A vessel was flying a flag, thought to be a distress signal, but the flag was found to be her house flag and she was not in need of help. - Rewards, £7 4s.

DECEMBER 21ST. - BUCKIE, BANFF-SHIRE. A boat had been reported ashore and showing flares, but could not be found, and it was presumed that she had got off.- Rewards, £10 8s. 6d.

DECEMBER 21ST. - FLAMBOROUGH, YORKSHIRE. An airman was reported to have baled out from a Whitley aeroplane, but he was not found. - Rewards, £27 12s.

DECEMBER 22ND. - EASTBOURNE, SUSSEX. The life-boat was called out by the naval authorities to search a given area, but all that she found were two floats about four feet long and these she left alone in case they were explosives. - Rewards, £22 15s. 6d.

DECEMBER 22ND. - NEWBURGH, ABERDEENSHIRE. A small fishing boat capsized while attempting to cross the bar at the river mouth, but her crew of three were lost before the life-boat could reach them.- Rewards, £7 19s.

DECEMBER 22ND. - ALDEBURGH, SUFFOLK. An aeroplane had been reported

down in the sea, but nothing could be found. - Rewards, £21 6s. 6d.

DECEMBER 23RD. - ROSSLARE HARBOUR, CO. WEXFORD. Flares had been reported but nothing could be found, and it was thought that they had been dropped by an aeroplane. - Partly paid permanent crew. Rewards, £4 9s.

DECEMBER 26TH. - PORTHDINLLAEN, CAERNARVONSHIRE. An Anson aeroplane had been reported overdue, but nothing was found and it was learned that the aeroplane had crashed on the shore.- Rewards, £12.

DECEMBER 27TH. - KILLYBEGS, CO. DONEGAL. An aeroplane had been reported down in the sea, but nothing was found. - Rewards, £13 2s. 6d.

DECEMBER 27TH. - SHERINGHAM, NORFOLK. An American Fortress aeroplane had been abandoned by her crew but they came down on the land. The aeroplane flew on until shot down into the sea by a Spitfire aeroplane. - Rewards, £19 16s. 6d.

DECEMBER 28TH. - NEWQUAY, CORNWALL. An American Liberator aeroplane had crashed in the darkness and caught fire, but she was right under the cliffs, and the life-boat could not get nearer than 300 yards. With the rising tide would-be rescuers, who went along the shore, were cut off by the tide and a very heavy ground sea, and the air crew and their rescuers to the number of eighteen lost their lives. All were members of the U.S.A. Forces. - Rewards, £24 11s.

DECEMBER 29TH. - RAMSEY, ISLE OF MAN. A vessel had gone ashore, but she got off and did not need help. - Rewards, £27 7s.

Services by Shore-boats

Six Medals for Gallantry

WEST KIRBY, CHESHIRE

On the 6th February, 1943, two men in a small boat were rescued.

MR. BENJAMIN S. ARMITAGE was awarded the bronze medal.

MR. HERBERT JONES, coxswain of the Hoylake life-boat, was awarded the bronze medal.

MR. WILLIAM G. WIDDUP, station officer of H.M. coastguard, Hoylake, was awarded the bronze medal.

PORTHLEVEN, CORNWALL

On the 23rd March, 1943, an Army Officer was rescued.

MR. THOMAS HENDY MATTHEWS was awarded the bronze medal.

BARROW, LANCASHIRE

On the 27th September, 1943, the crew of two of the fishing boat *Seabird*, of Barrow, were rescued.

MOTOR MECHANIC JAMES O. MOORE was awarded the bronze medal.

ASSISTANT MOTOR MECHANIC FRANK MOORE was awarded the bronze medal.

JANUARY MEETING

BARROW, LANCASHIRE, and MILLOM, CUMBERLAND. At four in the afternoon of the 20th of August, 1942, the naval base asked the Barrow life-boat station to search for an aeroplane which had crashed north of Walney. A strong south-west wind was blowing, with heavy squalls of rain, and the sea was rough. The coxswain of the Barrow life-boat and three other men put out in a motor pilot cutter. A motor boat, manned by an auxiliary coastguard and three other men, put out from Millom at considerable risk, and four airmen put out in a dinghy from Walney. The motor boat from Millom found a dead body and the motor pilot cutter saw parts of the aeroplane, but that was all. The four airmen in the dinghy got into difficulties and were rescued by the pilot cutter. - Rewards, Barrow pilot cutter, £5, and 12s. for fuel used ; Millom motor boat, £5, and 10s. for fuel used.

(See Barrow, " Services by Shore-boats, " 1942, page 68.)

LOSSIEMOUTH, MORAYSHIRE. About 4.30 in the afternoon of the 13th of December, 1942, an aeroplane crashed into the sea one and a half miles north-west-by-north of Lossiemouth harbour. The weather was moderate. The motor fishing boat *Sunrise*,

with a crew of six, put out and rescued the aeroplane's crew of five, who were in their rubber dinghy. - Rewards, £7 10s., and 11s. for fuel used.

FEBRUARY MEETING

DOWNINGS, CO. DONEGAL. While out fishing off Innisboffin Island on the 27th of November, 1942, the motor fishing boat *Star of Hope*, of Downings, foundered and sank while her herring nets were being hauled, and a fresh north-west breeze was blowing with a choppy sea and squalls. Her crew of four were left struggling in the water. It was then midnight. The men's cries were heard by the crew of another fishing boat, who at once went to their rescue. It was only with difficulty and some danger that she picked up the men in the darkness, for she was not far from a lee shore, and was broadside on in the trough of the sea during the whole operation, which lasted for about three hours from midnight to three next morning. No extra fuel was used, but the night's fishing was abandoned and it was estimated that the men lost between £20 and £40. - Rewards, £10.

KINGSDOWN, KENT. About 8.40 in the morning of the 3rd of December, 1942, two fishermen were out fishing in a 16-foot motor

boat. The weather was fair, but hazy, and the sea smooth. The men saw a Wellington bomber, which had been damaged by a night fighter, skimming the water between Kingsdown and St. Margaret's Bay. Then it stopped and began to sink. The two men were about to shoot their nets but replaced them and went at once to the rescue. They reached the aeroplane in about ten minutes and rescued the five airmen. Three of them were wounded. - Rewards, £1 18s., 2s. for fuel used and £5 for loss of fishing.

RYE, SUSSEX. At midday on the 12th of December, 1942, two men were fishing in Rye Bay, in a motor fishing boat, when they saw a Spitfire aeroplane crash and the airman come down by parachute. A northerly off-shore wind was blowing, with a choppy sea. They went at once to the airman, rescued him and salvaged his dinghy. They gave him tea, cigarettes and dry clothes and landed him at Rye Harbour, where an ambulance took him to hospital. - Rewards, £1 18s., £1 for fuel used and £2 for loss of fishing.

CRASTER, NORTHUMBERLAND. About 4.20 in the afternoon of the 16th of January, 1943, the small fishing boat the *Two Sisters*, of Newbiggin, with only one man on board was seen off Craster Harbour. Her engine had broken down and the man had rigged a small piece of canvas on an oar. A freshening southerly wind was blowing, with a slight sea. Six men put out in the 30-foot motor fishing coble *Archbalds* and came up with the fishing boat one and three-quarter miles N.N.E. of Craster and towed her into Craster Harbour. This fishing boat had recently been the cause of several life-boat launches. - Rewards, £3, 5s. for use of the boat and 3s. for fuel used.

(See Boulmer and Amble, "Accounts of Services by Life-boats," page 14.)

NEWBIGGIN, NORTHUMBERLAND. About 12.45 in the afternoon on the 21st of January, 1943, the coastguard told the life-boat station that a boat was showing distress signals two miles south-east of Newbiggin Point, but before the life-boat was launched another message came that the coble *John and Margaret*, manned by three men, had already gone out. A gale was blowing from the west-south-west, but the sea was moderate and the weather was fine. The *John and Margaret* found the Newbiggin coble *Robert and Sisters*, with her engine broken down. She was in danger of drifting out to sea. The *John and Margaret* towed her into Newbiggin. - Rewards, £2 5s., and 3s. for fuel used.

SCARBOROUGH, YORKSHIRE. At 1.45 in the afternoon of the 26th of January, 1943, the coastguard telephoned that an R.A.F. aeroplane had come down in the sea about two miles east of Cayton Bay, which is two miles south-east of Scarborough. A moderate westerly wind was blowing, with a smooth sea. As it was dead low water and as most of the life-boat crew were at sea the honorary secretary decided to send fishing cobbles, and three, *Lily*, *Florence* and *Treasure* - each with a crew of three - put out at once. A tug also went. They searched but found nothing and

returned after two hours. - Rewards, £6 15s. and 10s. to each boat for fuel used.

SCARBOROUGH, YORKSHIRE. At 10.32 on the night of the 3rd of February, 1943, the coastguard telephoned that a German aeroplane, a Dornier 217, had crashed at Grinstead, three miles south of Scarborough. Wreckage had been found and it was evident that the crew had baled out. The life-boat was asked to search the Cayton Bay area, but the chairman of the branch sent out the motor cobbles *Treasure* and *Constance* instead, as they could get away more quickly. The weather was fine, with a smooth sea. Eight men manned the two cobbles and they searched for about two hours, but found nothing. Four life-boatmen stood by at the life-boathouse. - Rewards, £15 to the men who manned the cobbles, £2 8s. to the men ashore and 10s. each to two boats for fuel used.

MARCH MEETING

ROBIN HOOD'S BAY, YORKSHIRE. At noon on the 6th of September, 1942, the Scarborough motor fishing coble *Florence* was fishing in Robin Hood's Bay. The weather was fine, with a light westerly wind and a smooth sea. The coble was manned by two men. They saw a German aeroplane crash and the pilot bale out. Cutting away their gear they went at once to the spot, rescued him and took him to Scarborough. - Rewards, £5 for loss of fishing and gear and for fuel used.

WALLS, SHETLANDS. On the night of the 8th of November, 1942, a R.A.F. Wellington bomber crashed into the sea off Vaila, Shetlands. A moderate west-south-west gale was blowing, with a heavy sea and rain. At Walls four men manned a motor boat and put out, but they only found pieces of wreckage. The Aith motor life-boat was also launched, but found nothing. Of the six airmen on the bomber, four drifted ashore, in the darkness, in their dinghy, one went down with the aeroplane and the sixth was washed ashore dead. - Rewards, £6, and 5s. for fuel used.

(See Aith, "Accounts of Services by Life-boats," 1942, page 52.)

FILEY, YORKSHIRE. About 5 in the afternoon of the 11th of December, 1942, the bowman of the life-boat saw a Halifax bomber crash into the sea, some three miles south-east from the Filey coastguard lookout. The weather was fine, with a slight sea and a light westerly wind. The bowman is the owner of two motor cobbles, *Jean and Barbara* and *Matthew and Edward*, and he sent them out at once, manned by thirteen men. After a search in the darkness the *Jean and Barbara* found eight airmen in their dinghy. It had then drifted a mile from where the aeroplane had crashed. She rescued them and brought them ashore. The other coble brought in the dinghy. The Filey motor life-boat was also launched but her services were not needed. The thirteen rescuers would not accept any payment " for

saving men who were fighting for their country." - Rewards. Letters of thanks to Messrs. T. Jenkinson and G. Mainprize.

(See Filey, "Accounts of Services by Life-boats," 1942, page 58.)

APRIL MEETING

PORTMUCK, Co. ANTRIM. Just after noon on the 19th of October, 1943, a British aeroplane crashed into the sea about six miles south-east of Muck Island, and the Portmuck coastguard called out a local motor boat, *B196*. The sea was smooth with a light south-west wind. With three men on board the motor boat left at one o'clock, but an R.A.F. rescue launch reached the aeroplane first, rescued the crew from their dinghy, and took the aeroplane in tow. After a time the rescue launch left the aeroplane and made for Larne with the rescued men. The motor boat then took the aeroplane in tow and towed her about 2 1/2 miles. Then a tug came out and the motor boat passed the towing wires to her and made for Larne, where she arrived at five in the afternoon. Half an hour later the tug arrived with the aeroplane. - Rewards, £8, including compensation for loss of fishing and fuel used.

NAIRN. About 10.30 in the morning on the 27th of January, 1943, it was reported that an aeroplane had crashed at sea. It could be seen indistinctly, some distance to the west of Nairn Harbour. Two men put off in a 10-foot rowing boat - the tide was low and only a small rowing boat could get out of harbour. A fresh westerly wind was blowing and the sea was smooth. The men searched but found nothing. The airmen reached land in their own rubber dinghy. - Rewards, £1 and 2s 6d. for use of boat.

BRONZE MEDAL SERVICE AT WEST KIRBY

WEST KIRBY, HOYLAKE, CHESHIRE. Just before half-past twelve in the afternoon of the 6th of February, 1943, two men in a 14-foot boat were seen to be making from Hilbre for West Kirby Sailing Club in the River Dee estuary on the flood tide. A strong westerly wind was blowing, with a very rough sea. The boatman of the sailing club realised that she was in danger of being swamped and flung against the sea wall. He rang up the coastguard at Hoylake, who passed on the news to the Hoylake life-boat station. As Hoylake is 2 1/2 miles away from West Kirby, the coxswain decided that it would take too much time to attempt a rescue with the life-boat, so he and the station officer of the coastguard went to West Kirby by car, taking with them the life-saving apparatus. When

the dinghy came within hailing distance they advised the two men on board to let go their anchor and wait until a boat could be launched to their help from the sailing club. This they did. The coxswain, the coastguard and the boatman of the club launched a dinghy from the club. To do it in the heavy breaking seas needed great skill, activity and determination, and they took a great risk. They knew that if they were capsized, or if they lost an oar, they would be carried on to the sea wall themselves and that this would mean certain death. No one could have helped them from the wall, for its top was covered with barbed wire, as part of the coast defences against invasion, and only a very strong swimmer could have hoped to swim back to the launching slipway of the club. The three men surmounted all their dangers, reached the anchored dinghy and rescued the two men who, had they not anchored and waited, would certainly have been swamped and dashed to death on the sea wall. It was a skilful and very gallant rescue and the more gallant since the life-boat coxswain was 65 years old.

The Institution awarded its bronze medal for gallantry, with a copy of the vote inscribed on vellum, and £2 to each of the three men, COXSWAIN HERBERT JONES, MR. W. G. WIDDUP, the station officer of coastguard, and MR. BEN ARMITAGE, the boatman of the West Kirby Sailing Club. It also sent a letter of appreciation to POLICE CONSTABLE DAVIES, who gave the information.

PORT ISAAC, CORNWALL. At 7 in the evening of the 8th of February, 1943, the open fishing boat *Rosalie*, of Port Isaac, with only one man on board, was off Varley Point making for harbour when her engine broke down. The man dropped anchor, but the cable parted and the boat drifted across Port Isaac Bay. A strong south-south-west wind was blowing, with a slight sea. Five men in the motor fishing boat *Boy Fletch*, who had just come ashore, went out again, but the *Rosalie* had no means of showing where she was and the *Boy Fletch* missed her in the darkness. She returned to harbour at 8.25; P.M., but twenty minutes later she put out again and searched without success until 10 P.M. Then she had to return owing to increasing wind and sea. The Padstow motor life-boat had also been launched twice,

and in the morning she found the *Rosalie*. She was bottom up at Pentargon Beach, but the fisherman had got ashore. - Rewards, £5, and 10s. for fuel used.

NEWQUAY, CORNWALL. About 6.45 in the evening of the 7th of March, 1943, the coast-guard reported that two persons had been caught under the high cliffs, two miles east of the harbour. They must be rescued at once, for though the weather was fine and the sea moderate, the flood spring tide was nearly at its highest. Rescue from the cliff top by ropes was practically impossible. It must be done by boat and a motor boat and a small boat were considered the best means of doing it. The life-boat's coxswain and motor-mechanic put off with a fisherman in his 26-foot motor boat *Lady Gwen*, taking a punt in tow. After some difficulties and at some risk they rescued the two persons, an army lieutenant and a sergeant of the W.A.A.F.- Rewards, £5 12s. 6d., and 1s. for fuel used.

MAY MEETING

GOUROCK, RENFREWSHIRE. Just before midnight on the 4th of September, 1942, the naval tug *Romsey*, with a crew of 20, dragged her anchor off Gourcock pier, and the outward-bound steamer *Lairdsburn* ran her down. She sank in a few minutes. A strong south-west wind was blowing, with a very rough sea and heavy squalls of rain. The customs launch *Courier* was alongside the S.S. *Viceroy of India* and heard cries for help. Mr. F. Stewart, the senior customs officer, who was on the *Viceroy of India*, at once went on board his launch and made for the cries. He had with him his coxswain and the assistant customs officer. They found three men on a small raft and rescued them, but the propeller of their launch was fouled by a piece of clothing. She could not go astern, and it was only with great difficulty that she got back to the *Viceroy of India*, and put the rescued men on board. Her crew then tried to clear the propeller. They were only partly able to do it, but they returned to the search, and the port medical officer went with them. They found and rescued a fourth man, and continued their search for others until three in the morning. One of the four men rescued died later.

The collision had also been heard by the pilot cutter *Cejoie*, manned by two men and a boy, and the pilot cutter *Kimpok*, manned by a man and a boy, which were lying off Gourcock pier. They put out and each picked up one man. After landing these men they continued the search until three in the morning.

It was a gallant rescue in very bad weather and the Institution awarded its thanks on vellum to CUSTOMS OFFICER F. STEWART, COXSWAIN HOCKEY, of the *Courier*, COXSWAIN CLAUDE BROWN, of the *Cejoie* and COXSWAIN FRANK BOTT, of the *Kimpock*.

It also awarded £1 10s. to each of the three coxswains and to each of the other four men and boys who took part in the search except the port medical officer. - Total rewards, £10 10s.

The owners, The Alexandra Towing Co. Ltd., made the same rewards of money, and also made a gift to the funds of the Institution.

KEISS, CAITHNESS-SHIRE. About 11.38 in the morning of the 3rd of April, 1943, a British Hampden bomber crashed at the entrance to Keiss harbour. A light west-south-west wind was blowing and the sea was smooth. Two men had just left their 23-foot motor fishing boat. They rushed back, started the engine and, joined by four others, went to the scene. They found the four men of the aircraft already in their dinghy, took them on board the motor boat and towed in the dinghy. - Rewards, £3.

SCARBOROUGH, YORKSHIRE. On the evening of the 3rd of April, 1943, the auxiliary cutter *Ziska*, employed by the R.A.F., was being towed southward by a trawler. At about 6 o'clock the trawler slipped her, but her engine failed and she drifted northwards with the ebbing tide. The weather was fine, with a light wind and a moderate swell. At 8.0 in the evening the coastguard asked the life-boat station for help in getting her into harbour before dark. It was decided to send out the motor cable *Constance*, manned by the life-boat coxswain, motor mechanic and two other men. She put out at 8.45 and took the *Ziska* in tow. Twice the tow-rope broke, but she brought her safely in at ten o'clock. - Rewards, £5, with 10s. for fuel used and £2 for rope lost.

ST. IVES, CORNWALL. At 6.15 on the evening of the 5th of April, 1943, a Ventura aeroplane was seen circling low, about 1,000 yards off Bassetts Cove, near Portreath, between fishing vessels and the shore. She went straight into the sea and disappeared in less than a minute. The weather was fine with a light north-west wind and a slight sea. Two motor fishing boats, the *Nellie* and the *Rosebud*, each with a crew of two, raced to the spot, and within eight minutes the *Rosebud* had rescued three airmen and the *Nellie* one. On the *Rosebud* artificial respiration was given to one of the rescued men, while the boats were making for Portreath. Here the airmen were at once sent to hospital. - Rewards, £2, and 6s. 3d. for fuel used.

CEMAES, ANGLESEY. About 5.50 in the evening of the 15th of April, 1943, the coast-guard saw an aeroplane crash about three miles north-by-east from Cemaes coastguard station. A motor launch was sent out by the naval authorities, and an auxiliary coast-guard at Cemaes was told of the crash. He enlisted the help of three other men and they put off in a rowing boat. They could see the tail of the aeroplane clear of the water. They found no one on board her and made towards a rubber dinghy which they could see about one and a half miles to the eastward. The motor launch was making for it, and as it was obvious that she would reach the dinghy first the rowing boat put back to Cemaes. The aeroplane sank at 6.45 P.M. - Rewards to the four men who manned the rowing boat, £2 10s.

BRIDLINGTON, YORKSHIRE. Early in the morning of the 10th of May, 1943, the motor fishing coble *Rosamund*, with a crew of three, put out to her crab pots about twelve miles south of Bridlington. By noon a gale was blowing from the south, causing a dangerous sea at the entrance to the harbour, and it was decided to send out the motor fishing vessel *La Mariole*. She left at about one o'clock. The *Rosamund* had been shipping heavy seas, and when *La Mariole* found her she put a man on board her to help in pumping out the water. She then escorted her back to the harbour entrance, and, after pouring oil on to the sea, brought her safely in. - Rewards, £3 2s. 6d., and 3s. for fuel used.

JUNE MEETING

WHITBY, YORKSHIRE. At 1.25 in the morning of the 22nd of May, 1943, the coast-guard telephoned to the life-boat station that a vessel was ashore at Kettleness. A light northerly wind was blowing, the weather was fine and the sea was smooth. As the tide was too low for the motor life-boat to be launched, the coastguard asked that a coble should be sent out. The coxswain asked if the Runswick life-boat could not go, and the coastguard said that there also, owing to the very low tide, there might be difficulties in launching. At two in the morning Coxswain Murfield and three other men put off in the motor fishing coble *Margaret*. They arrived at Kettleness to find that the Runswick life-boat was already alongside the vessel, which was the steam trawler *Cynthia*, of Grimsby, and that she had run out a kedge anchor for her. The coble arrived back at 5.30.- Rewards, £5, and 10s. for fuel used. (See Runswick, "Accounts of Services by Life-boats," page 27.)

JULY MEETING

FERRYSIDE, CARMARTHENSHIRE. About 7.30 in the morning of the 26th of April, 1943, a dinghy belonging to the R.A.F. Rescue Service (Maintenance and Repair) Unit, with seven men on board, capsized in deep water between 20 and 30 yards from the shore. A moderately strong off-shore wind was blowing, the sea was moderate, and there was a fog. Coxswain David Arthur of the Ferryside life-boat, and an airman, whom he did not know, put off in a 10-foot boat, which was leaking, and found the seven men struggling in the water. They rescued six of them. The other one swam ashore. The coxswain received a letter of thanks from the R.A.F.-Reward to coxswain, 10s.

SALTCOATS, Ayrshire. About 2.30 in the morning of the 2nd of May, 1943, a Whitley bombing aeroplane, with engines not working properly, passed over Saltcoats. A few minutes later she crashed into the sea and exploded. The sea was calm and the surface took fire over a large area. A voice could be heard calling for help, and the police knocked up a man, Mr. Shedden. He put out in a small motor boat and at some risk rescued one airman, the only survivor. The Ard-

rossan pilot launch also put out and picked up a body. Two naval vessels also went to the scene. - Rewards, £1.

FARR, SUTHERLAND. About 10.20 in the morning of the 21st of May, 1943, the Royal Observer Corps, Bettyhill, reported through the Wick police and the coastguard, that a raft with two men on it was half a mile from the shore between Bettyhill and Farr Point. There was a slight sea and some fog.

The Thurso life-boat was launched and three small boats manned by twelve men put out from Skerry, Armadale and Kirtomy, but the "raft" was found to be a tree trunk and the "two men" projecting branches.- Rewards, £6 15s., with 6s. each to two boats for fuel used. (See Thurso, "Accounts of Services by Life-boats," page 28.)

PAIGNTON, DEVON. About 6.30 in the morning of the 22nd of May, 1943, two fishermen were on their way to haul crab pots in Teignmouth Bay, when they saw a splash in the sea, followed by a glimpse of a parachute. A light north-west wind was blowing, with a slight swell. The men took a compass bearing and made for the spot. Twenty-five minutes later they picked up an airman. On their way back to Teignmouth, six miles away, they were met by an R.A.F. rescue launch, which took the airman aboard.- Rewards, £2, and 2s. for fuel used.

BIRSAY, ORKNEYS. At 8.30 on the night of the 6th of June, 1943, the honorary secretary of the Stromness life-boat station received a telephone message that a soldier had slipped over the rocks into the sea near Marwick Head. A moderate south-east wind was blowing, with a moderate sea. As the Stromness life-boat was having her annual overhaul and the Longhope life-boat was too far away, the honorary secretary telephoned to Birsay, and a sailing boat with a crew of four was launched from there. Mr. Rae, of the Stromness life-boat committee, with his wife, a qualified nurse, and the life-boat coxswain, went by car to the scene of the accident. Unfortunately the soldier had been drowned before the boat arrived. - Rewards, £2 10s. to the crew of the boat and 5s. to the coxswain.

WESTON-SUPER-MARE, SOMERSET. About 3 in the afternoon of the 12th of June, 1943, a sailing boat capsized in broken water in Weston Bay, in a fresh westerly wind. Two young men and two young women were in the boat, and they were all thrown into the sea. The two women and one man clung to the keel, but the other man was drowned. The accident was seen by the life-boat coxswain, second-coxswain and mechanic, who were returning to harbour with their nets in a motor boat. They rescued the three people, and gave first aid and artificial respiration to one of the women. - Rewards, £1 10s.

ST. ANDREWS, FIFESHIRE. On the morning of the 13th of June, 1943, two men in a motor boat going from St. Andrews to Crail, with a launch in tow, passed a dinghy with a

man in it. A freshening westerly wind was blowing, with a choppy sea. Later they were returning from Crail to St. Andrews, with two visitors on board as passengers, when they again saw the dinghy. This time it was empty. They looked round and saw a man's head above water, picked him up, and found him to be a Polish soldier, very much exhausted. One of the two visitors was a doctor and he revived the soldier. Meanwhile the owner of the dinghy had seen it in the bay, apparently out of control, and had gone after it in a sailing boat. With both boats to manage, he got into difficulties, and the motor boat took them both in tow and brought them into St. Andrews harbour. The Polish soldier was landed and sent to hospital. - Rewards, £1, and 3s. for fuel used.

PORTSOY, BANFFSHIRE. At 4.28 in the afternoon of the 14th of June, 1943, a R.A.F. fighter aeroplane was seen to crash into the sea about 2 1/2 miles from the look-out at Portsoy East Head. A light north-west wind was blowing, but the sea was smooth. Three small motor fishing boats left harbour to the rescue as soon as they heard the crash. They were the *Look and See*, with a crew of three, the *Mint*, with a crew of three and the *Sweet Promise*, with one man on board. They searched but found nothing except some equipment of the aeroplane. - Rewards, £3 10s. and 10s. for fuel used.

HOLYHEAD, ANGLESEY. At about 5.15 in the afternoon of the 19th of June, 1943, the coastguard saw a boy standing on what appeared to be a door drifting off shore near the coastguard station. A strong southerly wind was blowing with a choppy sea. Before he could send help a pilot and his sister, aged fifteen, who had seen the boy's plight before he came in view of the coastguard lookout, put out in a small rowing boat and rescued the boy. - Rewards, letters of thanks to Mr. William Jones and Miss Glenis Jones.

SEPTEMBER MEETING

CROY, DUNURE, AYRSHIRE. While working on Croy shore about 12.30 in the afternoon of the 20th August, 1942, two men saw an aeroplane crash into the sea about half a mile from the shore. The weather was fine and the sea calm. The pilot got clear of his machine and was seen swimming in the water. The two men put out in a rowing boat, accompanied by a visitor who was a doctor, and saved the airman. - Rewards, £1 5s.

BRONZE MEDAL SERVICE AT PORTHLEVEN

PORTHLEVEN, CORNWALL. On the morning of the 23rd of March, 1943, heavy seas were breaking on the beach, and an army sergeant, who had gone in to bathe, was seen to be in

difficulties. An officer, Lieutenant Kenyon, went in to his help. On-lookers saw that he too was in difficulties and called out Mr. T. Hendy Matthews, the harbour pilot, who lived close by. It was then 7.30. Mr. Matthews at once took charge. He got out a life-buoy and life-line and directed how they should be used if the men were washed ashore anywhere within reach. With the extraordinary run and crash of the breakers it was impossible to do more on the spot, and Mr. Matthews then went to the harbour where two men, Mr. W. H. Williams and Mr. J. Williams, offered their help in an attempt at rescue by boat. No rowing boat could have lived in the seas and it was decided to use the 18-foot motor pilot boat. But heavy baulks had been put across the inner harbour the evening before to protect the shipping in it from attack. To lift them would take three-quarters of an hour and to save time it was decided to hoist the pilot boat over them. Mr. Matthews and his helpers improvised slings of rope and chain and with these and the man-power crane they hoisted the boat and slid her down into a heavy run of sea, which was dashing against the wall. Two of her three oars were broken and they were left dependent entirely on the engine. Fortunately it was running perfectly. They now had the difficulty of steering the boat down the middle of the outer harbour through the breaking seas. The great difficulty was that there is a bend in the harbour, and at the entrance a heavy sea was running across it. There the boat was in great danger of being swamped, but they brought her safely through it to the smooth sea beyond the breakers. They turned along the shore. The sergeant was already dead, killed, it was thought, by the tremendous force of the seas, but Lieutenant Kenyon was still swimming, though very feebly. They turned shorewards again towards him. They had now to watch very carefully to keep the boat clear of the broken water and Mr. Matthews swung her round and moved her slowly stern first. When they were near enough, they flung a rope to him, but he seemed not to notice it. They tried

again and this time it struck his chest. He grasped it, but was too exhausted to do more. Mr. Matthews continued to back the boat slowly towards him until they were near enough to grasp him. Fortunately the sea on which they were riding was smooth, and they were able, without mishap, but with great difficulty, to lift him into the boat. They were only just in time to save him. Returning, they had the same danger with the breaking seas at the entrance to the harbour, but they came safely through them. The whole rescue - so promptly had they carried it out - had taken, from the moment when they started to get the boat ready, only 35 minutes. The three rescuers were agreed that it was the worst sea that a Porthleven boat of that size had ever attempted.

The Institution awarded its bronze medal for gallantry to Mr. T. H. MATTHEWS, the harbour pilot, and to each of the other two men, MR. W. H. WILLIAMS and MR. J. WILLIAMS, the Institution's thanks inscribed on vellum. To each of the three men the Institution also awarded £2. Lieutenant Kenyon, for his gallant attempt to rescue the sergeant, was awarded a medal and £10 by the Carnegie Hero Fund.

SCRATBY, NORFOLK. About 8.50 on the night of the 26th of June, 1943, the pilot of an American Thunderbolt aeroplane baled out and came down in the sea about one mile east-north-east from Scratby. The owner of a boat and another man, who were nearly two miles away in the country, saw the airman coming down. They cycled as quickly as possible to the boat, to find other men already taking her down to the water. A fresh north-east wind was blowing and the sea was breaking heavily on the beach. Three men manned the boat - two fishermen and a soldier. She was a 14-feet rowing boat and in getting off they shipped a good deal of water. They rescued the airman and handed him over to a rescue launch. Coming ashore, like pulling out, was difficult, and not without risk. Two of the men damaged their best boots and the owner of the boat lost two oars, three lines, a rope and other gear. - Rewards, £4 10s.. with £5 for loss of gear, 10s. for use of boat and 10s. for damaged boots. The Caister life boat also put out, but was not needed.

(See Caister, "Accounts of Services by Life boats," page 30.)

KEISS, CAITHNESS-SHIRE. At 1.34 in the morning of the 17th of July, 1943, the coast guard reported a steam trawler ashore about

a mile south of Keiss Harbour, making distress signals by siren. She was the *Serapion*, of Grimsby, bound for the Faroe fishing grounds. The weather was calm but foggy. A motor boat, manned by three auxiliary coastguardmen, put out and brought two of the trawler's crew ashore. Later, these two men were taken back to the trawler and the motor boat stood by until another trawler arrived, returning ashore at 8.50. The stranded trawler was refloated the following day. - Rewards, £3, and 10s. for fuel used.

ARBROATH, ANGUS. At 12.3 in the afternoon of the 17th of July, 1943, the coastguard telephoned to the life-boat station that the Bell Rock had reported that a Walrus aeroplane had crashed into the sea five miles north-west of the Bell Rock at 10.30 that morning. Four minutes later it was reported that a fishing boat which was at sea had rescued two men. She was the *Girl Mary*, of Arbroath, with a crew of three. The remaining airman was lost. The rescued men were landed over to a Fleet Air Arm rescue boat. - Rewards, £1 10s.

PORT ST. MARY, ISLE OF MAN. About 7.30 in the morning of the 21st of July, 1943, an aeroplane came down in the sea two miles south-east of Scarlet Point, some five or six miles from Port St. Mary and a mile from Langness Lighthouse. The weather was fine, with a light easterly wind and a calm sea. The life-boat crew were assembled, but as it was realised that with shortage of help and a very low ebb tide it would take some time to get the life-boat away the honorary secretary sent off the motor boat *Penelope* with a crew of four. Meanwhile, two of the keepers at the Langness Lighthouse had put out in a rowing boat and rescued two airmen who were in their rubber dinghy. They handed them over to an Air Sea Rescue launch, which arrived shortly afterwards. The *Penelope* arrived just after the rescue launch. - Rewards, £3 15s., and 2s. 6d. for fuel used.

OVERSTRAND, NORFOLK. About three o'clock in the afternoon of the 26th of July, 1943, an American Fortress bombing aeroplane landed in the sea about 500 yards off Overstrand beach. There was a light south-east wind and the sea was smooth. Mr J. W. Betts, a young man, discharged from the army on account of ill-health, was engaged in laying fishing lines between a quarter to half a mile way. He cut away his gear and rowed with all speed to the rescue. He found eight of the aircraft's crew of ten in two large rubber boats, another was struggling in the water and another alone in a smaller rubber boat. Betts succeeded, not without risk, in rescuing the man in the water, and then took on board the man from the smaller rubber boat, which almost immediately sank. With these two men on board and with one of the large rubber boats containing four men in tow, he rowed to the beach. Meanwhile another fisherman, Mr. Dick Davies, the only man ashore at the time, with three men from the Seaforth Highlanders, stationed at Overstrand, launched his own dinghy and rowed

out. The stopper had been taken out of the dinghy to drain her, and there was no time to replace it before launching. The water came in fast, and the three soldiers were busy baling, one of them holding his hand over the hole all the time. The dinghy took on board one of the four airmen from the second of the two rubber boats, took the boat in tow, with the other three men in her and returned to the shore, the water still coming in and the soldiers baling. The gear, which Mr. Betts had cut away, was recovered. - Rewards, £2 and £2 10s.

SHERINGHAM, NORFOLK. About 3.40 in the afternoon of the 26th of July, 1943, an American Fortress bombing aeroplane crashed into the sea about two miles north-by-east of Sheringham. The sea was calm, but the Fortress sank in seven minutes. The life-boat crew were assembled, but meanwhile six men had got away in a motor fishing boat. They found the whole crew of ten American airmen, some in their rubber dinghy, others clinging to it, and rescued them. On their way back they met the life-boat. - Rewards, £3 15s. ; and 2s. 3d. for fuel used. (See Sheringham, "Accounts of Services by Life-boats," page 32.)

PORTHDINLLAEN, CAERNARVONSHIRE. About nine on the night of the 30th of July, 1943, the life-boat head launcher was out in a rowing boat, accompanied by four visitors on a fishing trip. The weather was fine and the sea smooth. When about half a mile out in Porthdinllaen Bay he saw two boys swimming between 400 and 500 yards farther out. They were swimming hard, but were being carried out by the current. He rescued them just in time, for they were nearly exhausted. - Rewards, 12s. 6d.

NEWQUAY, CORNWALL. About 12.30 in the afternoon of the 9th of August, 1943, it was learned from Perranporth, through the coastguard, that a Hawker Handley target towing aeroplane had crashed into the sea off Carters Rock, north of Penhale Point. A light northerly wind was blowing and a moderately heavy sea running. The life-boat and two motor boats put out. One of these was manned by the late honorary secretary, Mr. H. P. Thomas, the other by two fishermen. These men acted promptly and made a thorough search, found no one, and returned to harbour just before three o'clock. - Rewards, Letter of Thanks to Mr. Thomas and £1 5s. to the other two men. (See Newquay, Cornwall, "Accounts of Services by Life-boats," page 33).

SELSEY, SUSSEX. At 6.30 in the evening of the 9th of August, 1943, the coastguard telephoned the life-boat coxswain that a boy had telephoned that his brother was on an island in Pagham Harbour, where he had been bathing, and could not get ashore owing to the rising tide. A light west wind was blowing, with a slight sea. The coxswain arranged for two men to put off in a motor fishing boat and himself cycled to the shore opposite the island, a distance of two miles.

The men found that the boy had cramp and brought him ashore. - Rewards, £1 5s. and 7s. 6d. to the coxswain, with 2s. 6d. for fuel used.

NEW BRIGHTON, CHESHIRE. At 2.15 in the afternoon of the 20th of August, 1943, the police reported that a woman was drowning off Harrison Drive and asked that a boat be sent. A strong south-west wind was blowing, with a moderate sea. The coxswain, second-coxswain and motor mechanic put out at once in the motor dinghy. They picked up the woman, who was unconscious and floating up with the tide. They applied artificial respiration and this was continued on the landing stage until the ambulance arrived, but no sign of life was seen. Whilst they were on the stage another police message came that a policeman who had jumped in after the woman had disappeared. With an additional man on board they put out again, but found nothing. - Rewards, £2 5s., and £1 for damage to clothing.

SCARBOROUGH, YORKSHIRE. At 6.40 in the evening of the 22nd of August, 1943, the coastguard telephoned the life-boat coxswain asking him to search for an object floating out to sea a mile from Cayton Bay. The sea was smooth with a light north-west wind. Four men put out in a motor coble, found a tree trunk, two miles east-north-east of Yon's Nab, and brought it into harbour. It looked very much like a man on a float. - Rewards, £2 10s. and 8s. 6d. for fuel used.

ILFRACOMBE, DEVON. About noon on the 26th of August, 1943, the honorary secretary of the life-boat station, who was at the harbour, received a message, originating from an ambulance driver, that someone had fallen from the cliffs at Hillsborough and that a boat was needed to help from below the cliff. The weather was moderate. The honorary secretary sent out two men in a rowing boat. On arrival they found that it was a boy of about seventeen, who had fallen over the cliffs, and that he was dead. They took on board the body and a policeman, and brought them to Ilfracombe Harbour. - Rewards, £1.

OCTOBER MEETING

NEWHAVEN, SUSSEX. Four men were out fishing in the motor fishing boat *Little Old Lady* on the 14th of July, 1943, and at about 8.30 in the morning saw a parachute from a Thunderbolt aeroplane floating down about two miles south of Peacehaven. They made at once for it but it hit the water before they could reach it. An airman in a "Mae West" life-belt was attached to the parachute. The sea was smooth but a fair westerly breeze was causing the parachute to drag him roughly along. He was badly injured. The men lifted him aboard, gave him first-aid treatment and set course for Newhaven. - Rewards, £2 10s., with £1 8s. for loss of time, £1 10s. for fuel used and £1 10s. for a blanket and first-aid kit.

it made for Porth Clais it was met by two men who had put out in a motor boat, and they gave the rowing boat a tow. - Rewards, £1 to William John, £1 2s. 6d. to the boys and 15s. to the two men in the motor boat.

DINAS ISLAND, NEAR FISHGUARD, PEMBROKESHIRE. The boat *Cwmsara*, with two men on board, went out at about 7 in the evening of the 17th August, 1943. A strong south-east-by-east wind was blowing, with squalls, and the sea was rough. The weather grew worse and the boat got into difficulties. As she had not returned when darkness set in two men put out in the rowing boat *Snowdrop* and found the *Cwmsara* on the rocks. In attempting a rescue the rescuers' own boat

smooth. Five men promptly manned a motor boat and put out from the harbour. They picked up the airman, but he was dead. The Margate life-boat was also launched, but reached the scene after the body had been picked up. - Rewards, £3 2s. 6d. and 2s. for fuel used. (See Margate, "Accounts of Services by Life-boats," page 40.)

NEWTON-BY-THE-SEA, NORTHUMBERLAND. At 9.35 in the morning of the 8th September, 1943, a British Hurricane aeroplane crashed into the sea, two miles east of the coastguard look-out at Embleton Bay. The weather was fine and the sea smooth. The coastguard called out the motor boat *Royal Diadem*, and she left with a crew of three. They found an airman floating in a life-jacket and rescued him. There is no doubt that his life was saved by their promptness, for he was suffering from shock when they rescued him. The Boulmer life-boat arrived after the rescue and picked up a rubber dinghy and some wreckage. - Rewards, £1 17s. 6d. and 2s. 6d. for fuel used. (See Boulmer, "Accounts of Services by Life-boats," page 38.)

TREVOR, CAERNARVONSHIRE. About 5 in the afternoon of the 9th of September, 1943, an Anson aeroplane was seen to crash into the sea fifty yards from the shore off Trwyn-Tal Point, Trevor. The weather was fair, with a light south-east wind and a slight sea. A pilot and a member of the Royal Observer Corps at once put out in a rowing boat. After a hard pull they reached the aeroplane and rescued three men who were on the wings. These they landed. They then returned to the aeroplane as three other men were trapped inside. They recovered two bodies and put them on board a rescue launch, but the third body they could not reach. They had incurred some risk and had been engaged for about 3 1/2 hours, and the pilot in his determined efforts to save the men in the aeroplane had damaged, beyond repair, his suit and boots. - Rewards, £2 and £9 5s. for damaged suit and boots. (See Porth-dinllaen, Accounts of Services by Life-boats," page 40.)

HOPE COVE, DEVON. About 5.30 in the afternoon on the 16th of September, 1943, an American Fortress aeroplane crashed into the sea four miles north-west of Bolt Tail and her crew of ten took to their dinghy. The sea was rough, with a moderate south-west wind blowing. Ex-coxswain Isaac Jarvis, now aged 78 years, and his grandson, aged 20, were returning from fishing in their motor boat. They rescued the ten airmen at some risk, for their boat was overloaded, and one of the men was badly injured. The Salcombe life-boat was launched, but was recalled. A silver cup was presented by the crew of the aeroplane to their rescuers. - Rewards, £4 and 3s. for fuel used. (See Salcombe, "Accounts of Services by Life-boats," page 40.)

TENBY, PEMBROKESHIRE. On the 16th of September, 1943, four boys in an open boat were blown away to sea by a strong south-west wind. The sea was rough. A 29-foot motor fishing boat was at anchor in the roads, and when her crew of two saw the boys in

danger they put out. They did not reach and rescue the boys until they were two miles out and their boat half full of water. - Rewards, 15s. and 2s. 6d. for fuel used.

NEWBIGGIN, NORTHUMBERLAND. At 2.30 in the afternoon of the 20th of September, 1943, the fishing boat *Two Sisters*, which was without her engine, as it was under repair, was seen drifting out to sea. She had a crew of four on board. They had taken the boat out under oars, but were unable to regain the harbour in a rough sea, with a strong, squally, westerly wind blowing and an ebbing tide. The motor fishing boat *Sylvia* put out with a crew of five, picked up the drifting boat three quarters of a mile east-by-south of Newbigin Point, took the four men on board and towed the *Two Sisters* to the shore. - Rewards, £2 10s. and 4s. 6d. for fuel used.

SOUTHWOLD, SUFFOLK. At 1.25 in the afternoon of the 4th of October, 1943, a parachute was seen coming down from a Flying Fortress aeroplane, which was in difficulties. Her crew had baled out over land; the pilot had taken her over the sea and then had baled out himself. A strong south-west wind was blowing, with a very choppy sea. Two men put out in the 19-foot motor boat *Excelsior*, launching her at some risk of being swamped in the heavy surf. One mile from the shore north-east of Southwold they found the pilot, with his parachute harness entangled round his legs, and rescued him. He was in a very distressed condition. A second motor boat the 16-foot *Golden Dawn* also put out with a crew of four to help in the search. - Rewards, £3 15s. and 5s. for fuel used.

WATCHET, SOMERSET. At 5.10 in the afternoon of the 8th of October, 1943, the honorary secretary of the life-boat station was asked by the R.A.F. camp to send a boat to the help of two men whose aeroplane had come down in the sea about a mile and a half north by east of Watchet. A light south-east breeze was blowing, with a smooth sea. He went to the life-boat station and saw a boat already on the way. She was a rowing boat manned by a crew of five, the life-boat head launcher, a member of the life-boat crew and three men from the Bideford ketch *Ade*. With the ebb tide the boat reached the scene in a quarter of an hour, but could find no survivors. The men had a hard pull back against the ebb tide. - Rewards, £3 2s. 6d. (See Minehead, "Accounts of Services by Life-boats," page 43.)

NOVEMBER MEETING

BEXHILL, and PEVENSEY, SUSSEX. About 12.45 in the afternoon of the 6th of September, 1943, a Fortress aeroplane crashed in the sea about half a mile off Bexhill and two others came down in Pevensey Bay. The weather was fine, with a moderate south-west wind, but the rollers were too big for small boats. The crew of ten of the Fortress down off Bexhill got away in their dinghies, five men in one, and five men in the water clinging to the other dinghy. Two men put off in a 15-foot rowing boat and picked up the five men clinging to the one dinghy. The other

five airmen paddled ashore in the other. Two other 15-foot rowing boats had also put out, manned by soldiers from 301 Battery, Royal Artillery. The first, manned by two men, was at once washed ashore. The other, with a crew of three, broke both oars and drifted ashore. When the two Fortresses came down in Pevensey Bay the 28-foot motor fishing boat *Eva* put out with a crew of four. They rescued six airmen from a dinghy, another who was hanging to it, and three from the wings of the aeroplane. They also brought in the dinghy. This accounted for the whole crew of one aeroplane. To the other of these two aeroplanes the 20-foot motor fishing boat *N.N.60*, put out. She had a crew of two and with them went Assistant Chief-Constable A. G. Cargill. They rescued eight airmen, the assistant chief-constable jumping on to the wing of the Fortress and helping an injured man from it into a dinghy which the *N.N.60* towed ashore. Another 20-foot motor fishing boat put out with a crew of two and three soldiers, and rescued two airmen, thus accounting for the whole crew of this, the third aeroplane. Among the men who took part in these rescues besides the assistant chief-constable and the soldiers were an auxiliary coastguard and a cafe proprietor. The Hastings and Eastbourne life-boats were out. They rescued no lives but Hastings salvaged some gear. - Rewards, £15, with £3 for damaged winch wire and 7s. 6d. for fuel used, Letters of Thanks to Assistant Chief-Constable A. G. Cargill, the Bexhill and Pevensey Police and 301 Battery, Royal Artillery, through the Commanding Officer. One of the men returned his reward as a donation to the Institution. (See Hastings and Eastbourne, "Accounts of Services by Life-boats," page 37.)

BRONZE MEDAL SERVICE AT BARROW

BARROW, LANCASHIRE. On the afternoon of the 27th of September, 1943, a small fishing boat, the *Seabird*, took shelter off Piel Island for the night from a rising wind and sea. By the time it was dark almost a gale was blowing from the west-south-west and a heavy sea was coming in as the flood tide made. The *Seabird* dragged her anchor and drifted into mid-channel. The seas were carrying her towards the shore. Soon after ten o'clock she flashed signals of distress. They were seen by James Orr Moore, the motor mechanic of the Barrow life-boat. He saw that the *Seabird* was in great danger, and that there was not time to man the life-boat, so he called his son Frank, the assistant motor mechanic, and with the help of two other men they tried to launch a 12-foot punt which was lying on the life-boat slip-

way. At the first attempt the punt half-filled with water, and they had to haul her up again and bale her out. At the second attempt James Moore, at great risk to himself, jumped into the punt as she took the water, and then, with an oar, put her round to the lee side of the slipway where his son joined him. They then rowed out in the pitch darkness into the gale. It was blowing harder than ever. A heavy sea was running. It was raining heavily. In that sea, in a punt, they ran great risk of being swamped or capsized, but they rowed on until they found the *Seabird* which was now about 400 yards from the shore. There were two men on board her, and it was only with great difficulty that the two Moores got them into the punt. They brought them ashore. Soon afterwards the *Seabird* herself came ashore, was flung against the concrete piles of the slipway and quickly sank. At the point where she struck, the water was deep and broken, and it would have been impossible for the men, had they still been on board, to get on to the slipway except by climbing up the mast. In fact they would almost certainly have been battered to death as soon as the ship struck.

It was a very prompt and gallant rescue and the Institution awarded to JAMES ORR MOORE and to FRANK MOORE bronze medals for gallantry, with copies of the vote inscribed on vellum and £2 each.

HERNE BAY, KENT. About 4 in the afternoon of the 10th of October, 1943, boys heard a call for help from the sea. This they reported, and through the police and the control centre the information reached Mr. Pressley, a fisherman. The weather was very foggy, with a slight sea and an easterly wind. He put out in his motor boat at 4.18 and found the fishing boats *Stanley* and *Selma* stranded on a sandbank opposite the Miramar Hotel, Beltinge. The men in the boats had lost all sense of direction in the fog and Mr. Pressley towed their boats to Herne Bay. - Rewards, £1 and 5s. for fuel used.

WICKLOW. About midday on the 12th of October, 1943, the station master at New-castle, five miles from Wicklow, reported a rowing fishing boat in difficulties and in danger of being blown out to sea. A strong south-west wind was blowing, with a choppy sea. The Wicklow life-boat was off-service, and six Wicklow men put out in a 30-foot motor boat. They found the boat, with a

crew of four, to the north of Wicklow and towed her into harbour. The Dun Laoghaire life-boat also put out, but her services were not needed. - Rewards £6, with 5s. for a man on shore and 7s. 6d. for fuel used. (See Dun Laoghaire, "Accounts of Services by Life-boats," page 43.)

PORTSOY, BANFFSHIRE. On the night of the 12th of October, 1943, a Sunderland flying boat was reported missing between Banff and Kinloss. The sea was calm, with a light southerly wind. A rescue launch put out from Buckie at 10.34. The Buckie life-boat was not called out. About 8.30 the following morning the small fishing boat *White Wings*, with a crew of two, one a man of eighty-four, picked up the dead bodies of five airmen about 200 yards north of Portsoy harbour. This was seen by the coastguard, who sent out the boat *Nellie*, but she found nothing. Shortly after noon a third boat - the *Ivy* - brought in one more body, which she had picked up at 11.30 that morning, off Redhythe. - Rewards, £8 and 4s. for fuel used.

NEW QUAY, CARDIGANSHIRE. At 12.45 in the afternoon of the 18th of October, 1943, two men were out sailing in the small boat

Atlanta. The sea was rough, with a strong, squally south-south-east breeze. In a squall the boat capsized, throwing the two men into the water. The coastguard called out the rowing boat *Betty* and, manned by three men, members of the crew of the fishery patrol boat *Alpha*, she found the two men fifty yards east of New Quay Pier hanging on to their boat, rescued them and took their boat in tow. - Rewards, £3.

DECEMBER MEETING

HARTLEPOOL, DURHAM. At about 3 in the afternoon of the 19th of September, 1943, the 18-ton motor fishing boat *Alexandra*, with a crew of five, was fishing some 10 miles east-north-east of Heugh Light in Hartlepool Bay, when the men saw an object one and a half miles away. They slipped their gear and made for it to find that it was a dinghy with three men of the Royal Canadian Air Force in it. They said that they had crashed a short time before and that a fourth man was in the water. The fishing boat searched and found him, but he was already dead from head injuries. The rescuers were thanked by the R.A.F. station to which the aeroplane belonged. - Rewards, £5 and £1 for expenses.

Services by Auxiliary Rescue-boats

Launches 16 Lives rescued 11

INISHBOFIN, CO. GALWAY. During the morning of the 4th of January, 1943, the Valentia radio received a message that the S.S. *Barrister*, of Liverpool, was ashore off Skird Rocks. Later the position was given as Inishshark Head. The news reached the auxiliary rescue station just before noon and the motor rescue-boat put out, manned by a crew of five. A moderate south-west wind was blowing. The sea was rough. She reached the steamer as her crew were abandoning her ; stood by ; and then, with another motor boat, towed the ship's life-boats ashore. In this way the steamer's crew of 73 reached shore. The rescue-boat got back to her station at 7.30 that evening. - Rewards, £14 2s. 6d. and £4 8s. 2d. for fuel and other expenses.

The Galway Bay life-boat received the news and was launched at 1.30 P.M., but when she found the steamer her crew were already ashore. (See Galway Bay, "Accounts of Services by Life-boats," page 14.)

LLANERCHYMORE, NEAR HOLYWELL, FLINTSHIRE. About 3.30 in the afternoon of the 7th of March, 1943, a Tiger Moth aeroplane was reported to have crashed into the River Dee some three miles from the air observer corps post at Mostyn, in the direction of Caldy, on the Cheshire coast. Visibility was poor, with a smooth sea and light east-south-east wind. The auxiliary rescue-boat put out to search the Welsh side of the channel and the Hoylake life-boat launched to search the English side. No sign of the aeroplane was, seen by the rescue-boat in a search extending from Greenfield to Mostyn, nor by the life-boat, and with the coastguard's approval the search was abandoned at seven in the evening. Rewards, £7 1s., with 4s. 3d. for fuel used and 1s. for telephone calls. (See Hoylake, "Accounts of Services by Life-boats," page 21.)

ARDFERN, ARGYLLSHIRE. During the afternoon of the 3rd of April, 1943, an aeroplane, obviously in difficulties, was seen circling low round the sea and hills, and at one o'clock next morning a message was received by telephone that an aeroplane was down in the Sound of Jura and her crew near the Island of Gigha, at the entrance to West Loch Tarbet, thirty-seven miles away, within twenty miles of the Port Askaig life-boat station, and the life-boat was launched. The auxiliary rescue-boat was also launched at 1.45 in the morning and reached Danna Point, off Eilean Mor, at 4.30. Neither boat found anything, and the rescue-boat returned, arriving at 7.25. - Rewards, £3 3s., with 4s. 3d. for telephone calls and 8s. for fuel used. (See Port Askaig, "Accounts of Services by Life-boats," page 25.)

DINGLE, CO. KERRY. At midnight on the 14th of April, 1943, the coast watchers at Sybil Head reported that one of the mackerel

boats was in distress in the Blasket Sound. A strong south-west wind was blowing and the sea was rough. The auxiliary rescue-boat *Mary Bernadotte* put out and found the fishing boat *Mary*, of Dingle, with a crew of five. Her engine had broken down. She was then about a mile from the rocks. The rescue-boat took her in tow. On the way home the tow rope parted, and while it was being replaced part of the after rail of the *Mary* and a stanchion was carried away, but the rescue-boat brought her safely in. The service had taken six hours. - Rewards, £6 5s. and £1 4s. for fuel and oil.

VALENTIA, CO. KERRY. When at sea about midnight on the 16th - 17th of April, 1943, the crew of the auxiliary rescue-boat *St. Bernard* saw signals of distress from a fishing boat some four miles north of the Skilligs Rock and eight miles south-west of Bray Head. The night was clear, with a light southerly wind, but a heavy sea was running. The rescue-boat found the motor fishing boat *Tigileen*, of Portmagee, with a crew of four. Her engine had broken down. The rescue-boat, took her in tow, but the rope broke several times and it was not until it had been trebled that it would hold. The rescue-boat then towed the *Tigileen* to a point two miles west of Bray Head, where she was able to re-start her engine. The rescue-boat had been engaged for four hours. - Rewards, £5, and 11s. 9d. for fuel.

BLACKSOD, CO. MAYO. About four in the morning of the 25th of May, 1943, information was received through the coastwatchers that a Sunderland flying boat had fallen into the sea west of Clare Island in Clew Bay. The auxiliary rescue-boat put out at five o'clock and searched for several hours, but found nothing. She returned to her station at three in the afternoon. She then learned that a boat which had put out from Currane had picked up some bodies. - Rewards, £3 16s. and £2 1s. 9d. for fuel.

ISLE OF WHITHORN, WIGTOWNSHIRE. At 3.20 in the afternoon of the 2nd of July, 1943, the coastguard saw an object fall into the sea about four and a half miles north-north-east from Stein Head. A light north-north-west wind was blowing, with a slight swell. The Whithorn auxiliary rescue-boat put out at four o'clock and searched, but returned at 7.30 without having seen anything. The object was also seen by the Garlieston police. It was thought to be a parachute, but as nothing was found it may have been a drogue target which sunk on striking the water. - Rewards, £2 17s. and 3s. for fuel.

MILLOM, CUMBERLAND. At 2.40 in the morning of the 18th of July, 1943, the skipper of the auxiliary rescue-boat, an auxiliary

coastguard, while on patrol, saw a fire on the sea about five miles west of Haverigg Point and thought it must be that an aeroplane had crashed. A light easterly wind was blowing, with a westerly swell. He put out with two other men in the rescue-boat *Hearts of Oak* at three o'clock and searched, in company with aeroplanes, for some hours, but without result. The boat returned at noon. - Rewards, £5 12s. 6d. and 14s. 6d. for fuel.

ISLE OF WHITHORN, WIGTOWNSHIRE. At one in the afternoon of the 16th of August, 1943, the auxiliary rescue-boat, while out fishing with a crew of four, saw a small rowing boat in difficulties three-quarters of a mile from Stein Head Look-out. A light easterly wind was blowing, with a choppy sea. She went to the boat : found on board three engineers from Cairn Head military camp, who were exhausted ; took the boat in tow and brought her to the Isle of Whithorn at 2.50 P.M. But for the timely help given, the rowing boat would have been carried away by the strong tide. - Rewards, £2 10s. and 4s. 2d. for fuel.

MILLOM, CUMBERLAND. At 1.30 in the morning of the 22nd of September, 1943, information was received through the resident naval officer at Barrow and the Millom coast-guard that an Anson aeroplane had crashed west of Silecroft. A light north-easterly wind was blowing, with a westerly swell. As the auxiliary rescue-boat was not available her skipper went to Silecroft by car and there, with another man, launched an R.A.F. 12-feet dinghy, with only one oar and no rowlocks or scull hole. They found the aeroplane but no sign of life, and at three o'clock came ashore. Later the Barrow life-boat arrived and at 5.30 the body of the wireless operator of the aeroplane was found on the shore. - Rewards, £2 10s. and 7s. 6d. for car hire. (See Barrow, "Accounts of Services by Life-boats," page 39.)

MALIN HEAD, CO. DONEGAL. At 12.55 in the afternoon of the 30th of October, 1943, the coast life-saving service, Dublin, telephoned that a British aeroplane had been reported down between Malin Head and Inishaven Head. A strong south-easterly wind was blowing, with a rough sea. The auxiliary rescue-boat *Jane* put out at 1.30 and made a thorough search, but found nothing. Two aeroplanes were patrolling overhead and when they left the boat returned, arriving at 5.30. - Rewards, £5 14s. and 17s. 11d. for fuel used.

TORY ISLAND, CO. DONEGAL. During the afternoon of the 26th of November, 1943, an aeroplane dropped a flare about three miles south of Tory Island. The weather was good, with a southerly wind. A convoy had

passed earlier, and it was thought that the aeroplane might belong to one of her aircraft carriers. At three o'clock the auxiliary rescue-boat put out, but her search was without result, and she returned at 8.30 that evening. - No rewards desired, but £2 0s. 8d. allowed for fuel used and other expenses.

MALIN HEAD, CO. DONEGAL. At 6.25 in the evening of the 5th of December, 1943, a message was received from the Malin Head Lookout post that a fishing boat was in difficulties five miles to the westward. A west-by-south wind was blowing and the sea was calm. The auxiliary rescue-boat was not available, as her engine had been dismantled for cleaning, but a 33-feet fishing boat, with a crew of four, happened to come to the pier. The skipper of the rescue-boat boarded her and, with her crew of four, put out. After an unsuccessful search the fishing boat returned and learned that the boat which had been in difficulty had taken shelter in a creek on the west side of the headland, but was in a very dangerous position. She put out again, found the fishing boat *Pride of Inisfree*, with a crew of three, and towed her in, arriving after midnight. - Rewards, £9 7s. 6d. and £1 1s. 6d. for fuel.

VALENTIA, CO. KERRY. While returning from fishing at 10.30 on the night of the 9th of December, 1943, the motor fishing boat *Naomh Sean* was disabled by the breakdown of her engine, when five miles north-west of Valentia Radio Point. A strong south-east wind was blowing, with a fairly rough sea. The auxiliary rescue-boat *St. Bernard*, which was also at sea, went to her help, and towed her into harbour. She had been engaged for two hours. - Rewards, £7 10s. and 10s. for fuel used.

ISLE OF WHITHORN, WIGTOWNSHIRE. At 11.35 in the morning of the 28th of December, 1943, the police reported that a seaman from the Dutch tug *Ebro* attached to Cairn Head military camp had fallen from the pier about 10.30 the previous night. Late though the report was, it was decided to send out the auxiliary rescue-boat as it was possible that the tide had washed the man on to the rocks. She searched from noon until 5.30 in the evening, but without result. - Rewards, £5 14s. and 6s. 6d. for fuel.

GOLA ISLAND, CO. DONEGAL. On the morning of the 30th of December, 1943, a raft was sighted off the west coast of Gola Island. A strong north-west wind was blowing, with a rough sea. The auxiliary rescue-boat *Green Isle* was launched at ten o'clock, found the raft, towed it in, arriving at four o'clock that afternoon, and reported to the civic guard. - Rewards, £3 16s. and £1 13s. 8d. for fuel.