

Services by the Life-boats of the Institution, by Shore-boats and by Auxiliary Rescue- boats during 1944

During the year life-boats were launched 455 times. Of these launches 280 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

1944	Number of Life-boat Launches	Lives Rescued by Life-boats	Vessels which Life-boats Saved or Helped to Save	Lives Rescued by Shore- boats	Lives Rescued by Auxiliary Rescue- Boats
January . .	35	39	3	24	-
February . .	38	58	2	12	-
March . .	36	12	3	18	-
April . .	41	97	4	3	-
May. . .	31	16	4	12	-
June. . .	23	8	3	11	1
July . . .	35	8	3	23	2
August . .	40	93	7	-	8
S e p t e m b e r . .	31	13	3	44	-
October . .	45	66	5	7	4
November . .	51	52	6	20	6
December . .	49	252	7	22	-
Totals .	455	7 1 4	50	196	2 1

Nine Medals for Gallantry

WALMER, KENT

On the 18th January, 1944, the Walmer life-boat rescued the crew of thirteen of H.M. Anti-submarine boat *No. 25*.

COXSWAIN JOSEPH R. MERCER was awarded the bronze medal.

THURSO, CAITHNESS-SHIRE

On the 8th February, 1944, the Thurso life-boat recovered five bodies and rescued two of the crew of the S.S. *Freidig*, of Norway.

COXSWAIN JOHN MACLEOD was awarded the bronze medal.

THE MUMBLES, GLAMORGANSHIRE

On the 11th October, 1944, the Mumbles life-boat rescued the forty-two survivors of the crew of H.M.C.S. *Cheboque*.

COXSWAIN WILLIAM J. GAMMON was awarded the gold medal.

Also awarded the Maud Smith reward for courage in memory of John, 7th Earl of Hardwicke, given for the bravest act of life-saving of the year by a life-boatman.

BOWMAN THOMAS J. ACE was awarded the bronze medal.

MOTOR MECHANIC WILLIAM G. DAVIES was awarded the bronze medal.

APPLEDORE, DEVON

On the 18th October, 1944, the Appledore life-boat rescued the crew of seven of the concrete harbour unit *Phoenix 194*.

COXSWAIN SYDNEY CANN was awarded the bronze medal.

PADSTOW, CORNWALL

On the 23rd November, 1944, the Padstow life-boat rescued seven of the crew of the S.S. *Sjofna*, of Norway.,

SECOND MOTOR MECHANIC WILLIAM ORCHARD, acting as coxswain, was awarded the silver medal.

Also awarded the Maud Smith reward for courage in memory of John, 7th Earl of Hardwicke, given for the bravest act of life-saving of the year by a life-boatman, This is the award for 1945, the year in which the medal for this service was awarded.

TORBAY, DEVON

On the 17th December, 1944, the Torbay life-boat rescued the crew of fourteen of the tug *Empire Alfred*, and the crew of five of yard craft *345*.

COXSWAIN FREDERICK C. SANDERS was awarded the silver medal.

MOTOR MECHANIC RICHARD T. HARRIS was awarded a clasp to his bronze medal.

List of Services by Life-boats

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

		Time of Launching		Persons rescued from shipwreck
1944	Jan.	1.	1.45 p.m. Military fort on Burbo Bank. New Brighton No. 1 life-boat landed a sick man, thereby saving his life	1
	"	4.	10.30 a.m. } Tanker <i>Loma-Novia</i> . Lytham-St. Annes life-boat gave help.	
	"	6.	3.25 p.m. } Swedish S.S. <i>Solstad</i> . Penlee life-boat	14
	"	6.	5.50 a.m. } Landing craft <i>M.1144</i> and <i>M.1229</i> . Caister life-boat escorted vessels.	
	"	7.	1.25 p.m. } The Western Lightship. Llandudno life-boat took out food.	
	"	10.	2.30 p.m. } Motor fishing boat <i>Water Lily</i> , of Great Yarmouth. Great Yarmouth and Gorleston life-boat saved boat and rescued	3
	"	10.	6.35 p.m. } Naval motor drifter <i>634</i> . Wells life-boat assisted to save vessel and rescued	5
	"	11.	7.30 p.m. } A British aeroplane. Douglas life-boat picked up a dead body.	
	"	16.	1.0 a.m. } Dutch tanker <i>Barendrecht</i> . Kirkcudbright life-boat stood by vessel.	
	"	16.	7.22 a.m. } A landing craft. Skegness life-boat landed 3.	
	"	17.	3.0 p.m. } An American landing craft. Salcombe life-boat stood by vessel.	
	"	18.	1.25 a.m. } H.M. Motor Anti-Submarine Boat No. 25. Walmer life-boat	13
	"	19.	5.15 p.m. } Steam drifter <i>Lord Dunwich</i> . Wick life-boat escorted vessel.	
	"	21.	5.55 p.m. } Motor fishing boat <i>Sheila</i> , of Filey. Filey life-boat gave help.	
	"	23.	5.25 p.m. } An aeroplane's dinghy. Eastbourne life-boat saved dinghy.	
	"	24.	2.40 p.m. } Landing craft <i>L.B.V.42</i> . Shoreham Harbour life-boat gave help.	
	"	25.	3.0 p.m. } A convoy. Torbay life-boat gave help.	
	"	25.	4.0 p.m. } Arranmore life-boat took doctor to mainland where medicine was got, thereby saving the lives of three children with diphtheria	3
	"	26.	2.45 a.m. } An aeroplane. Swanage life-boat salvaged wreckage.	
	"	27.	2.15 p.m. } Motor fishing boats <i>Joan and Mary</i> , and <i>Jean and Barbara</i> , of Filey. Filey life-boat escorted boats.	
Feb.	3.	3.50 p.m.	An aeroplane. Selsey life-boat	1
	"	4.	4.45 a.m. } Landing craft No. 3. Holyhead life-boat gave help.	
	"	8.	3.0 p.m. } S.S. <i>Freidig</i> , of Haugesund. Thurso life-boat picked up 5 dead bodies and rescued	2
	"	14.	11.49 a.m. } A British aeroplane. Rhyl life-boat picked up a dead body and wreckage.	
	"	14.	2.19 p.m. } S.S. <i>Sharpsburg</i> , of Philadelphia. New Brighton No. 2 life-boat stood by vessel.	
	"	15.	10.0 a.m. } S.S. <i>Sebastian</i> , of London. Stornoway life-boat	39
	"	17.	12.30 p.m. } Motor trawler <i>Atlantic</i> , of Ostend. Padstow No. 1 life-boat saved vessel and rescued	6
	"	17.	2.55 p.m. } An aeroplane. Barmouth life-boat salvaged wreckage.	
	"	19.	5.8 p.m. } American landing craft. Torbay life-boat gave help.	
	"	20.	11.50 a.m. } American landing craft. Torbay life-boat gave help.	
	"	21.	4.40 p.m. } American landing craft. Torbay life-boat gave help.	
	"	23.	7.30 p.m. } Motor boat <i>Stephen Harding</i> , of Caldy Island. Tenby life-boat saved boat and rescued	3
	"	25.	10.20 a.m. } H.M. Barge <i>Celtic</i> . Berwick-on-Tweed life-boat landed a sick man and gave help.	
	"	26.	1.30 p.m. } Fishing boats <i>Pilot Me</i> , and <i>Glad Tidings</i> , of Amble. Amble life-boat escorted boats.	
	"	27.	9.45 a.m. } S.S. <i>Dublin Bay</i> . Wicklow life-boat	7
Mar.	1.	11.10 a.m.	Two fishing boats, of Staithes. Runswick life-boat escorted boats.	
	"	1.	11.40 a.m. } Motor fishing boat <i>North Star</i> . Whitby No. 1 life-boat escorted boat.	
	"	1.	12.10 p.m. } Motor fishing boat <i>Jean and Barbara</i> , of Filey. Filey life-boat escorted boat.	

		Time of Launching		Persons rescued from shipwreck
1944	Mar.	8.	5.10 a.m. Motor vessel <i>Mjoanes</i> , of Faroe Islands. Fraserburgh life-boat saved vessel and rescued - - - - -	9
	"	10.	5.7 p.m. Motor fishing boat <i>Lady Violet</i> , of Rye. Hastings life-boat saved boat and rescued - - - - -	2
	"	13.	3.5 p.m. Motor fishing boat <i>Spes Bona</i> , of Eyemouth. St. Abbs life-boat stood by boat	
	"	13.	3.5 p.m. Motor fishing boat <i>Spes Bona</i> of Eyemouth. Eyemouth life-boat stood by boat.	
	"	20.	8.45 a.m. Enemy submarine in tow. Port Askaig life-boat stood by vessels.	
	"	20.	12.15 p.m. A trawler's dan. Killybegs life-boat salved dan.	
	"	24.	8.50 a.m. Two American Fortress aeroplanes. Walton and Frinton life-boat salved a dinghy.	
	"	25.	8.30 a.m. S.S. <i>Park Holland</i> , of Portland, Maine. Stornoway life-boat escorted vessel.	
	"	31.	6.44 p.m. Galway Bay life-boat took 2 sick persons to the mainland, thereby saving a life - - - - -	1
	Apl.	1.	6.50 a.m. American Navy landing barge, No. 527. Falmouth life-boat saved vessel and rescued - - - - -	4
	"	2.	5.45 a.m. Schooner <i>Happy Harry</i> , of Arklow. Barrow life-boat - - -	5
	"	4.	4.15 p.m. Fishing boats <i>Gratitude</i> , and <i>Evelyn</i> and <i>Margaret</i> , of Scarborough. Scarborough life-boat escorted boats.	
	"	9.	5.20 p.m. An aeroplane target. Rhyl life-boat salved target.	
	"	15.	5.20 a.m. S.S. <i>Magician</i> , of Liverpool. Peterhead life-boat rescued 80 and salved mails - - - - -	80
	"	16.	11.30 a.m. Motor fishing boat <i>Fisher Lass</i> , of Douglas. Douglas life-boat gave help.	
	"	17.	9.50 a.m. British Warwick aeroplane. Newquay, Cornwall, life-boat picked up 12 dead bodies and salved mails.	
	"	22.	11.20 p.m. Steam trawler <i>Chandos</i> , of Grimsby. The Humber life-boat assisted to save vessel.	
	"	25.	11.53 a.m. A British Lancaster aeroplane. Walmer life-boat saved dinghy and rescued - - - - -	7
	"	25.	3.25 p.m. A British aeroplane. Rosslare Harbour life-boat picked up a dead body.	
	"	29.	2.50 a.m. A small boat of Berwick. Eyemouth life-boat saved boat and rescued - - - - -	1
	May	2.	7.30 p.m. French motor fishing vessel <i>L'Appel-de-Lemar</i> , of Newlyn. Fleetwood life-boat escorted vessel.	
	"	4.	9.40 p.m. Motor fishing boat <i>Girl Pat</i> , of Dun Laoghaire. Dun Laoghaire life-boat saved boat and rescued - - - - -	2
	"	5.	3.40 p.m. Naval boat <i>Basil George</i> . Southend-on-Sea life-boat - - -	2
	"	10.	11.5 p.m. Two people cut off by the tide. Holyhead life-boat landed 2.	
	"	12.	7.50 a.m. A Catalina flying boat. Barra Island life-boat brought six injured men and three dead bodies from Vatersay Island, and took the injured off to a ship.	
	"	15.	4.0 a.m. Landing barge <i>L.C.P.R.675</i> . Falmouth life-boat saved vessel and rescued - - - - -	3
	"	16.	9.20 a.m. The fishing fleet. Fraserburgh life-boat stood by boats.	
	"	16.	11.45 a.m. The fishing fleet. Buckie life-boat stood by boats.	
	"	16.	9.14 p.m. Fishing boat <i>Duck</i> , of Skibbereen. Baltimore life-boat saved boat and rescued - - - - -	5
	"	19.	12.40 a.m. Motor fishing boat <i>St. Mary's</i> , of Vatersay. Barra Island life-boat saved boat and rescued - - - - -	4
	"	21.	8.30 p.m. H.M. Trawler <i>Braes of Buckie</i> . Port Askaig life-boat gave help.	
	"	28.	4.38 p.m. A Martinet aeroplane. Maryport life-boat salved wreckage.	
	"	29.	8.0 p.m. H.M. Drifter <i>Thaw</i> . Buckie life-boat stood by vessel and gave help.	
	"	30.	9.25 a.m. Steam drifter <i>Snowdrop</i> , of Peterhead. Peterhead life-boat gave help.	
	June	4.	9.27 p.m. Sailing yacht <i>Oriel</i> . Howth life-boat gave help.	
	"	5.	5.30 p.m. Man fell over the cliffs. Llandudno life-boat landed a dead body.	
	"	5.	7.0 p.m. S.S. <i>Chant 63</i> . Bridlington life-boat landed 14.	
	"	12.	9.20 a.m. An American Fortress aeroplane. Walmer life-boat - - -	1
	"	18.	9.10 p.m. Motor schooner <i>Volant</i> , of Kirkwall. Holyhead life-boat gave help.	
	"	19.	7.33 a.m. An aeroplane. Hastings life-boat saved dinghy and rescued -	1

		Time of Launching		Persons rescued from shipwreck
1944				
June	20.	8.5 a.m.	An aeroplane. Cromer No. 1 life-boat salvaged wreckage.	
"	27.	11.45 p.m.	Steam drifter <i>Silver Pearl</i> , of Ayr. Portpatrick life-boat saved vessel and rescued	6
"	30.	9.39 p.m.	American Army motor launch <i>M.T.392</i> . Sennen Cove life-boat saved vessel.	
July	8.	7.52 a.m.	A British aeroplane. Walmer life-boat salvaged gear.	
"	9.	2.10 p.m.	Rowing boat of Magilligan. Portrush life-boat saved boat and rescued	2
"	9.	2.20 p.m.	Motor fishing boat <i>Gipsy</i> , of Preston. Lytham-St. Annes life-boat saved boat and rescued	5
"	10.	3.14 p.m.	Landing craft <i>L.C.T.37-940</i> . Shoreham Harbour life-boat stood by vessel.	
"	10.	4.45 p.m.	The Hoylake life-boat. Lytham-St. Annes life-boat gave help.	
"	17.	9.23 p.m.	An Anson aeroplane. Rhyl life-boat landed 1.	
"	25.	5.28 a.m.	A Lancaster aeroplane. Skegness life-boat salvaged gear.	
"	26.	10.40 p.m.	Tobermory life-boat took a sick woman to Oban, thereby saving her life	1
"	27.	4.15 a.m.	S.S. <i>Fort Perrot</i> , of America. Dungeness life-boat landed 4 injured men and stood by vessel.	
"	28.	1.30 p.m.	American Air Ambulance <i>C.47</i> . Portpatrick life-boat conveyed 22 bodies to Portpatrick.	
"	28.	5.45 p.m.		
"	29.	8.40 a.m.	Aeroplanes. Cromer No. 1 life-boat salvaged gear.	
"	29.	11.33 a.m.	A Mustang aeroplane. Hastings life-boat salvaged gear.	
"	31.	9.45 a.m.	Boat of trawler <i>Bracken Burn</i> , of Aberdeen. Arbroath life-boat saved boat.	
Aug.	2.	5.30 p.m.	Motor fishing boat <i>Sybilla</i> , of Castlebay. Barra Island life-boat saved boat and rescued	3
"	5.	9.45 p.m.	S.S. <i>Charles D. McIver</i> , of Wilmington, U.S.A. Longhope life-boat stood by vessel.	
"	6.	10.45 a.m.	S.S. <i>Charles D. McIver</i> , of Wilmington, U.S.A. Longhope life-boat saved vessel and rescued	76
"	7.	3.40 p.m.	Yacht <i>Hawkes Eye</i> , of Dublin. Howth life-boat saved yacht and rescued	3
"	9.	1.30 a.m.	H.M.C.S. <i>Regina</i> , and S.S. <i>Ezra Weston</i> . Padstow No. 1 life-boat landed 4, and saved a ship's boat.	
"	9.	7.30 a.m.		
"	9.	9.20 p.m.	Motor fishing boat <i>Patriot</i> , of Rosslare Harbour. Rosslare Harbour life-boat saved boat and rescued	4
"	9.	9.40 p.m.	Trawler <i>Blethos</i> , of Aberdeen. Longhope life-boat stood by vessel.	
"	10.	9.0 p.m.	Sailing boat <i>Margaret Elizabeth</i> , of Beaumaris. Beaumaris life-boat landed 3.	
"	14.	9.14 p.m.	Two unknown vessels. Appledore life-boat transferred 21 survivors from some naval vessels to other naval vessels.	
"	20.	9.35 p.m.	S.S. <i>Vic 72</i> . Skegness life-boat landed 2.	
"	21.	6.45 a.m.	S.S. <i>Vic 72</i> . Skegness life-boat escorted vessel.	
"	23.	7.15 p.m.	Motor Patrol Boat <i>1086</i> . Peterhead life-boat gave help.	
"	27.	6.45 p.m.	Rowing boat <i>Dawn</i> , of Colwyn Bay. Llandudno life-boat	2
"	28.	4.55 p.m.	Motor fishing cable <i>Silver Line</i> , of Whitby. Whitby No. 1 life-boat escorted cable.	
"	28.	6.50 p.m.	Caister life-boat rescued a bather	1
"	28.	midnight	Motor fishing boat <i>Sybilla</i> , of Castlebay. Barra Island life-boat saved boat and rescued	4
"	31.	6.45 p.m.	Phoenix Unit <i>C.121</i> . Dungeness life-boat took out relief crew and food.	
Sept.	1.	11.20 p.m.	Sailing fishing boat <i>Margaret</i> , of Skibbereen. Courtmacsherry life-boat saved boat and rescued	3
"	2.	12.30 p.m.	R.A.F. launch. Skegness life-boat stood by launch.	
"	2.	1.0 p.m.	Phoenix Unit No. <i>C.121</i> . Dungeness life-boat	4
"	3.	5.15 p.m.	Yacht <i>Trefoil</i> , of Donaghadee. Donaghadee life-boat saved yacht and rescued	2
"	7.	5.0 p.m.	A British aeroplane. Blackpool life-boat saved 2 dinghies and rescued	3
"	15.	6.30 a.m.	Steam drifter <i>Roseheartly</i> , of Fraserburgh. Fraserburgh life-boat gave help.	
"	15.	6.40 a.m.	Steam drifter <i>Whitehill</i> , of Peterhead. Peterhead life-boat gave help.	
"	17.	1.25 p.m.	Admiralty <i>M.T.V.649</i> . Sheringham life-boat gave help.	

		Time of Launching		Persons rescued from shipwreck
Sept. 18.	1.45 p.m.	A glider. Aldeburgh No. 1 life-boat	- - - - -	1
" 24.	12.5 p.m.	H.M. <i>M.T.B. 679</i> . Torbay life-boat stood by vessel.		
Oct. 4.	6.35 a.m.	H.M.S. <i>Cam</i> . Hartlepool life-boat stood by vessel.		
" 4.	2.20 p.m.	Fishing boat <i>Gem</i> , of Skibbereen. Baltimore life-boat escorted boat.		
" 4.	8.0 p.m.	Motor fishing boat <i>Melrose</i> , of Swansea. Ferryside life-boat saved boat and rescued	- - - - -	2
" 6.	8.15 p.m.	Steam trawler <i>Avon Star</i> , of Hull. Peterhead life-boat gave help.		
" 8.	10.45 a.m.	H.M.S. <i>Leigh</i> . Southend-on-Sea life-boat gave help.		
" 11.	11.47 a.m.	A British Mosquito aeroplane. Porthdinllaen life-boat picked up a dead body.		
" 11.	2.23 p.m.	American tugs <i>L.T.23</i> and <i>L.T.61</i> with cranes in tow. St. Ives life-boat stood by vessels.		
" 11.	2.40 p.m.	Motor fishing boats <i>St. Anne</i> and <i>Cymba</i> , of Kilmore Quay. Kilmore life-boat saved 2 boats and rescued	- - - - -	4
" 11.	4.30 p.m.	S.S. <i>Capito</i> . Appledore life-boat gave help.		
" 11.	7.45 p.m.	H.M.C.S. <i>Chebouque</i> . The Mumbles life-boat	- - - - -	42
" 13.	2.47 p.m.	Motor trawler <i>De Meeuw</i> , of Belgium. Torbay life-boat saved boat and rescued	- - - - -	2
" 14.	1.15 a.m.	S.S. <i>Trojan III</i> . St. David's life-boat stood by vessel.		
" 14.	11.30 p.m.	Fishing vessel <i>J. N. Fibiger</i> , of Denmark. The Humber life-boat gave help.		
" 18.	2.40 p.m.	An aeroplane. Skegness life-boat salvaged wreckage.		
" 18.	3.55 p.m.	Phoenix Unit No. 194. Appledore life-boat	- - - - -	7
" 18.	6.15 p.m.	S.S. <i>Lachinedoc</i> , of Panama. Fishguard life-boat stood by vessel.		
" 19.	6.30 a.m.	Phoenix Unit No. 193. Clovelly life-boat gave help and rescued		8
" 20.	12.5 p.m.	Motor fishing boat <i>Billow's Crown</i> , of St. Abbs. St. Abbs life-boat gave help.		
" 20.	9.45 p.m.	Steam trawler <i>Star of Don</i> , of Milford Haven. Galway Bay life-boat landed 6.		
" 23.	6.15 a.m.	S.S. <i>Keilehaven</i> , of Holland. Aberdeen No. 1 life-boat gave help and landed 28.		
" 27.	2.20 p.m.	An aeroplane. Dunbar life-boat picked up a dead body and salvaged dinghy.		
" 27.	5.45 p.m.	A man washed off rocks. Portrush life-boat	- - - - -	1
Nov. 3.	6.30 p.m.	War Department Motor Vessel <i>Caddel</i> . Wells life-boat saved vessel and rescued	- - - - -	5
" 3.	10.5 p.m.	H.M. Drifter <i>Supporter</i> . Newhaven life-boat	- - - - -	12
" 4.	7.25 a.m.	S.S. <i>Marocz</i> , of Poland. Newhaven life-boat transferred 25 men to vessel and gave help.		
" 5.	2.50 a.m.	Landing craft <i>L.C.T.532</i> . Shoreham Harbour life-boat escorted vessel.		
" 6.	7.45 p.m.	S.S. <i>Abraham Baldwin</i> , of U.S.A. Walmer life-boat landed 31.		
" 10.	10.35 p.m.	Admiralty motor fishing vessel 1078. Berwick-on-Tweed life-boat saved vessel and rescued	- - - - -	13
" 13.	6.10 p.m.	Landing craft <i>L.C.T.908</i> . Wells life-boat gave help		
" 14.	4.0 p.m.	A motor fishing boat. Kirkcudbright life-boat saved boat and rescued	- - - - -	2
" 16.	4.0 p.m.	Trawler <i>Lena</i> , of Waterford. Dunmore East life-boat	- - - - -	2
" 18.	11.41 p.m.	An aeroplane. Fraserburgh life-boat picked up wreckage.		
" 20.	11.0 a.m.	Motor fishing boat <i>Gratitude</i> , of Scarborough. Scarborough life-boat escorted boat.		
" 20.	11.45 a.m.	Fishing boat <i>Hazel</i> , of Portrush. Portrush life-boat saved boat and rescued	- - - - -	3
" 21.	11.20 p.m.	H.M.C.S. <i>Jollettie</i> . Portrush life-boat gave help.		
" 22.	1.0 a.m.	Motor fishing boat <i>Finross</i> , of Cruik Island. Arranmore life-boat saved boat and rescued	- - - - -	5
" 23.	3.0 a.m.	S.S. <i>Sjofna</i> , of Oslo. Clovelly life-boat stood by vessel.		
" 23.	3.30 a.m.	S.S. <i>Sjofna</i> , of Oslo. Padstow No. 1 life-boat	- - - - -	7
" 24.	12.35 p.m.	Ten fishing cobsles, of Filey. Filey life-boat escorted cobsles.		
" 25.	8.0 a.m.	S.S. <i>Cantal</i> , of France. Yarmouth, Isle of Wight, life-boat gave help.		
" 25.	1.30 p.m.	Fishing yawl <i>Silver Scale</i> , of North Sunderland. North Sunderland life-boat stood by vessel.		
" 26.	5.20 p.m.	Harbour launch <i>D.421049</i> . Whitby No. 1 life-boat escorted launch.		
" 27.	6.0 p.m.	Motor fishing boat <i>St. Gerrard</i> , of Arklow. Arklow life-boat saved boat and rescued	- - - - -	3

		Time of Launching	Persons rescued from shipwreck	
1944				
Dec.	2.	12.30 p.m.	S.S. <i>Harmattan</i> . Moelfre life-boat landed an injured man.	
"	2.	4.15 p.m.	Rowing fishing boat <i>Star</i> , of Cullercoats. Cullercoats life-boat saved boat and rescued - - - - -	2
"	7.	12.20 p.m.	S.S. <i>Sannethy</i> . Cromer No. 1 life-boat - - - - -	52
"	10.	12.10 a.m.	S.S. <i>Eddie</i> , of Fraserburgh. Bridlington life-boat gave help.	
"	10.	6.30 p.m.	H.M. Tug <i>Leigh</i> . Southend-on-Sea life-boat saved vessel and landed 3.	
"	10.	8.20 p.m.	S.S. <i>Dan Beard</i> , of New Orleans. St. David's life-boat - - -	12
"	13.	2.10 p.m.	A Walrus aeroplane. New Brighton No. 2 life-boat saved aeroplane and rescued - - - - -	1
"	14.	11.0 a.m.	S.S. <i>Charlus</i> , of Sunderland. Peterhead life-boat gave help.	
"	15.	8.30 p.m.	Schooner <i>Mary B. Mitchell</i> , of Dublin. Kirkcudbright life-boat - - - - -	8
"	15.	10.0 p.m.	Tank landing craft 4 <i>CVC</i> . Port Askaig life-boat - - - -	19
"	16.	1.4 p.m.	S.S. <i>Chorzow</i> , of Poland. Shoreham Harbour life-boat gave help.	
"	17.	12.43 a.m.	Tug <i>Empire Alfred</i> . Torbay life-boat - - - - -	14
"	17.	6.55 a.m.	Yard Craft 345. Torbay life-boat - - - - -	5
"	17.	9.40 a.m.	H.M.S. <i>Jeanie Deans</i> . Southend-on-Sea life-boat helped to save vessel and rescued - - - - -	90
"	17.	12.15 p.m.	H.M. Steam Drifter <i>Manora</i> . Bembridge life-boat - - - -	6
"	17.	4.40 p.m.	Barges <i>Xylonite</i> , of Harwich, and <i>Ida</i> , of Ipswich. Southend-on-Sea life-boat saved 2 vessels and rescued - - - - -	4
"	17.	6.15 p.m.	Motorship <i>Ooster Haven</i> , of Holland. Exmouth life-boat gave help.	
"	18.	8.30 a.m.	S.S. <i>James E. Haviland</i> , of U.S.A. Walmer life-boat took out a doctor.	
"	18.	1.15 p.m.	Tank landing craft 4 <i>CVC</i> . Port Askaig life-boat gave help.	
"	18.	7.40 p.m.	H.M.S. <i>Speedy</i> . Margate life-boat landed a sick man and returned naval doctor to ship.	
"	18.	9.0 a.m.	Motor vessel <i>Finlande</i> , of France. Peterhead life-boat - - -	36
"	20.	12.42 p.m.	Tank landing craft 4 <i>CVC</i> . Port Askaig life-boat gave help.	
"	20.	1.57 p.m.	Admiralty motor fishing vessel No. 693. Port St. Mary life-boat saved boat and rescued - - - - -	3
"	24.	1.57 p.m.	Landing craft <i>G.110</i> . The Humber life-boat escorted vessel.	
"	27.	11.15 a.m.	Drifter <i>Ocean Lover</i> . Southend-on-Sea life-boat took out food.	
"	27.	11.15 a.m.	S.S. <i>Sun Yat Sen</i> , of U.S.A. Southend-on-Sea life-boat put officer on board.	
"	27.	11.15 a.m.	S.S. <i>Calgary</i> , of Canada. Southend-on-Sea life-boat put officer on board.	
"	28.	5.20 p.m.	S.S. <i>Wallasey</i> , of Wallasey. New Brighton No 2 life-boat landed 102.	

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 - - - - - 455

Of these launches 280 were to vessels and aeroplanes in distress through attack by the enemy or from other causes due to the war, and 175 were to vessels in distress from other causes.

Lives rescued.

Lives rescued by Life-boats	- - - - -	714
Lives rescued by shore-boats, auxiliary rescue-boats and in other ways, for whose rescue the Institution gave rewards	- - -	217
Total of lives rescued	- - - - -	<u>931</u>

Of the 714 lives rescued by life-boats 344 were from vessels and aeroplanes in distress through attack by the enemy or on account of the war, and 370 from vessels in distress from other causes.

Persons landed.

Persons landed who had been, or might have been, in danger or distress - - - - - 208

Vessels and boats helped.

Vessels and boats which life-boats saved or helped to save from destruction	- - - - -	50
Vessels or boats which life-boats stood by, escorted to safety or helped	- - - - -	185

Accounts of Services by Life-boats

JANUARY

Launches 35 Lives rescued 39

JANUARY 1ST. - NEW BRIGHTON, CHESHIRE. Shortly after one in the afternoon, the flag-officer-in-charge, Liverpool, requested the services of a life-boat to land a soldier who was dangerously ill in one of the forts near the Burbo Bank. The fort was one of a group built on massive concrete piles, connected by bridges. On it was mounted heavy anti-aircraft artillery. The piles, which incline inwards, were without fenders and dangerous to approach in bad weather. The case was urgent and owing to the very rough sea, with a strong west-south-west wind, no other boat could make the passage with any degree of safety. At 1.45 the motor life-boat *William and Kate Johnston* was launched, and arrived at the fort at 3.15. The bridges were 70 feet long - some ten feet longer than the life-boat - and about 40 feet above sea level. The sick man was lashed in a stretcher and lowered by ropes from one of the bridges. It was a very slow and difficult operation, for the soldiers were not accustomed to the work, and one moment the life-boat would be in position and the next swept away or lifted 15 feet by the seas. The greatest skill in manoeuvring, and the greatest patience, were required, and the man was embarked safely, with only trifling damage to the life-boat. She landed him at Woodside Pier, Birkenhead, and reached her moorings again at 6.30 that evening.

It had been a very difficult and dangerous piece of work, carried out with the greatest skill and determination. The A.A. Battery made two donations, one to the crew, the other to the Institution, in appreciation of "the valiant show," and as a contribution to a worthy cause. The Institution made an increased award to the coxswain and each member of his crew. - Standard rewards to the crew and helpers, £10 9s. 6d. ; additional rewards to the crew, £16 Total rewards, £26 9s. 6d.

JANUARY 4TH. - LYTHAM-ST. ANNES, LANCASHIRE. At 9.50 in the morning, a Preston Corporation lightman at Lytham telephoned that a tanker was aground. The St. Annes coastguard were informed and the naval-officer-in-charge at Fleetwood authorised a launch. A strong north-north-west breeze was blowing with a moderate sea. At 10.30 the motor life-boat *Dunleary* was launched, and at 11.30 found the tanker *Loma Novia* aground on a bank some two miles south of the Wallend Buoy and awash midships. She had a crew of twenty-six aboard and her compass, engine and steering gear were defective. The coxswain boarded her and was given a letter for the ship's agent by the captain. The life-boat then

returned to Lytham-St. Annes, arriving at 1.45, and it was arranged that she should go out again at three o'clock to stand by until the arrival of a tug, which was to leave Preston Dock at 4.45. She left at 3.25 and arrived alongside the *Loma Novia* at 4.30. The tide was rising and the tanker was able to get off under her own power and to follow the life-boat up the estuary. The life-boat got back to her moorings at 6.30 that evening. Valuable help had been given by the police in getting the life-boat crew together and passing signals. - Rewards, £18 4s. 6d.

JANUARY 6TH - PENLEE, CORNWALL. At 5.25 in the morning the resident naval officer at Penzance reported that a convoy had been attacked about five miles south of Treen coastguard hut. A moderate south-west wind was blowing and the sea was rough. The motor life-boat *W. and S.* was launched at 5.50 and reached the position given to find two rafts. One had two men on it, and the other ten men and two women. They were survivors from the Swedish steamer *Solstad*, bound with coal from Swansea to London. The life-boat took them on board, made a further search, but found nothing, and set out for Newlyn. On her way she sent a wireless message to Land's End for ambulances and medical aid to be ready, and arrived at Newlyn at nine o'clock. After landing the rescued people she put out again and made a further search. She found only wreckage, and reached her station again at three in the afternoon. - Rewards, £14 0s. 6d.

JANUARY 6TH. - CAISTER, NORFOLK. At 1.5 in the afternoon, the Great Yarmouth coastguard reported two barges aground on Scrobby Sands. A fresh westerly wind was blowing, with a choppy sea. The motor life-boat *Jose' Neville* was launched at 1.25, and thirty-five minutes later found the government barges *L.C.M. 1144* and *L.C.M. 1229* one mile east from Scrobby Elbow. They were lashed together, and at anchor outside the Sands, having been knocked off them by the seas. One barge had broken down and been taken in tow by the other. The life-boat stood by while they got under way and then escorted them to the roads, returning to her station at 3.30 P.M. - Rewards, £11 8s.

JANUARY 7TH. - LLANDUDNO, CAERNARVONSHIRE. At 9.30 in the evening of the 6th of January the honorary secretary of the life-boat station was asked by the Mersey Docks and Harbour Board for the services of the life-boat to take food to the Western Lightship, fifteen miles north-by-west of Great Orme's Head, as the board's boat had been prevented by heavy seas from going out.

Next morning a west-south-west wind was blowing with a heavy sea. The rations arrived at ten o'clock and half an hour later the motor life-boat *Thomas and Annie Wade Richards* was launched. She delivered the rations to the lightship. They were badly needed. The crew had been without food for three days. The life-boat reached her station again at six that evening. The board expressed their thanks and made a donation of £21 to cover the expenses.

JANUARY 10TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. About 2.15 in the afternoon the coastguard reported that a fishing boat was flying a distress signal two miles south-south-east of Gorleston pier. A light northerly wind was blowing, with a moderate sea. The motor life-boat *Louise Stephens* was launched at 2.30 and found the fishing boat *Water Lily*, of Great Yarmouth, with her engine broken down. She had a crew of three brothers. The life-boat took her in tow and brought her into harbour at four o'clock - Rewards, £7 14s.

JANUARY 10TH. - WELLS, NORFOLK. Shortly after six in the evening the coastguard reported a vessel firing lights and signalling SOS at the entrance to Wells harbour. A strong north-by-west wind was blowing with a heavy swell. The motor life-boat *Royal Silver Jubilee 1910-1935* was launched at 6.35. She found the Admiralty Drifter *No. 634*, with a crew of five aboard. The drifter's engine had broken down and she was dragging her anchor just clear of the bar. A member of the life-boat crew was put aboard her to act as a pilot, and with the life-boat's help she reached Wells harbour at 7.30. - Rewards, £22 4s. 3d.

JANUARY 11TH. - DOUGLAS, ISLE OF MAN. At 7.10 in the morning, information was received from the coastguard that an R.A.F. aeroplane had crashed in Douglas Bay about two hundred yards off the Crescent Hotel. The weather was stormy, with a south-east wind and a rough sea. At 7.30 the motor life-boat *Manchester and Salford* was launched. She picked up one dead body and returned at 10.10. Four other bodies were washed ashore. - Rewards, £9 2s.

JANUARY 16TH. - KIRKCUDBRIGHT. At 11.15 on the night of the 15th of January the Isle of Whithorn coastguard reported a vessel ashore at Steenhead. She was the Dutch tanker *Barendrecht*, a vessel of several thousand tons, bound for the Clyde. A strong south wind was blowing, with a heavy sea, and there was fog. Half an hour after midnight it was decided that the motor life-boat *Morison Watson* should go, and she left at one o'clock. She found the tanker aground with her bows badly damaged and a tug standing by. At 6.30 another tug arrived. The life-boat gave the tugs some help in navigation, and after part of the cargo of oil had been discharged, they succeeded in towing the tanker off at half-tide. It was then half an hour after noon. As the tugs were in attendance and the

coastguard life-saving apparatus was also ready, the life-boat left at 2.30 and reached her station again at 4.30. - Rewards, £20 15s.

JANUARY 16TH. - SKEGNESS, LINCOLN-SHIRE. At 6.30 in the morning a message was received from the flag officer, Humber, through the coastguard, that there had been an explosion on a landing craft four and a half miles east of Skegness. There was a thick fog, but no wind, and the sea was smooth. The motor life-boat *Anne Allen* was launched at 7.22. She found that the landing craft had sunk, but that three injured survivors were aboard *H.M.S. Gadfly*. She brought them ashore, arriving at 9.45. Nine other men were reported as missing from the landing craft. She had probably hit a floating mine. - Rewards, £10 7s.

JANUARY 17TH. - SALCOMBE, DEVON. At 2.45 in the afternoon the Hope Cove coastguard reported two American landing craft ashore on Thurleston Rock. A south-south-east wind was blowing, with a moderately rough sea. The motor life-boat *Samuel and Marie Parkhouse* was launched at three o'clock, but the naval station signalled, cancelling the call, and asked the life-boat to stand by. Shortly afterwards information came that another American landing craft had gone on the Wolf Rock. The life-boat put out, found the landing craft on the rock, and she got a rope aboard, but failed to pull her off. Two larger American vessels then succeeded in pulling her off. The life-boat stood by in case of accident and then returned, reaching her station again at 4.45. - Rewards, £5 18s. 6d.

BRONZE MEDAL SERVICE AT WALMER

JANUARY 18TH. - WALMER, KENT. A quarter of an hour after midnight a message came from Dover that two motor boats were aground near the East Goodwins, 2 1/4 miles from the No. 2 Buoy. The motor life-boat *Charles Dibdin (Civil Service No. 2)* got away at 1.25, great help being given in the launching by an A.A. searchlight near the boathouse. The coxswain took the life-boat at full speed right across the Goodwins. It was a hazardous thing to do. A fresh south-west wind was blowing; the sea was rough; the night very dark with mist and rain; the tide was low; at times there was only a foot and a half of water under the boat. The crossing was made more dangerous by old wrecks, but by using his searchlight, and guiding himself by old wrecks, which he recognised, the coxswain brought the boat safely across.

Her searchlight was seen by one of the stranded boats. She fired red flares and tracer bullets, and the life-boat found her on the east side of the Sands, on the outer edge, about two miles north-west of the charted position of the East Goodwin Lightvessel. She was H.M. motor anti-submarine boat *No. 25*. She had been travelling at 23 knots when she struck the Sands. The shock had driven both propeller shafts through the boat's bottom and her engine-room had caught fire, but it was put out by the incoming water. When the life-boat arrived she found her with her bow sticking up, and all her after part under water. It was then about 2.15 in the morning. The way in which she lay, the broken water, and the swirling tide combined to make it impossible for the life-boat to get alongside her, but a rope was passed between the two boats and then, watching his opportunity, the coxswain ran the life-boat's bow on to the bow of the motor boat, and the men of the motor boat jumped aboard her. He had to do this four times before all thirteen men of the crew, and a box of confidential books, had been rescued. It was then three in the morning. The life-boat had arrived in the nick of time, for the tide was flowing and in a very little while the motor boat would have been submerged.

The life-boat then went in search of the other boat which had been reported stranded, but, although she looked for an hour and a half, she found nothing. It was learned later that the boat had managed to get off the Sands, and had been taken in tow by a tug. The life-boat returned to her station and was beached at 5.15 that morning.

The rescued crew were wet through and exhausted, and Mr. and Mrs. C. D. Myall, the honorary secretary of the life-boat station and his wife, took them in, dried their clothes and gave them hot food and drink, until naval ambulances came for them two hours later.

It was a difficult service, carried out with skilful and daring seamanship, and the Institution made the following awards :

To COXSWAIN J. MERCER, the

bronze medal for gallantry and a copy of the vote 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. ; rewards on the standard scale to crew and helpers, £32 1s. 6d. ; additional rewards to crew, £9 ; total rewards, ; £41 1s. 6d.

JANUARY 19TH. - WICK, CAITHNESS-SHIRE. During the afternoon the coast-guard reported that a drifter had broken down south-east of Duncansby Head, and that the naval authorities were sending out a vessel to help her. A light west-south-west wind was blowing, with a slight sea, and the weather was clear. Later the vessel, which was the Admiralty drifter *Lord Dunwich*, with a crew of seven on board, was reported four miles east-by-north of Skirza Head, making distress signals. The motor life-boat *City of Edinburgh* was launched at 5.15, and nearly three hours later found the drifter seven miles east from Skirza Head. She was then in touch with the Admiralty vessel *Scrutator*. Later, the *Scrutator* took her in tow and, escorted by the life-boat, both vessels reached Wick Harbour at 9.30 that evening. - Rewards, £13 2s. 6d.

JANUARY 21ST. - FILEY, YORKSHIRE. As the local motor fishing coble *Shiela* was long overdue, and could not be seen, the motor life-boat *The Cuttle* was launched at 5.55 in the evening, as night was coming on, to look for her. A moderate south-west wind was blowing, with a moderate sea. It was known that the *Shiela* had been fishing off Flamborough Head. She was not found there, but eventually the life-boat found her nearly five miles east of Filey Brig. A rope had fouled her propeller and she had been trying to get home since 12.30. After handing life-belts to her crew of three the life-boat took her in tow and brought her home, arriving at ten that night. - Rewards, £24 16s. 6d.

JANUARY 23RD. - EASTBOURNE, SUSSEX. Just before five in the afternoon the naval authorities at Newhaven telephoned through the coastguard asking for the life-boat to go out and investigate a rubber dinghy one mile south-east-by-east from Eastbourne coastguard look-out hut. A west-south-west gale was blowing, with a rough sea. The motor life-boat *Jane Holland* was launched at 5.25 and found the dinghy off Pevensey Bay, being blown rapidly along by the gale. It was empty. The life-boat brought it back, arriving at 6.30, and handed it over to the police. - Rewards, £22 14s.

JANUARY 24TH. - SHOREHAM HARBOUR, SUSSEX. About 2.30 in the afternoon the naval authorities asked, through the coastguard, for the life-boat to go to the help of two landing craft about a mile south of Shoreham. A strong southerly wind was

blowing, with a rough sea. The motor life-boat *Rosa Woodd and Phyllis Lunn* was launched at 2.40. In the meantime one of the vessels, the *L.B.V.33*, had got into harbour, but the other, the *L.B.V.42*, fouled the east pier, and went ashore on the east side of the pier. The life-boat passed a rope to her, towed her off, and brought her into harbour at 3.40. - Rewards, £7 17s.

JANUARY 25TH. - TORBAY, DEVONSHIRE. Shortly after two in the afternoon the resident naval officer reported that owing to the north-north-west gale, which was blowing, small motor boats were unable to maintain communication with a convoy sheltering in Torbay. The motor life-boat *George Shee* was placed at his disposal, and with a crew which included two naval ratings, left at three o'clock with mails. On her way out she saw a small motor boat off Brixham breakwater, drifting seawards in a fierce squall. The life-boat towed her to an Admiralty trawler. After delivering the mail to the ships the life-boat returned, took out some stores, and returned again, arriving at six o'clock. The coxswain and crew were complimented by the resident naval officer. - Rewards, £8 11s.

JANUARY 25TH. - ARRANMORE, CO. DONEGAL. Three children were ill with diphtheria and in danger of dying within a few hours if the medicine needed could not be brought to them. There was none on the island. A strong north-north-west gale was blowing, with a very heavy sea, and no ordinary boat could make the passage to the mainland. At four o'clock the motor life-boat *K.T.J.S.* was launched, and she brought the doctor to the mainland. There he got the medicine and the life-boat took him back to Arranmore, arriving at 6.30, in time to save the children's lives. - Rewards, £12 14s. 6d.

JANUARY 26TH. - SWANAGE, DORSET. At 2.5 in the morning, information was received from the Bournemouth police, through the coastguard, that an aeroplane had crashed three miles west of Hengistbury Head. A light north-west wind was blowing, with a slight sea. The motor life-boat *Thomas Markby* was launched at 2.45 with the honorary secretary, Mr. W. Powell, as one of the crew. R.A.F. launches also went out. A searchlight on Hengistbury Head, as well as the life-boat's, was used, but all that was found was a flying suit, a blanket and wreckage. The life-boat continued to search until six o'clock, and returned to her station at 7.10. - Rewards, £18 14s.

JANUARY 27TH. - FILEY, YORKSHIRE. A heavy west-by-north wind rose, with a rough sea, while two motor fishing cobs. *Joan and Mary* and *Jean and Barbara* were at sea, and it was decided to send out the motor life-boat *The Cuttle*. She left at 2.15 in the afternoon. Both coxswain and bowman were ill, but a full crew was obtained and the life-boat found the two boats, which had been fishing to the east of Filey Brigg

She escorted them in, and reached her station again at four o'clock. - Rewards, £12 13s.

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

JANUARY 4TH. - ALDEBURGH, SUFFOLK. An American Fortress aeroplane had come down in the sea, but her crew had already been picked up. - Rewards, £40 0s. 6d.

JANUARY 5TH. - HOLYHEAD, ANGLESEY. An aeroplane had been reported down, but within a few minutes of launching the life-boat was recalled by the coastguard. - Rewards, £5 14s.

JANUARY 11TH. - BEAUMARIS, ANGLESEY. An aeroplane had been reported down, but was found to have come down on land. - Rewards, £12 16s. 6d.

JANUARY 13TH. - SKEGNESS, LINCOLNSHIRE. An aeroplane had been reported down in the sea at night, but nothing could be found. - Rewards, £20 15s.

JANUARY 22ND. - FLAMBOROUGH, YORKSHIRE. An aeroplane had crashed in the sea, but nothing could be found. - Rewards, £32 7s. 6d.

JANUARY 23RD. - SELSEY, SUSSEX. A Spitfire aeroplane had crashed in Pagham Harbour, but an R.A.F. boat picked up the body of the pilot. - Rewards, £10 18s. 6d.

JANUARY 24TH. - ANGLE, PEMBROKE-SHIRE. The naval authorities called for the life-boat to stand by a vessel east of Stack Rock, but no vessel in need of help could be found. - Rewards, £18 10s. 6d.

JANUARY 24TH. - ARRANMORE, CO. DONEGAL. Flares had been reported from two look-out posts, and further flares were seen by the life-boat, but she found nothing. Probably the lights had come from a submarine. - Rewards, £16 0s. 6d.

JANUARY 25TH. - CROMER, NORFOLK. An aeroplane had been reported down in the sea, but nothing could be found. Owing to bad weather conditions the life-boat put in at Great Yarmouth, and returned to her station on the 27th. - Rewards, £39 4s.

JANUARY 26TH. - WELLS, NORFOLK. An aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £22 17s.

JANUARY 26TH. - HASTINGS, SUSSEX. A fishing boat, making for Rye from Hastings, had had trouble with her engine, but her crew beached her east of Rye Harbour. - Rewards, £66 0s. 6d.

JANUARY 29TH. - FILEY, YORKSHIRE. Three airmen had baled out of a Halifax aeroplane which had crashed, but they came down on land. - Rewards, £14 17s.

JANUARY 29TH. - SHERINGHAM, NORFOLK. An aeroplane had been reported down in the sea, but nothing could be found. Rewards, £19 16s. 6d.

JANUARY 30TH. - SHERINGHAM, NORFOLK. The life-boat was launched and stood by at sea while U.S.A. aeroplanes were returning from the continent, but her services were not needed. - Rewards, £19 16s. 6d.

FEBRUARY

Launches 38 Lives rescued 58

FEBRUARY 3RD. - SELSEY, SUSSEX. The life-boat coxswain and others were at the life-boat station when, at 3.40 in the afternoon, they saw a Typhoon aeroplane, flying low, crash in the sea. A moderate south-west wind was blowing, with a slight sea. They at once launched the reserve motor life-boat *Hearts of Oak*, on temporary duty at the station, and within ten minutes were away. Three-quarters of a mile south of the life-boat station they found an airman in his dinghy, and had rescued him twenty minutes after seeing the accident. The aeroplane had sunk. The airman was suffering from shock and cold and his head was cut. The life-boat was back at her station and landed the airman at 4.15. - Rewards, £7 3s.

FEBRUARY 4TH - HOLYHEAD, ANGLESEY. At 3.55 in the morning the coastguard reported that a landing craft was dragging her anchor in the harbour and said that the life-boat might be needed. Another message at 4.20 asked her to launch. A west-north-west gale was blowing, the sea rough, the night dark with hail squalls. The motor life-boat *A.E.D.* left at 4.45 and ten minutes later found *L.C.G.3*. She was ashore on the rocks at the railway bridge, Salt Island, with a crew of forty-three on board. A tug and other vessels were standing by. They were unable to get close, and the tug was too far away to pass a wire to her. The life-boat was able to go right in, and the coxswain advised the officer commanding to wait. He put two life-boatmen on board her and, as the tide rose, with her engines going astern, she slid off. The life-boat piloted her into the Inner Harbour, and returned to her moorings at eight o'clock. - Rewards, £11 15s.

BRONZE MEDAL SERVICE AT THURSO

FEBRUARY 8TH. - THURSO, CAITHNESS-SHIRE. A northerly gale was blowing, with high confused seas and storms of snow and sleet when, at 2.30 in the afternoon, the Wick coastguard rang up the life-boat station to say that two miles to seaward of Melvick Bay two objects had been seen. They seemed to be dinghies. At three o'clock the motor

life-boat *H.C.J.* was launched. She made with all despatch for Melvick Bay, 12 1/2 miles away, the coxswain reasoning rightly that, whatever the objects were, they were being blown rapidly inshore. The seas were running very high, sometimes ahead and sometimes abeam of the life-boat, and she shipped much water. As she approached Melvick Bay the seas became more confused, and the bay was covered with broken water. At 4.30 the life-boat saw two rafts. The smaller was only about 170 yards from the rocks, the larger still about a mile and a half away. The coxswain made at once for the smaller raft. Two exhausted men were clinging to it. He took the life-boat alongside it on the lee, or inshore side, and two spectators on the shore saw the grave risk that he was running, in those heavy, swirling seas, of losing his boat and his crew. Very quickly the two exhausted men were lifted on board - they had been rescued in the nick of time from certain death - and the coxswain turned at once for the other raft.

As he approached it he could see men lying on it, apparently beyond the power to help themselves. This time he took the life-boat alongside the weather side. There he made her fast with ropes at each end, fending her off with boathooks, and two of his crew, David Thomson, life-boatman, and the assistant motor-mechanic, William Sinclair, jumped on the raft. Five men were on it, all dead of exposure. Their bodies were huddled together, arms and legs entwined. Thomson and Sinclair had to extricate each one from the others, before throwing it to the other men in the life-boat. The work had to be done as quickly as possible, for all the time the two men were in considerable danger of being washed off the raft or crushed between it and the life-boat. With all the life-boatmen fully engaged in the work it took ten minutes. The life-boat then made for Wick, and on the way the life-boatmen stripped the two rescued men, put them into dry, warm clothes and revived them. They were from the Norwegian steamer *Freidig*, of Haugesund, bound from Aberdeen to Liverpool, with a cargo of grain. The grain had shifted, and

off Cape Wrath the steamer had foundered. The life-boat reached Wick at 7.10 that evening and the two rescued men were taken to hospital. They recovered.

The service had been carried out at great risk, in a high and dangerous sea, and the coxswain had handled the life-boat with splendid seamanship, daring and resource. The Institution made the following awards :

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

To DAVID THOMSON, life-boatman, and WILLIAM SINCLAIR, assistant motor-mechanic, each the thanks of the Institution inscribed on vellum for his courage in risking his life without hesitation by going on board the raft ;

To the coxswain and each member of the crew a special reward of £1 in addition to the reward on the ordinary scale of £2 7s. Rewards on the ordinary scale to crew and helpers, £22 19s. ; special rewards to the crew, £8 ; total rewards, £30 19s.

Coxswain MacLeod was also awarded the M.B.E.

FEBRUARY 14TH. - RHYL, FLINTSHIRE. At 11.9 in the morning the Rhyl coastguard reported that an aeroplane had crashed in the sea about a mile north of the coastguard look-out. The weather was fine, with only a light wind and a smooth sea. The motor life-boat *The Gordon Warren* was launched at 11.49, and half an hour later found wreckage of an R.A.F. Mosquito aeroplane two and a half miles north-north-east of Rhyl. She picked up a body, badly damaged as by an explosion, and took it to Foryd Harbour. She then made another search, found landing wheels and other wreckage, and brought them in, returning to her station again at 6.15 that evening. - Rewards, £18 7s. (See Rhyl, "Services by Shore-boats," page 55.)

FEBRUARY 14TH. - NEW BRIGHTON, CHESHIRE. At 1.55 in the afternoon the coastguard reported that a life-boat was required by a tanker on fire between Q1 and Q2 Buoys in the Queen's Channel. A light northerly wind was blowing with a slight sea. The No. 2 motor life-boat *Edmund and Mary Robinson* was launched at 2.19, and at 3.50 reached the S.S. *Sharpsburg*, of Philadelphia, a ten-thousand-ton tanker, near the Bar Light-vessel. The *Sharpsburg* carried a crew of about fifty and was laden with petrol and aeroplanes. Dock Board tenders were dealing with the fire, and some of the tanker's crew were taken off by a naval frigate. The life-boat stood by until 4.45, when the fire was

extinguished, and returned to her station, arriving at 7.15. - Rewards, £20 5s. 6d.

FEBRUARY 15TH. - STORNOWAY, HEBRIDES. About 8.10 in the morning the Stornoway coastguard telephoned that a vessel was in distress in the neighbourhood of Glas Island, Scalpay, some forty miles away. She was the *Sebastian*, of London, a steamer of 3,354 tons, bound in ballast from Glasgow to Newcastle by way of Loch Ewe, with a crew of thirty-nine. A south-south-west gale was blowing, with a heavy sea and rain squalls. The naval authorities sent a trawler. Two tugs from Aultbea were reported to have put out. Later messages from the light-keeper at Glas Island, Scalpay, said that the steamer was anchored and appeared to be holding. Shortly after nine o'clock it was decided to send the motor life-boat *William and Harriot*, as it was, felt that there was great danger of the *Sebastian* going ashore. By this time a strong gale was blowing. After struggling against a head-wind and heavy seas for five hours the life-boat reached the *Sebastian*, to find that the trawler was standing by, but owing to the heavy motion could not go alongside, and that the *Sebastian* had lost her propeller. The life-boat stood by until dusk, when the master of the *Sebastian* decided to abandon ship, and the life-boat took off her crew. The wind had suddenly changed about six o'clock, and the life-boat again had a head wind. It was not until eleven o'clock that night that she regained her station. On the following day the steamer was towed into Loch Ewe. It had been a long and arduous service, and an increase in the usual money reward on the standard scale was made to each member of the crew. Standard rewards to crew, £16 19s. ; additional rewards to crew, £7 ; Total rewards, £23 19s.

FEBRUARY 17TH. - PADSTOW, CORNWALL. Shortly before noon the coastguard at Stepper Point reported, by telephone, distress signals from a trawler four miles north-west-by-north of Trevoze Head. A fresh northerly wind was blowing, with a moderate sea. The No. 1 motor life-boat *Princess Mary* put out at 12.30 and found the Belgian trawler *Atlantic*, of Ostend, with her engine broken down. She was laden with fish and had a crew of six. At the request of her master the life-boat took her in tow, and at 4.30 the two boats arrived under Pentire Head to await the tide. Permission was sent by the naval authorities to enter harbour at ten o'clock, and the life-boat got under way again about nine o'clock. At eleven o'clock she brought the *Atlantic* safely into harbour. - Property salvage case.

FEBRUARY 17TH. - BARMOUTH, MERIONETHSHIRE. At 2.44 in the afternoon life-boatmen on the promenade saw an aeroplane crash west-north-west of the coastguard station, about a mile off shore. The crash was also seen and reported by the coastguard. A fresh easterly wind was blowing, with a slight sea. At 2.55 the motor life-boat *Lawrence Ardern*, Stockport, was laun-

ched, but she only found some wreckage and papers which she picked up and handed to the police when she got back to her station at 5.30. An R.A.F. launch which was out picked up a wireless report that the crew of the aeroplane had baled out over land.- Rewards, £14 9s. 6d.

FEBRUARY 19TH. - TORBAY, DEVON. At 4.47 in the afternoon the resident naval officer telephoned through the coastguard that landing craft belonging to the United States Amphibious Force were ashore on Paignton beach, between the Esplanade Pier and Redcliffe Hotel. Four vessels were ashore, *L.C.I. 493, 498, 502, and 506*, each with men on board. A fresh east-north-east wind was blowing, with a heavy swell, and it was very cold. The motor life-boat *George Shee* was launched at 5.8, reached the landing craft half an hour later, and helped in the work of salvage under directions of the American officers. She was out until 3.20 next morning. A wireless message then recalled her so that she could be refuelled and her crew rested. It was dead low water, but in spite of the absence of lights and the presence of moored shipping, her coxswain brought her safely in and she was moored at 4.30 in the morning of the 20th.

Five and a half hours later she was asked to take the coastguard Boxer rocket apparatus to Paignton, and at 12.10 in the afternoon she left Brixham pier with it. She had also on board the district officer of coastguard and a naval signalman. On arriving off Paignton the life-boat anchored and veered down to the stranded landing craft. The motion of the boat made the firing of the rocket difficult, but a successful shot was made. Unfortunately it was wasted, for the crew of the landing craft, in spite of signals, hauled on the line until it parted, before the life-boat could pass it to a towing vessel. Towing operations for the day were then abandoned and the life-boat landed the apparatus at Brixham at 4.30 that afternoon and reached her moorings ten minutes later. On the afternoon of the 21st, she put out at 4.40 for the third time, to stand by, but later was signalled to return and was moored again at 6.45. In the end all four craft were towed off the beach. The American naval authorities expressed appreciation of the excellent seamanship and splendid co-operation of the life-boat's crew. - Rewards, £10 16s. 6d. ; £7 7s. 6d. ; £9 11s. 6d.

FEBRUARY 23RD. - TENBY, PEMBROKE-SHIRE. While the motor boat *Stephen Harding*, of Caldy Island, was crossing to the mainland, she had trouble with her propeller shaft and had to anchor about a mile and a half south-west of Castle Hill, about seventy-five yards off the shore. A moderate north-east wind was blowing, with a slight sea. Three people were in the motor boat. They burned a flare and the coastguard reported to the life-boat station. The motor-life-boat *John H. Webb* was launched at 7.30 in the evening and towed in the boat, arriving at 8.10. The rescued people sent a letter of thanks and a donation. - Rewards, £18 12s.

FEBRUARY 26TH. - AMBLE, NORTHUMBERLAND. At one in the afternoon the coastguard reported two cobsles in difficulties a mile and a half to the south-east and unable to make the harbour. A north-east wind was blowing, with a rough sea. The motor life-boat *Frederick and Emma* was launched at 1.30 and escorted in the coble *Pilot Me*. Going out again she put a man aboard the coble *Glad Tidings* and escorted her in. She arrived back at her station at 2.30.- Rewards, £7 12s.

FEBRUARY 26TH. - BERWICK - ON - TWEED, NORTHUMBERLAND. At ten o'clock in the morning the coastguard reported H.M. barge *Celtic* in difficulties, with a. damaged rudder, about two miles north-east of Berwick High Lighthouse. An east-north-east gale was blowing, with a heavy sea and squalls of sleet. The motor life-boat *J. and W.* was launched at 10.20, and on reaching the barge was asked to bring a sick man ashore. She landed him at noon. At one o'clock she returned to the *Celtic*, and half an hour later asked a drifter to take the barge in tow. She put one of her crew on board the drifter and passed a line from her to the barge. The drifter towed the barge into Berwick Harbour, with the life-boat in attendance, at four o'clock. The resident naval officer expressed appreciation of the good work done by the life-boat's crew.- Rewards, £5 7s.

FEBRUARY 27TH. - WICKLOW. At 9.30 in the morning the Wicklow civic guard telephoned to the life-boat mechanic that a ship was ashore in Brittas Bay, about six miles south of Wicklow Head. An east-north-east gale was blowing, with very heavy seas and squalls of snow. Visibility was poor. The motor life-boat *Lady Kylsant* was launched at 9.45 and found the ship to be the *S.S. Dublin Bay*, of 495 tons, carrying a crew of seven, with her back broken. The life-boat went alongside and rescued the crew, some of whom were very exhausted. She was alongside for about half an hour, and all the time heavy seas were breaking over the wreck. She also encountered heavy seas on the return journey. She arrived back at 12.45 that afternoon. It was a fine 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, £9 7s. ; additional rewards to crew, £8 ; total rewards, £17 7s.

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

FEBRUARY 5TH. - CLACTON - ON - SEA, ESSEX. The crew of an American aeroplane had baled out, but none of them could be found. It was learned later that they were safe. - Rewards, £11 17s.

FEBRUARY 8TH. - KILLYBEGS, CO. DONEGAL. A flashing light had been reported, but it was found to come from a dan (a buoy with a flag or a light attached),

belonging to a trawler engaged in fishing.- Rewards, £13 2s. 6d.

FEBRUARY 9TH. - THURSO, CAITHNESS-SHIRE. A ship's boat had been reported drifting off Sandside Head, but nothing was found. The boat later went ashore, badly damaged, with no one on board. - Rewards, £10 1s. 6d.

FEBRUARY 10TH. - LOWESTOFT, SUFFOLK. A small boat had been reported in difficulties off Kessingland, but nothing could be found. Before the call a vessel had collided with the south pier at Lowestoft and had dislodged a pile or two. It is possible that a pile was mistaken for a small boat, especially as no small boat was known to be at sea at the time. - Rewards, £6 4s.

FEBRUARY 13TH. - CLACTON - ON - SEA, ESSEX. An American aeroplane had come down in the sea and had sunk, but an air-rescue boat rescued the pilot. - Rewards, £12.

FEBRUARY 16TH. - SCARBOROUGH, YORKSHIRE. A Halifax bombing aeroplane had been reported in difficulties and her crew were said to have baled out, but no survivors could be found in the sea. - Rewards, £34 14s. 6d.

FEBRUARY 17TH. - KILLYBEGS, CO. DONEGAL. An aeroplane had crashed in the sea north of the Stags of Broadhaven, Co. Mayo, but the lifeboat and an R.A.F. rescue ship could find no survivors. The life-boat was out for over seventeen hours. - Rewards, £19 15s. 6d.

FEBRUARY 17TH. - PADSTOW, CORNWALL. A steam trawler had grounded on the bar, but later she got off and made for harbour under a pilot. - Rewards, £11 10s.

FEBRUARY 20TH. - NEWQUAY, CORNWALL. A steamer had blown up from some unknown cause about fifteen miles west-north-west of Newquay, but the seventy survivors were picked up by other vessels. - Rewards, £27 8s.

FEBRUARY 22ND. - SHERINGHAM, NORFOLK. An American Fortress aeroplane had crashed in the sea, but her crew had baled out on land. - Rewards, £29 13s.

FEBRUARY 22ND. - WALTON AND FRINTON, ESSEX. A raft had been reported to be drifting, but it was found to be five timbers tied together with no one on it. - Rewards, £9 7s.

FEBRUARY 22ND. - PORTHDINLLAEN, CAERNARVONSHIRE. An R.A.F. aeroplane had been reported down in the sea, but the life-boat was recalled by wireless before she reached the position given. - Rewards, £12 5s. 6d.

FEBRUARY 23RD. - WHITEHILLS, BANFFSHIRE. A British aeroplane had been reported down in the sea, but later it

was learned that she had crashed on land.- Rewards, £24 5s. 6d.

FEBRUARY 23RD. - CAMPBELTOWN, ARGYLLSHIRE, AND GIRVAN, Ayrshire. A red light had been reported and information was received that a man had fallen overboard from an aircraft carrier, but nothing was found. - Rewards : Campbeltown, £9 19s. 6d. ; Girvan, £13 14s. 6d.

FEBRUARY 23RD. - PWLLHELI, CAERNARVONSHIRE. The life-boat stood by outside the harbour in readiness to go and search for a missing American Liberator aeroplane, but her services were not needed. - Rewards, £9 19s. 6d.

FEBRUARY 23RD. - MARYPORT, CUMBERLAND. A Wellington aeroplane had crashed in the sea, but four airmen were picked up from a rubber dinghy by an examination vessel, and a fifth man could not be found. - Rewards, £21 18s. 6d.

FEBRUARY 24TH. - SHERINGHAM, NORFOLK. The life-boat was launched and stood by at sea while American Fortresses were returning from operations, but her services were not needed. - Rewards, £26 6s. 3d.

FEBRUARY 25TH. - NEWQUAY, CORNWALL. An R.A.F. Spitfire aeroplane had crashed in the sea, but the life-boat found nothing except a patch of oil. - Rewards, £17 8s.

FEBRUARY 25TH. - BALLYCOTTON, CO. CORK. Flares had been seen, but nothing could be found. - Rewards, £13 14s. 6d.

FEBRUARY 25TH. - WALTON AND FRINTON, ESSEX. An aeroplane had been reported down in the sea, but only a patch of oil was found. - Rewards, £10 6s.

FEBRUARY 26TH. - THURSO, CAITHNESS-SHIRE. A ship's boat had been reported in difficulties near Cape Wrath, but a later message said that she had driven ashore with no one on board, and the life-boat was recalled by wireless. - Rewards, £22 11s. 6d.

FEBRUARY 26TH. - STORNOWAY, HEBRIDES. The American steamer *William H. Welsh*, of Baltimore, had gone ashore and was totally wrecked, with loss of life, near Loch Ewe, in a north-north-east gale. Before the life-boat could reach the position, which was about thirty miles from Stornoway, it was all over. - Rewards, £16 19s.

MARCH

Launches 36 Lives rescued 12

MARCH 1ST. - WHITBY, YORKSHIRE. The fishing fleet was out in bad weather, with strong squalls from the north, snow showers and a rough sea, and at 11.30 in the morning, as four boats had not returned, it was

decided to send out the No. 1 motor life-boat *Mary Ann Hepworth*. She left at 11.40 and found the *North Star* with her engine broken down one and a half miles to the north of Whitby. As the life-boat arrived she restarted her engine, and the life-boat escorted her in. The life-boat then went out again and stood by until the other three boats had made harbour. She returned to her station at 1.45. - Rewards, £7 11s.

MARCH 1ST. - RUNSWICK, YORKSHIRE. The Staithes fishing fleet put to sea about eight in the morning in rough weather. By 9.30 the wind had increased to a north-north-west gale, bringing with it a very rough sea, and at 11.10 the Runswick motor life-boat *Robert Paton - The Always Ready*, put out. She reached Staithes half an hour later, in time to escort two cobs into the harbour, and arrived back at her station at 1.30 that afternoon. - Rewards, £11 13s.

MARCH 1ST. - FILEY, YORKSHIRE. During the morning, while the fishing cobs were out, the wind increased until it was blowing strongly from the north-west, with a rising sea. All the cobs returned - many leaving their lines - with the exception of the motor coble *Jean and Barbara*. The motor life-boat *The Cuttle* was launched at 12.10, escorted the coble into harbour, and returned to her station at 1.45. - Rewards, £12 7s.

MARCH 8TH. - FRASERBURGH, ABERDEENSHIRE. At 4.37 in the morning, the coastguard telephoned that a rocket had been fired by a vessel ashore on the west side of Cairnbulg Beacon. She was the Faroese motor vessel *Mjoanes*, carrying a crew of nine and bound for Aberdeen laden with 150 tons of fish. The weather was fine, with a light south-west wind, and the sea was smooth. At 5.10 the motor lifeboat *John and Charles Kennedy* was launched, and reached the *Mjoanes* fifteen minutes later. She found her leaking badly and in need of a motor pump. Leaving two life-boatmen on board to help with the hand-pump, she returned to harbour and brought out a pump, which she put on board. More life-boatmen also went on board to help with the hand-pump. At 8.50 the *Mjoanes* floated. The life-boat helped her off the reef and took her to Fraserburgh, arriving at 9.25 that morning. - Property salvage case.

MARCH 10TH. - HASTINGS, SUSSEX. At 4.30 in the afternoon the Fairlight coastguard telephoned that all the fishing boats had returned except the *Lady Violet*, which appeared to be in difficulties to the south-south-east, about one and a quarter miles off shore. A few minutes later a signal was made by the fishing boat, that her engine had broken down, and the motor life-boat *Cyril and Lilian Bishop* was launched at 5.7. A light north-east wind was blowing and the sea was calm, but owing to fog it was not until 6.15 that the life-boat found the fishing boat three miles south-east of Hastings. Motor launches had also been sent out from Dover to her help. She had a crew of two. The

life-boat towed her to a safe position and returned to her station at 7.17 that evening. - Rewards, £43 16s. 6d.

MARCH 13TH. - ST. ABBS, and EYEMOUTH, BERWICKSHIRE. The Royal Observer Corps saw signals of distress and reported them to the police, who informed the St. Abbs Life-boat station at 2.30 in the afternoon. A whole northerly gale was blowing, with a very rough sea and the weather was very cold. The boat was known to be the Eyemouth motor fishing boat *Spes Bona*, with a crew of five. Her engine had broken down and she was leaking. An Admiralty trawler was seen attempting to help her. The St. Abbs motor life-boat *Annie Ronald and Isabella Forrest* was launched at 3.5. Information had also been sent to Eyemouth and the motor life-boat *Frank and William Oates* was launched at 3.5. In the meantime the trawler had taken the fishing boat in tow, but the rope had parted in the heavy seas. A line was then run by the Eyemouth life-boat from the *Spes Bona* to the trawler, but the fishing boat could not pull in the wire rope attached to it. She was heavily water-logged and in danger of sinking. Even if the wire rope had been pulled in the trawler drew too much water to be able to tow the fishing boat into either St. Abbs or Eyemouth harbour. This was realised on shore and the motor boat *Ravenscraig* put out from Eyemouth and towed the *Spes Bona* into Burnmouth. Both life-boats went with them and they reached Burnmouth about six o'clock. The St. Abbs boat got back to her station about 6.45, but the Eyemouth boat was left at Burnmouth for the night and brought back to her station on the following day. - Rewards, St. Abbs, £17 3s. 6d. ; Eyemouth, £20 3s. 6d.

MARCH 20TH. - KILLYBEGS, CO. DONEGAL. Information was received through the military and the police at noon that a partly submerged boat or raft was drifting towards the rocks at Rosskearagh Point, Sligo. A west-north-west wind was blowing, with a rough sea. At 12.15 the motor life-boat *Queen Victoria* was launched, and two miles south of Rosskearagh Point she picked up a trawler's dan. She found nothing else and returned to her station at six o'clock. - Rewards, £9 19s. 6d.

MARCH 20TH. - PORT ASKAIG, ARGYLLSHIRE. About 7.30 in the morning a telephone message was received from Kilchoman coastguard that a vessel was ashore about half a mile north of Coull Point, Islay. A strong north-west wind was blowing, with a heavy swell. The motor life-boat *Charlotte Elizabeth* was launched at 8.45 and found an enemy submarine ashore. She had been in tow of a destroyer but had broken loose. The destroyer and a tug were standing by. The life-boat stood by for a time and then returned to her station, arriving at 4.5 in the afternoon. - Rewards, £7 7s.

MARCH 24TH. - WALTON AND FRINTON, ESSEX. About 8.33 in the morning,

information was received from the naval base at Harwich, through the coastguard, that two American Fortress aeroplanes were down near the Pye Sands. A light west-south-west wind was blowing, with a slight sea. The motor life-boat *E.M.E.D.* was launched at 8.50. She kept in communication with the coastguard station by lamp and wireless, and at 9.27 the coastguard told her that survivors had been picked up by a Walrus amphibious aeroplane and that she should take them on board. By this time, however, the Walrus was already in the air and returning to her station. The life-boat searched for more survivors and returned, bringing with her a rubber dinghy. She reached her station at 12.50 that afternoon. - Rewards, £10 2s. 6d.

MARCH 25TH. - STORNOWAY, HEBRIDES, CAMPBELTOWN, ARGYLLSHIRE, AND BARRA ISLAND, HEBRIDES. At 6.45 in the morning the coastguard reported to the Stornoway life-boat station that a steamer was ashore three-quarters of a mile south of Glas Island Lighthouse, Scalpay, and needed help. She was the American steamer *Park Holland*, of Portland, Maine, of over 7,000 tons, laden, and bound with a crew of over 70 for Loch Ewe to join a convoy. A light southerly wind was blowing and the sea was calm, but there was a dense fog. After the life-boat crew had been assembled the naval base said it was not the life-boat that was required, but R.A.F. high speed launches, and two rescue launches left Stornoway at seven o'clock. A later message from the coastguard asked the life-boat to go, and the motor life-boat *William and Harriot* left at 8.30. When the life-boat was about eighteen miles south of Stornoway, at 10.30, she met the *Park Holland* making for Stornoway, escorted by the two launches. The launches returned to port and the life-boat escorted the steamer to a position off Stornoway Harbour. From there she had been directed by the launches to go to Loch Ewe. The life-boat reached her station again at 12.19 that afternoon.

Information about the *Park Holland* had also been given to the life-boat stations at Campbeltown and Barra Island, but not her correct position. Both life-boats were launched, but failed to find the steamer, which was actually many miles away. - Rewards : Stornoway, £3 16s. ; Campbeltown, £13 14s. 6d. ; Barra Island, £32 9s.

MARCH 26TH. - ST. DAVID'S, PEMBROKESHIRE. At 11.30 at night, the life-boat honorary secretary received a telephone message from the R.A.F. at St. David's that a Halifax aeroplane was down in the sea several miles west by north of St. David's Head. She could be seen ablaze on the water. A light south-west wind was blowing and the sea was calm. Five minutes later the naval base asked the life-boat to stand by, and at 12.10 the duty naval officer asked her to go out. He said that a high speed launch had left Fishguard at 11.45. The motor life-boat *Civil Service No. 6* was launched at 12.12. Included in her crew

were the honorary secretary, Dr. Joseph Soar, Mus.Doc., and Squadron Leader Manton. Aeroplanes dropped flares to help the life-boat and she searched for a long time, but all that she found was a wheel of the aeroplane, which she towed in. It was 7.5 next morning when she got back to her station. - Rewards, £12 8s.

MARCH 31ST. - GALWAY BAY. As a matter of grave urgency the local doctor asked for the services of the life-boat to take two of his patients to the mainland for immediate operations. The weather was fine, with a light south-west wind and a moderate sea, but no other boat was available. At 6.44 in the evening the motor life-boat *City of Bradford I*, on temporary duty at the station, set out with the patients, landed them on the mainland and returned to her station at 9.30 that night. As a result of the life-boat's help the life of one of the patients was saved. - Rewards, £13 2s. 6d.

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

MARCH 2ND. - CLACTON - ON - SEA, AND WALTON AND FRINTON, ESSEX. A Liberator aeroplane had been reported down in the sea, but nothing was found. - Rewards : Clacton, £13 11s. 6d. ; Walton and Frinton, £20 8s.

MARCH 3RD. - HOLYHEAD, ANGLESEY. A British aeroplane had crashed, but two of her crew of four were rescued by a motor torpedo boat. - Rewards, £3 16s.

MARCH 6TH. - CAISTER, NORFOLK. While the life-boat crew were standing by during air operations a Fortress aeroplane was seen to crash, but the life-boat found no survivors. - Rewards, £18 17s.

MARCH 6TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. While the life-boat was out on a trial run an American Fortress aeroplane was seen to crash, but the life-boat found no survivors. - Rewards, £12 4s. 6d.

MARCH 7TH. - CLOVELLY, DEVON. A small boat had been reported adrift, but a floating tree was all the life-boat found. - Rewards, £13 15s.

MARCH 15TH. - CLACTON - ON - SEA, ESSEX. A fishing boat was thought to be flying a signal, but the object was a fishing basket and not a signal for help. - Rewards, £7 19s.

MARCH 17TH. - NEWQUAY, CORNWALL. A British Tiger Moth trainer aeroplane had crashed in the sea, but nothing could be found. - Rewards, £40 12s.

MARCH 18TH. - DONAGHADEE, CO. DOWN. Two British Mosquito aeroplanes had been reported fallen into the sea, but

only wreckage was found. - Rewards, £13 19s. 6d.

MARCH 21ST. - ARRANMORE, CO. DONEGAL. A ship had been reported to be sending out SOS messages, but nothing could be found. - Rewards, £23 17s. 6d.

MARCH 23RD. - ALDEBURGH, SUFFOLK. An American Fortress aeroplane had crashed in the sea, but her crew were rescued by a motor torpedo boat. - Rewards, £29 13s.

MARCH 24TH. - NEWQUAY, CORNWALL. A British Anson aeroplane had crashed in the sea, but her crew were rescued by a Walrus amphibious aeroplane. - Rewards, £40 12s.

MARCH 25TH. - WICKLOW. Flares had been reported, but nothing could be found. - Rewards, £22 1s.

MARCH 28TH. - CROMARTY. A British Wellington aeroplane had crashed in the sea, but nothing was found by the life-boat. Other boats picked up one survivor and two bodies. - Rewards, £4 5s. 6d.

MARCH 29TH. - LLANDUDNO, CAERNARVONSHIRE, AND BEAUMARIS, AND MOELFRE, ANGLESEY. A report had been received that an aeroplane was in distress and another that three men had baled out of an aeroplane, presumably the same one, but nothing could be found, and it was learnt later that the aeroplane was an American Douglas Dakota transport that had crashed on land and that the three men had been saved. - Rewards, Llandudno, £26 15s. ; Beaumaris, £19 13s. 6d. ; Moelfre, £18 12s.

MARCH 29TH. - ALDEBURGH, SUFFOLK. An aeroplane had crashed in the sea, but only wreckage was found. - Rewards, £19 5s. 6d.

MARCH 30TH. - CROMER, NORFOLK. An airman had been reported to have baled out of an aeroplane, but nothing could be found. - Rewards, £10 19s.

MARCH 31ST. - SKEGNESS, LINCOLNSHIRE. A Lancaster aeroplane was returning from Germany with a damaged tail and the pilot ordered two airmen to bale out, thinking he was over land. The aeroplane was still over the sea, and the life-boat went out to look for the two men, but found nothing. - Rewards, £10 13s.

MARCH 31ST. - NEWCASTLE, CO. DOWN. Red flares had been reported about thirty miles from Newcastle and a search was made, but nothing could be found. - Rewards, £57 12s.

APRIL

Launches 41 Lives rescued 97

APRIL 1ST. - FALMOUTH, CORNWALL. About six o'clock in the morning the officer

of the watch of H.M.S. *Forte III* telephoned that a vessel was ashore at Pendennis Castle Point. The tide was low, with a strong south-east wind blowing and a rough sea. The motor life-boat *Crawford and Constance Conybeare* was launched at 6.50 and found the U.S. naval landing barge *No. 527* with a crew of four. She passed a hawser to the barge, and, as the tide made, she towed her off and brought her into Falmouth at 9.30. In that bad weather barge and crew would have been lost but for the prompt help of the life-boat. - Rewards, £4 12s.

APRIL 1ST. - PORT ASKAIG, HEBRIDES. At 12.30 in the afternoon the Kilchoman coastguard reported distress signals between Islay and Colonsay. A strong south-east breeze was blowing, with a heavy swell. The motor life-boat *Charlotte Elizabeth* was launched at one o'clock and, six miles north of the Rhu Vaal Lighthouse, she picked up an airman's boot and a first aid outfit. The Scalasaig auxiliary rescue boat, which had also been called out, picked up a body, but no survivors were found and the life-boat reached her station again at seven o'clock that evening. - Rewards, £7 7s. (See Scalasaig, "Services of Auxiliary Rescue-boats," page 66).

APRIL 2ND. - BARROW, LANCASHIRE. At five o'clock in the morning the naval base telephoned the life-boat station that a small vessel was ashore. A strong south-south-east wind was blowing, with a nasty swell and heavy rain. The motor life-boat *N.T.* was launched at 5.45, and three-quarters of a mile south of Seascale found the auxiliary schooner *Happy Harry*, of Arklow. She had a crew of five aboard and was bound, with a cargo of burnt ore, for Silloth. As she was not only aground but leaking the master asked the life-boat to take off the crew, which she did, landing them at Barrow at 1.15 that afternoon. Three days later the schooner was refloated and, with her crew on board again, was towed to Silloth. - Rewards, £7 1s.

APRIL 4TH. - SCARBOROUGH, YORKSHIRE. During the early afternoon a heavy ground swell was running from the north-east. Incoming fishing cobles reported that the seas were growing, with broken water at the harbour entrance. A light north-east wind was blowing. At 4.15, as two cobles were still at sea, the motor life-boat *Herbert Joy II* was launched. About a mile north-east of Castle Hill she found the cobles the *Gratitude* and *Evelyn and Margaret*, passed life-belts to the crew of the *Gratitude* and escorted both boats into harbour at 5.15. - Rewards, £13 7s. 6d.

APRIL 9TH. - RHYL, FLINTSHIRE, AND LLANDUDNO, CAERNARVONSHIRE. At 4.30 in the afternoon a report was received through the Abergele police and the Rhyl coastguard that people had seen an airman come down by parachute into the sea off Llandulas. A moderate west-north-west wind was blowing, with a choppy sea. The Rhyl motor life-boat *The Gordon Warren* was

launched at 4.30 and found a sleeve target, which an aeroplane had reported as having lost about this time. She returned at 9.30 that evening. The Llandudno life-boat was also launched. - Rewards, Rhyl, £16 14s. ; Llandudno, £19 9s. 9d.

APRIL 15TH. - PETERHEAD, ABER-DEENSHIRE. At 9.10 at night on the 14th of April the Peterhead coastguard reported a vessel in difficulties at Craigwan, two miles north of Peterhead. Later he reported that no help was needed as the vessel should be able to get off at high water. At 4.20 next morning he reported that the vessel was making SOS signals by siren. She had developed a list. She was the S.S. *Magician*, of Liverpool, of over 3,000 tons, carrying a crew of 80, and bound, laden, from the West Indies for London. The motor life-boat *Julia Park Barry of Glasgow* was launched at 5.20, in a dense fog with a light south-south-east wind and a ground swell. She had considerable difficulty in finding the steamer, but succeeded at 6.30, took off her whole crew and landed them at Peterhead at 8.30. She put out again at 11.30, at the request of the naval authorities, taking with her the master and first officer, to salve 150 bags of mail. She returned at one o'clock that afternoon. - Rewards, first service, £7 3s. 6d. ; second service, no expense to the Institution.

APRIL 16TH. - DOUGLAS, ISLE OF MAN. While out fishing the fishing smack *Fisher Lass*, of Douglas, broke her engine shaft, about nine miles south-east-by-east of Douglas Head. The sea was smooth, with a light wind blowing. The motor life-boat *Manchester and Salford* was launched at 10.30 at night. She reached the *Fisher Lass* an hour later and towed her in at one o'clock the next morning. - Rewards, £11.

APRIL 17TH. - NEWQUAY, CORNWALL. Early in the morning a crash was heard by the coastguard, but the weather was foggy and he could see nothing. He made enquiries but learnt nothing. At 9.33 the life-boat honorary secretary heard from the flying control officer at St. Mawgan Air Port that wreckage and a dinghy could be seen off Watergate Bay. The weather was fine, but still foggy, with visibility about three-quarters of a mile. At 9.50 the motor life-boat *Richard Silver Oliver* was launched and found the wreckage of a British Warwick aeroplane. Her crew of four and twelve passengers had all been killed. She picked up eleven bodies, and took in tow some wreckage in which another body was entangled. She also picked up a quantity of mail, including a packet of one-hundred-dollar bills worth approximately £45,000. She then made a careful search, but found neither survivors nor bodies, and returned to her station at 1.45 that afternoon. - Rewards, £14 14s.

APRIL, 22ND. - THE HUMBER, YORKSHIRE. At 10.55 at night the life-boat watchman reported a vessel aground on the Binks. Shortly afterwards she signalled SOS by whistle. The weather was fine,

with a light variable wind and a smooth sea. At 11.20 the motor life-boat *City of Bradford II* was launched, and at midnight found the steam trawler *Chandos*, of Grimsby, with a crew of nine. She had run aground while returning with fish from the North Sea fishing grounds. She was lying close to a wreck and in danger of driving on it when the flood-tide made. Two life-boatmen went on board the *Chandos*. At low water the life-boat had to stand off, but as the tide made she returned alongside again and ran out an anchor. With this help the trawler eventually refloated. When the trawler had come into the river the life-boat took off her two men and reached her station again at 6.15 next morning. - Property salvage case.

APRIL 25TH. - WALMER, KENT. At 11.39 in the morning the naval authorities at Dover asked, through the coastguard, that the life-boat should be launched to an aeroplane north-east of the South Foreland. A moderate north-west wind was blowing, with broken water near the Goodwin Sands. The motor life-boat *Charles Dibdin (Civil Service No. 2)* was launched within a quarter of an hour, and while on her way was directed to the exact position, six miles east of the life-boat station, by a Walrus amphibious aeroplane. She found the entire crew of seven of a Lancaster bombing aeroplane in their dinghy, took them, and the dinghy, on board and landed them at 2.5 that afternoon. As the rescued men were not only wet through but only partly clad they were taken to the house of the life-boat honorary secretary. Here they were looked after until an ambulance came for them. A letter of appreciation was sent to the station by the Chief Inspector of Coastguard. - Rewards, £9 19s.

APRIL 25TH. - ROSSLARE HARBOUR, CO. WEXFORD. At 2.40 in the afternoon the Greenore military look-out post reported that an aeroplane had crashed in the sea about a mile north of Tuskar Rock Lighthouse. Messages were also received from the Life-Saving Service, Dublin, and the Air Defence Department. After the first message a fishing boat was seen going in the direction of the accident. The weather was clear and the sea calm, with a light north-west wind. After the second message the motor life-boat *Mabel Marion Thompson* went out, leaving at 3.25, with the secretary, Mr. W. J. B. Moncas, on board. She met the fishing boat and took on board a dead body, which the skipper said was the only one to come to the surface after the crash, and landed it at Rosslare pier at five o'clock. - Partly paid permanent crew. - Rewards, £1 6s.

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

APRIL 29TH. - EYEMOUTH, BERWICKSHIRE, AND BERWICK - ON - TWEED, NORTHUMBERLAND. At midnight on the 28th of April information was received that a small boat with one man in it, and only one oar, had been swept out of the harbour by the ebb tide. The sea was smooth, with a light north-westerly wind blowing. At

12.5 the Berwick-on-Tweed motor life-boat *J. and W.* was launched, and later she was joined in the search by the Eyemouth motor life-boat *Frank and William Oates*, which put out at 2.50. The Berwick life-boat searched to the south of the pier and Eyemouth to the north, and the latter found the boat at 6.30. The man was none the worse for his experience, and the Eyemouth life-boat took him into Berwick. The Berwick life-boat reached her station again at 7.30 that morning, and the Eyemouth life-boat at nine o'clock. - Rewards, Eyemouth, £25 1s. ; Berwick-on-Tweed, £12 14s. 3d.

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

APRIL 5TH - SHERINGHAM, NORFOLK. The life-boat was launched and stood by while American aeroplanes were returning from operations, but her services were not needed. - Rewards, £17 7s.

APRIL 6TH. - MARYPORT, CUMBERLAND. A vessel had been reported in distress but after the life-boat had left it was learnt that the report was incorrect, and that an aeroplane was down in the sea. But nothing was found. - Rewards, £6 7s. 6d. (See Maryport, "Services by Shore-boats," page 56.)

APRIL 7TH. - THURSO, CAITHNESS-SHIRE. An aeroplane had been reported in distress and a white flare seen, but while searching the life-boat was recalled by the naval authorities. - Rewards, £8 18s.

APRIL 7TH. - FOWEY, CORNWALL. Two R.A.F. men had been reported stranded on Chough Rock, near Looe, but the life-boat was recalled as the men had been saved. - Rewards, £4 7s. 6d.

APRIL 9TH. - CROMER, NORFOLK. Three airmen had baled out from an aeroplane, but nothing could be found. - Rewards, £11 18s. 6d.

APRIL 10TH. - MARGATE, KENT. A waterlogged boat had been reported, but no one was on board. - Rewards, £4 7s. 6d.

APRIL 11TH. - BARRA ISLAND, HEBRIDES. A motor boat was late returning from a trip to Mingulay Island, but she had only been delayed owing to difficulties in landing her passengers. - Rewards, £8 8s.

APRIL 12TH. - ALDEBURGH, SUFFOLK. An object resembling a rubber dinghy had been reported, but nothing could be found. - Rewards, £16 9s. 6d.

APRIL 13TH. - BARROW, LANCASHIRE. An aeroplane had been reported down, but a high-speed launch from Fleetwood picked up the five survivors. - Rewards, £13 19s. (See Millom, "Services of Auxiliary Rescue-boats," page 66.)

APRIL 14TH. - LONGHOPE, ORKNEYS ; THURSO, AND WICK, CAITHNESS-SHIRE. A Spitfire aeroplane had been reported down in the Pentland Firth, but there was a dense fog and nothing could be found - Rewards : Longhope, £9 13s. 9d.; Thurso, £12 13s.; and Wick, £6 13s.

APRIL 14TH. - MARYPORT, CUMBERLAND. Two aeroplanes had been reported down in the sea, but only wreckage could be found. - Rewards, £16 18s. 9d.

APRIL 15TH. - BARRA ISLAND, HEBRIDES. An aeroplane had been reported down in the sea, but nothing was found and later it was learned that the aeroplane had been taken in tow for Stornoway by a trawler. - Rewards, £4 19s.

APRIL 19TH. - NEWBIGGIN, NORTHUMBERLAND. A fisherman had reported what he believed to be a parachute coming down into the sea, but nothing could be found. - Rewards, £12 13s.

APRIL 20TH. - WALTON AND FRINTON, ESSEX. A report had been received that some airmen were in a dinghy, but the life-boat and her motor boarding boat, which both went out, found some soldiers fishing from a dinghy. - Rewards, £13 12s.

APRIL 22ND. - THURSO, CAITHNESS-SHIRE, AND LONGHOPE, ORKNEYS. Seven men had been washed overboard from a destroyer at night in a whole gale, but they could not be found. - Rewards : Thurso, £13 18s. ; Longhope, £14 4s. 3d.

APRIL 23RD. - SALCOMBE, DEVON. A trawler had been reported ashore, but nothing could be found. - Rewards, £9 19s.

APRIL 25TH. - WICK, CAITHNESS-SHIRE. A fishing boat had been reported in difficulties, but she got under way again and did not need help. - Rewards, £3 15s.

APRIL 26TH. - CLACTON - ON - SEA, ESSEX. Two aeroplanes had been reported down in the sea and what appeared to be a submerged aeroplane was found, but there was no sign of survivors. - Rewards, £4 9s. 6d.

APRIL 26TH. - ABERYSTWYTH, CARDIGANSHIRE. A British aeroplane had been reported down in the sea, but nothing was found. - Rewards, £19 3s. 3d.

APRIL 27TH. - MARGATE, KENT. A Liberator aeroplane had crashed at Westgate, but was found to be high and dry. Another had struck the cliff and blown up and two men had baled out, but they were saved by another boat. - Rewards, £8 15s.

APRIL 28TH. - BARMOUTH, MERIONETHSHIRE. A Typhoon aeroplane had crashed in the sea, but only wreckage and oil were found. - Rewards, £6 12s. 6d.

APRIL 30TH. - BROUGHTY FERRY, ANGUS. An aeroplane had crashed in the sea, but only oil and wreckage were found.
- Rewards, £4 13s.

MAY

Launches 31 Lives rescued 16

MAY 2ND. - FLEETWOOD, LANCA-SHIRE. During the evening the French fishing vessel *L'Appel-de-Lemar*, while on passage from Newlyn to Fleetwood, with a crew of five, grounded on St. Bernard's Wharf about half a mile east-by-south from Wyre Lighthouse. A strong west-south-west wind was blowing, with squalls, and a moderate sea. At 7.30 the motor life-boat *Ann Letitia Russell* was launched and found the *L'Appel-de-Lemar* bumping very hard, but, with the rising tide, she floated off and the life-boat escorted her into harbour, arriving at 8.18. - Rewards, £7 12s.

MAY 4TH. - DUN LAOGHAIRE, CO. DUBLIN. At nine o'clock at night a life-boatman saw a small boat in difficulties about one mile north-east of the east pier lighthouse. The honorary secretary of the life-boat station was informed, and the lighthouse signalled the boat, which replied with an SOS. A light westerly wind was blowing, with a moderate sea. The motor life-boat *Dunleary II* was launched at 9.40 and found the fishing boat *Girl Pat* with a crew of two aboard. Her engine had broken down, she was not able to beat back to port under her sail and was being blown out to sea. The life-boat towed her to harbour, arriving at 10.30. - Rewards, £10 12s. 6d.

MAY 5TH. - SOUTHEND - ON - SEA, ESSEX. At 3.20 in the afternoon the naval control reported the naval boat *Basil George*, with two men on board, ashore half a mile east of the pier, and asked that the life-boat should be launched. A very squally south-south-west gale was blowing, with a rough sea. The motor life-boat *J. B. Proudfoot*, on temporary duty at the station, was launched at 3.40 and brought ashore the captain. When she had landed him she was asked to go out again and take off the other man. This she did, returning to her station at 5.30. - Rewards, £5 2s.

MAY 10TH. - HOLYHEAD, ANGLESEY. At 10.55 at night the naval base reported through the coastguard that an American soldier and a member of the Auxiliary Territorial Service had been cut off by the tide on Ynys Meibion rocks off Rhosneigr. The night was fine, with a smooth sea and a slight south-west wind. Taking a small boat in tow the motor life-boat *A.E.D.* was launched at 11.10. When she reached the rocks three of her crew manned the small boat, and one of them landed on the rocks to find the man and woman very wet and exhausted. On board the life-boat they were given rum and dry clothing. She landed them at Holyhead at 4.45 next morning. There they were met by a service car and, after they had expressed

their thanks, returned to their units. - Rewards, £7.

MAY 12TH. - BARRA ISLAND, HEBRIDES. At 7.15 in the morning a doctor of Castlebay telephoned to the life-boat honorary secretary that he had received a telephone message from Vatersay post office that an R.A.F. Sunderland flying boat had crashed on the hillside, at Uidh, Vatersay, and that members of the crew were badly hurt. A light westerly wind was blowing with a slight sea. The doctor asked for the services of the life-boat, and at 7.50 the motor life-boat *Lloyd's* put out with him on board. She took a motor boat with her and reached Uidh in a quarter of an hour. Three of the crew took the doctor ashore in the motor boat, and found three airmen dead, and of the remaining six, three so seriously injured that stretchers were needed. The life-boat made two trips to and from Uidh with the dead and injured and arrived back at her station at 1.30 that afternoon. The local R.A.F. officer asked if the life-boat could again be used to take out the injured men to a ship which had arrived from Tobermory. She set out at 3.30, made two trips with the men and returned to her station at five o'clock. - Rewards, £10 1s.

MAY 15TH. - FALMOUTH, CORNWALL. About 3.30 in the morning information was received from an officer at Feock, Truro River, that an Admiralty landing barge, *L.C.P.R. 675*, had stranded at Trefusis, Falmouth Harbour, and was showing signals of distress. A moderate easterly wind was blowing, with a heavy ground swell. The motor life-boat *V.C.S.*, on temporary duty at the station, was launched at four o'clock, and reached the barge twenty minutes later. She found her with a crew of three on board and her engine broken down, passed a rope to her, towed her off and took her to St. Mawes, returning to her station at six o'clock. - Rewards, £6 19s. 9d.

MAY 16TH. - FRASERBURGH, ABERDEENSHIRE. The life-boat crew were called out at 8.30 in the morning to stand by, as a heavy gale was blowing from the north-north-east, with heavy seas breaking across the harbour entrance, which made it difficult for vessels coming in. At 9.20 the motor life-boat *John and Charles Kennedy* was launched and stood by at the harbour entrance ready to help if necessary. She remained there until one o'clock, when she came ashore for her crew to get a meal, and then resumed duty at the harbour entrance. By five o'clock the sea was moderating and, as no boats could be seen approaching, the life-boat was re-housed at six o'clock. - Rewards, £5 1s.

MAY 16TH. - BUCKIE, BANFFSHIRE. During the morning a number of fishing drifters were in the bay waiting to enter the harbour. A north-east gale was blowing, with a very heavy sea at the harbour mouth, and the tide was ebbing. The motor life-boat *K.B.M.* was launched at 11.45 to stand by for any emergency. One vessel, the *West*

Neuk, had taken the ground and the life-boat passed a rope from her to the pier. She then stood by until the last drifter had reached safety and was re-housed at 7.30 that evening. - Rewards, £6 19s. 9d.

MAY 16TH. - BALTIMORE, CO. CORK. At 8.43 at night it was reported from Glandore that the fishing boat *Duck*, of Union Hall, Skibbereen, which had put out from Glandore, had not returned from fishing off Galley Head. A moderate north-east gale was blowing, with a rough sea. Enquiries were made along the coast, but nothing could be learnt of the *Duck*, and at nine o'clock the motor life-boat *Shamrock* was launched. She found the missing boat eight miles to the south-west of Baltimore harbour, with her engine broken down. She was leaking badly. Her crew of five were exhausted and she had lost all her fishing tackle. The life-boat towed her into Baltimore, arriving five minutes after midnight. - Rewards, £11 16s.

MAY 19TH. - BARRA ISLAND, HEBRIDES. At midnight on the 18th the life-boat honorary secretary received a telephone message from the Stornoway coastguard that a fishing boat was in difficulties, with her engine broken down. Her position was given as Barra Head Sound, on the Mingulay Island side. A fresh north-east wind, with squalls, was blowing. The sea was rough. The motor life-boat *Lloyd's* was launched at 12.40, but it was only after several hours of searching that she found the lobster motor fishing boat *St. Mary's*, of Vatersay, in a cove on the south-south-east side of Bernera Island. It was then six o'clock in the morning. The life-boat towed her to Vatersay, returning to her station at 9.45. - Rewards, £14 14s. 6d.

MAY 21ST. - PORT ASKAIG, HEBRIDES. A report was received from the coastguard that a vessel was ashore two miles south of McArthur Head, Islay, and at 8.30 at night the motor life-boat *Charlotte Elizabeth* was launched. The weather, was fair, with a moderate northerly wind and a moderate sea. The life-boat found H.M. trawler *Braes of Buckie* hard aground, but in no immediate danger. She stood by her to await an Admiralty tug, which arrived at 5.30 the following morning. The life-boat passed a tow-rope from the tug to the trawler, which was refloated at 6.45. The life-boat arrived back at her station at 8.45. - Property salvage case.

MAY 28TH. - MARYPORT, CUMBERLAND. At 4.16 in the afternoon the naval officer at Workington informed the life-boat honorary secretary that a Martinet aeroplane was down in the sea north-west of Maryport. The weather was fine, with a smooth sea and a light variable wind. At 4.38 the motor life-boat *Joseph Braithwaite* was launched and found wreckage three and a half miles north-north-west of Maryport. The R.A.F. boat from Silloth and the Workington examination vessel also came out, but no sign of the aeroplane's crew was seen. The life-boat arrived back at 6.45. - Rewards, £7 9s. 6d.

MAY 29TH. - BUCKIE, BANFFSHIRE. At 7.47 at night the coastguard telephoned that a vessel was sounding distress signals by whistle. A light east-north-east wind was blowing, with a slight sea and fog. The motor life-boat *K.B.M.* was launched at eight o'clock and found H.M. drifter *Thaw* ashore on East Mucks. As she was in no immediate danger the life-boat took on board her guns, ammunition and personal belongings. The crew of ten were directed to remain on their ship by the naval authorities as it was intended to try and refloat her in the morning. Some of the crew came ashore in the life-boat

back to the *Thaw*. She returned to harbour at 10.25. The drifter was refloated on the 31st. - Rewards, £9 4s.

MAY 30TH. - PETERHEAD, ABERDEENSHIRE. At nine o'clock in the morning the coastguard reported distress signals from a vessel ashore at Scotstown Head. The sea was smooth, but there was a dense fog. The motor life-boat *Julia Park Barry of Glasgow* was launched at 9.25 and found the steam drifter *Snowdrop* on a reef. She belonged to Peterhead and was homeward bound laden with herrings. As there was a danger of her falling over into deep water the life-boat took off her crew of ten. She transferred them to another Peterhead drifter, the *Golden Rod*, except the skipper whom she brought ashore at noon to report. The drifter remained aground all day and showed every sign of heeling over, but at high water, with the help of two other vessels, she was refloated and brought into Peterhead. - Rewards, £4 15s. 6d.

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

MAY 1ST. - DUNGENESS, KENT. An aeroplane had crashed in the sea, but only oil and wreckage could be found. - Rewards, £21 6s.

MAY 3RD. - CLACTON - ON - SEA, ESSEX. A Lightning aeroplane had burst into flames and crashed in the sea, but only oil on the water was found. - Rewards, £5 0s. 9d.

MAY 10TH. - ABERDEEN. A motor fishing boat had been reported in distress, but another fishing boat towed her to Stonehaven. - Rewards, £14 16s.

MAY 11TH. - MARGATE, KENT. An object which appeared to be a rubber dinghy had been reported, but nothing could be found. - Rewards, £6 13s.

MAY 11TH. - BALLYCOTTON, CO. CORK. Flares had been reported, but nothing could be found. - Rewards, £7 10s.

MAY 12TH. - ALDEBURGH, SUFFOLK. A bombing aeroplane had crashed in the sea, but only wreckage was found. - Rewards, £41 6s.

MAY 12TH. - SKEGNESS, LINCOLN-SHIRE. An aeroplane had been reported down in the sea, but all that was found was a flare canister. - Rewards, £14 17s.

MAY 13TH. - DUNBAR, EAST LOTHIAN. A British aeroplane had crashed in the sea, but her crew of two were rescued by the life-boat coxswain, who was out in his fishing boat at the time. - Rewards, £3 15s. (See Dunbar, "Services by Shore-boats," page 58.)

MAY 14TH. - BERWICK - ON - TWEED, NORTHUMBERLAND. A parachute had been reported down in the sea, but it was washed ashore before the life-boat could reach it. A meteorological balloon was attached to it. - Rewards, £7 12s.

MAY 14TH. - CLOUGHIEY, CO. DOWN. A yacht had got into difficulties, but was able to go on her way without help. - Rewards, £15 Is.

MAY 16TH. - HOLYHEAD, ANGLESEY. An aeroplane had been reported down in the sea, but nothing was found. - Rewards, £7 10s.

MAY 19TH. - RHYL, FLINTSHIRE. A Spitfire aeroplane had been reported down in the sea, but it had crashed on land. - Rewards, £10 2s. (See Llanerchymor, "Services by Auxiliary Rescue-boats," page 67).

MAY 19TH. - ST. DAVID'S, PEMBROKE-SHIRE. An aeroplane had been reported down in the sea, but the life-boat, which had the honorary secretary, Dr. Joseph Soar, Mus. Doc., on board as radio operator, found nothing. - Rewards, £3 8s.

MAY 20TH. - BRIDLINGTON, YORK-SHIRE. A fishing coble had been disabled by the loss of her propeller, but she was taken in tow by another fishing boat. - Rewards, £4 10s.

MAY 22ND. - BARMOUTH, MERIONETHSHIRE. An aeroplane had crashed in the sea, but her crew of two were saved by a Royal Marine craft. - Rewards, £5 6s. 6d.

MAY 23RD. - SKEGNESS, LINCOLN-SHIRE. It was feared that an aeroplane had crashed in the sea, but nothing was found. - Rewards, £18 0s. 3d.

JUNE

Launches 23 Lives rescued 8

JUNE 4TH. - HOWTH, CO. DUBLIN. At 6.30 in the evening a yacht was seen endeavouring to make Howth, and the keeper of the Baily Lighthouse was asked to keep a watch on her. About nine o'clock he telephoned that the yacht was drifting to sea and appeared to be in distress, and at 9.27 the motor life-boat *R.P.L.* was launched. A strong westerly breeze was blowing, with a choppy sea. At ten o'clock the life-boat found the yacht *Oriel*, of Howth, with her

sails carried away, about five miles east-north-east of the Baily Lighthouse. She had three men on board. The life-boat towed her to her moorings and reached her station again at 11.45 that night. - Property salvage case.

JUNE 5TH. - LLANDUDNO, CAERNARVONSHIRE. Returning from an exercise at 5.30 in the afternoon, the crew of the motor life-boat *Thomas and Annie Wade Richards* were told by the police that the coastguard had asked if they would retrieve the body of a man who had fallen over the cliffs. The life-boat left for the Great Orme, with a rowing boat in tow. Three of her crew rowed the boat from the life-boat to the foot of the cliffs and there took on board two police officers and the body. The life-boat returned to her station with them at 6.30. - Rewards, £8 19s. 6d.

JUNE 5TH. - BRIDLINGTON, YORK-SHIRE. At 6.40 in the evening the coastguard reported a vessel in difficulties five miles away, east of Bridlington coastguard station. She had a heavy list and her crew were abandoning her. A strong west-south-west wind was blowing, with a slight swell. The motor life-boat *Stanhope Smart* was launched at seven o'clock, and about eight o'clock spoke H.M. minesweeper *Chalcedony*, who reported that she had on board the crew of fourteen of the vessel. The vessel herself, the S.S. *Chant 63*, a tanker, laden with 450 tons of fresh water, had capsized. The life-boat and the minesweeper went into smoother water in Bridlington Bay, and there the rescued men were transferred to the life-boat, which landed them at Bridlington about 9.15. The life-boat then went to the south beach and came ashore at 9.40. - Rewards, £13 15s. (See Bridlington, "Services by Shore-boats," page 59.)

JUNE 12TH. - WALMER, KENT. At 9.15 in the morning the coastguard reported that an American Fortress aeroplane had crashed in the sea to the south-east. The life-boatmen had already seen a parachute coming down. A light westerly wind was blowing, with a choppy sea. The motor life-boat *Charles Dibdin* (Civil Service No. 2) was launched at 9.20 and two and a half miles east-by-south of the life-boat station picked up an exhausted airman. As she neared land a small boat put out and took the airman ashore, so that the life-boat could continue her search. This she did for some time, but without result, and returned at noon. Other airmen had baled out previously east of the Goodwins and some had been saved by an R.A.F. rescue boat and minesweepers. - Rewards, £9 19s.

JUNE 18TH. - HOLYHEAD, ANGLESEY. At nine in the evening the coastguard reported a schooner flying the N.C. distress signal one and a half miles west-south-west of South Stack. The sea was smooth, with a light variable wind blowing. At 9.10 the motor life-boat *A.E.D.* was launched, and found the motor schooner *Volant*, of Kirk-

wall. Her engine had broken down and she was drifting. She had a crew of five. A life-boatman went aboard the schooner, and the coxswain agreed to the master's request to tow her to Holyhead. The examination vessel then came alongside and took over the tow, so the life-boat recovered her ropes and made for harbour. On her way a wireless message from the naval base gave her authority to return to the *Volant* and take charge again, but the life-boat crew decided to go on to their station, where they arrived at 10.30. - Rewards, £6 5s. 0d.

JUNE 19TH. - HASTINGS, SUSSEX. At 6.46 in the morning the St. Leonard's coast-guard called up the life-boat coxswain. An aeroplane was down in the sea. A strong north-east wind was blowing, with a choppy sea. Owing to a sand bank, the launching was difficult, but with the help of a bull-dozer the motor life-boat *Cyril and Lilian Bishop* got away at 7.33. Three miles away she picked up the Norwegian pilot of a Spitfire aeroplane and his dinghy. He was unhurt and the life-boat landed him at Hastings at 8.20. - Rewards, £18 14s. 3d.

JUNE 20TH. - CROMER, NORFOLK. At 7.48 in the morning the coastguard telephoned that an aeroplane had crashed in the sea about four miles to the north-east. A strong north-east breeze was blowing, with a moderate sea. The No. 1 motor life-boat *H. F. Bailey* was launched at 8.5, and half an hour later found wreckage and rubber dinghies, but no sign of any of the crew. She took on board the dinghies, other articles and wreckage, and then she was recalled, as it had been learnt that all the crew had baled out safely over land. As the weather was too rough for the life-boat to be re-housed at Cromer she made for Great Yarmouth. - Rewards, £22 2s.

JUNE 27TH. - PORTPATRICK, WIGTOWNSHIRE. At 11.30 at night the coast-guard reported a vessel, apparently at anchor, to the south of Portpatrick. The naval authorities asked the life-boat to go out and investigate. A strong westerly wind was blowing, with a rough sea and rain. The motor life-boat *Duke of Connaught* on temporary duty at the station, was launched at 11.45, and four miles south of Portpatrick found the steam drifter *Silver Pearl*, of Ayr. Her engine had broken down while she was on her way, in ballast, from Portpatrick to the Isle of Man. She had a crew of six. She was in a dangerous position close inshore. The life-boat towed her into Portpatrick at 1.55 next morning. - Property salvage case.

JUNE 30TH. - SENNEN COVE, CORNWALL. At 8.18 in the evening, information was received from the Longships Lighthouse, through Land's End Radio and the coastguard, that a boat was adrift about half a mile north-west of the Longships and might be a danger to navigation. A squally south-west wind was blowing. The motor life-boat *The Newbons* was launched at 9.39 and half an hour later found the boat close to the Bris-

sons. She was the United States Army motor launch *M.T.392*, in ballast. No one was on board, and she appeared to have been abandoned in a hurry, as no private gear had been taken away. The life-boat towed her to Sennen, arriving at 11.15 that night. - Property salvage case.

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

JUNE 5TH. - CLACTON - ON - SEA, ESSEX. An aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £5 4s. 3d.

JUNE 6TH. - WEYMOUTH, DORSET. Airmen had baled out from a British bombing aeroplane returning from the invasion of France, but some of them had already been rescued by Portland fishermen. - Rewards, £4 7s. 6d. (See Portland, "Services by Shore-boats," p. 60.)

JUNE 12TH. - LYTHAM-ST. ANNES, LANCASHIRE. An American aeroplane had crashed in the sea, but she was completely wrecked and the pilot killed. - Rewards, £9

JUNE 13TH. - NEWQUAY CORNWALL. An aeroplane had crashed in the sea, but the life-boat was recalled, as the men had been saved. - Rewards, £11 17s. 6d.

JUNE 14TH. - BARMOUTH, MERIONETHSHIRE. An airman's body had been washed ashore, but a search for other men who might be in the sea was without result. - Rewards, £10 3s.

JUNE 14TH. - HASTINGS, SUSSEX. An aeroplane had come down in the sea, but the men had been rescued by minesweepers and R.A.F. rescue boats. - Rewards, £26 14s. 3d.

JUNE 17TH. - MARGATE, KENT. Parachutes had been reported, but nothing could be found. - Rewards, £17 3s. 6d.

JUNE 17TH. - HASTINGS, SUSSEX. A Thunderbolt aeroplane had come down in the sea, but a vessel in convoy rescued the men. - Rewards, £36 17s. 6d.

JUNE 21ST. - ALDEBURGH, SUFFOLK. An object, which was thought to be a rubber dinghy, had been reported, but it was found to be a paravane with a mast and flag. - Rewards, £25 14s.

JUNE 22ND. - COVERACK, CORNWALL. A dinghy, the property of the R.A.F. and with R.A.F. men aboard, had got into difficulties, but she was beached before the life-boat reached her. - Rewards, £11 1s.

JUNE 22ND. - SELSEY, SUSSEX. Airmen had baled out from a Liberator aeroplane, but some were saved by speed boats and others presumably came down on land. - Rewards, £13 5s.

JUNE 22ND. - ST. IVES, CORNWALL. The life-boat had put out at the request of the naval authorities to bring ashore an injured man from one of H.M. ships, and a doctor who had been put aboard by seaplane, but the ship could not be found. - Rewards, £16 13s.

JUNE 27TH. - SENNEN COVE, CORNWALL. A small fishing boat with a crew of two had been reported missing, but no trace of anything could be found. - Rewards, £14.

JUNE 29TH. - RAMSEY, ISLE OF MAN. Red flares had been reported, but nothing could be found. - Rewards, £19 15s.

JULY

Launches 35 Lives rescued 8

JULY 8TH. - WALMER, KENT. At 7.46 in the morning the Deal coastguard reported that a four-engined bombing aeroplane, belonging to the R.A.F., had crashed in the sea about two and three-quarter miles east of the life-boat station. A light south-south-west wind was blowing, but the sea was smooth. The motor life-boat *Charles Dibdin* (Civil Service No. 2) was launched at 7.52 and found the remains of the aeroplane on fire, but no survivors. She picked up some gear and made a further search, examining old wrecks on the Goodwins, but found nothing and arrived back on her station at 10.10. - Rewards, £10 12s. 6d.

JULY 9TH. - PORTRUSH, CO. ANTRIM. The motor life-boat *T.B.R.H.* was launched at 2.10 in the afternoon at the request of the naval officer in charge, Londonderry, to go to the help of a small rowing boat of Nagilligan, which was drifting towards Downhill. A moderate south-west wind was blowing, with a moderate sea. The small boat was found west-by-north of Ramore Head. She had two cadets on board. The life-boat had arrived just in time, as one had collapsed and the other was much alarmed at his position. She took them and their boat to Portmuck, and reached her station again at 4.30. - Rewards, £5 1s.

JULY 9TH. - LYTHAM-ST. ANNES, LANCASHIRE. At 1.55 in the afternoon the Preston Corporation house barge telephoned that a vessel had signalled to them that a boat was in distress on the north side of the river, near Wall End Buoy. A moderate south-south-east gale was blowing, with a rough sea. The motor life-boat *Dunleary* was launched at 2.20, with her boarding boat in tow, and found the boat in distress to be the motor fishing vessel *Gipsy*, with a crew of five. Her anchor had dragged and she had been driven on to Salters Bank on the north side of the river and been severely battered. After putting two life-boatmen aboard the life-boat towed the *Gipsy* into Lytham, arriving at four o'clock. The *Gipsy* was a converted life-boat of the Institution and it was thought that had she been an ordinary fishing boat she would have broken up in a short time.

Two of the rescued men sent a letter of thanks and a donation. - Rewards, £5 16s. 6d.

JULY 10TH. - SHOREHAM HARBOUR, SUSSEX. At 1.55 in the afternoon a message was received from the coastguard that a landing craft had broken down six miles south-south west of Shoreham Harbour. A strong south-west wind was blowing, with a heavy swell. A second message said that the landing craft was going on her way. After consultation with the naval authorities the life-boat honorary secretary decided to send out the motor life-boat *Rosa Woodd and Phyllis Lunn*, and she left at 3.14. She found the landing craft and remained with her till a tug came and towed her into harbour at 5.45. - Rewards, £4 8s. 6d.

JULY 10TH. - LYTHAM-ST. ANNES, LANCASHIRE. While on her way to a shipyard at Freckleton the Hoylake motor life-boat was delayed by an engine breakdown. She was due off Lytham at three in the afternoon, but did not arrive until 4.30, having travelled under sail for the last ten miles. A very heavy gale was blowing, and as she could not be left without proper moorings in the gale, and could not continue her voyage under sail alone, the Lytham-St. Annes motor life-boat *Dunleary* was launched at 4.45, with Mr. Fergus Dearden, the Lytham-St. Annes honorary secretary, on board. He went on board the Hoylake life-boat and the Lytham-St. Annes life-boat towed her to the entrance of Freckleton Pool. The Lytham-St. Annes life-boat then returned, reaching her station again at seven that evening, while Mr. Dearden and one of the Lytham-St. Annes crew piloted the Hoylake life-boat to the shipyard. - Rewards, £2 12s. 6d.

JULY 17TH. - RHYL, FLINTSHIRE, AND LLANDUDNO, CAERNARVONSHIRE. At eight o'clock in the evening the Rhyl life-boat station was told that an Anson aeroplane had come down in the sea seven miles to the north-west, and that Botha aeroplanes and a speed boat were searching for it. The weather was fine and the sea calm. At 9.23 the Rhyl motor life-boat *The Gordon Warren* was launched, and reached the position given about ten o'clock. As she did so the fishing boat *Hard Lines* picked up three airmen. One of the three was dead, and one unconscious. The life-boat took the unconscious man aboard, and her crew gave him artificial respiration and signalled for a doctor to be waiting when she put back to Rhyl. She landed the man at 10.25 and he was taken to hospital, where he recovered.

The news of the accident reached the Llandudno life-boat station at 8.41 and the motor life-boat *Thomas and Annie Wade Richards* was launched at 9.30. She spoke an R.A.F. sea rescue boat, which had picked up one survivor, and the boat asked her to carry on the search and then made for Beaumaris. After searching for about an hour the life-boat called at Rhyl at 11.35, and learning there that all the men had been picked up, she returned to her station, arriving at 1.15 next morning. - Rewards, Rhyl, £13 8s. ;

Llandudno, £18 5s. 6d. (See Rhyl, "Services by Shore-boats," page 61.)

JULY 25TH. - SKEGNESS, LINCOLN-SHIRE. At 4.40 in the morning, a message was received from the coastguard that it was thought that a Lancaster aeroplane was down in the sea about six miles from Anderby Creek. A light southerly wind was blowing and the sea was calm. The aeroplane could be seen blazing when the motor life-boat *Anne Allen* was launched at 5.28. About eight miles from Skegness Pier, she found wreckage and searched a wide area, but found no men. One body was picked up by an R.A.F. launch. The life-boat picked up parachutes, caps, boots, and other things, and handed them to the air authorities when she arrived back at ten o'clock - Rewards, £10 19s. 9d.

JULY 26TH. - TOBERMORY, ARGYLL-SHIRE. A lady doctor, a visitor on holiday, developed acute appendicitis. An immediate operation was necessary. No other boat was available and the local doctor asked the life-boat to take her to the mainland. The sea was calm, with a light south-west wind. The motor life-boat *Sir Arthur Rose* left her moorings at 10.40 and took the patient, on a stretcher, and a nurse to Oban, which was reached at 2.30 next morning. The life-boat arrived back at six o'clock. A donation was received to cover the expenses. - Rewards, £5.

JULY 27TH. - DUNGENESS, KENT. At 2.25 in the morning the coastguard reported that shouts had been heard off Dungeness Point by a coastal battery. Later the life-boat was asked to put out by the Royal Naval shore signal station, and at 4.15 the motor life-boat *Charles Cooper Henderson* was launched. The sea was moderate, with a freshening west-south-west wind. The life-boat found the American steamer *Fort Perrot* at anchor two miles east-north-east of Dungeness. The steamer, which had been in convoy, was on fire, presumably from enemy action, and was at anchor. Her captain said that he had four injured men on board and asked the life-boat to take them ashore to hospital. This the life-boat did and returned to the *Fort Perrot* and stood by until other help reached her. She then returned to her station, arriving at 6.45. The service was carried out under a continuous barrage and the life-boatmen and helpers had no cover. - Rewards, £28 2s. 3d.

JULY 27TH - 28TH. - PORTPATRICK, WIGTOWNSHIRE. Shortly after six in the evening the coastguard telephoned that an aeroplane had crashed on the foreshore at Cairnгарrock Bay. The weather was fine, with a slight north-north-west breeze and a calm sea. The motor life-boat *Jeanie Speirs* was launched at 6.25 and, with her boarding boat in tow and the honorary secretary, Mr. James Welsh, on board, she left for Cairnгарrock Bay. There she found that a Dakota

air ambulance, bound from France for Prestwick on her way to America, had struck the cliffs, only forty feet high, as she came in from the sea. She had twenty-two persons on board, including American wounded soldiers and two nurses. The foreshore was littered with their bodies. Only one man was still alive. The life-boat called by wireless for a doctor and her crew made every effort to succour the man, but he died. The scene of the accident was inaccessible by land, and it was decided to attempt to remove the bodies by sea. The life-boat returned to her station at 10.45 to collect rubber dinghies and other equipment, but owing to the darkness and fog it was decided to attempt no more that night. On the following day the life-boat, in two more trips, carried the twenty-two bodies to Portpatrick. Leaving at 1.30 in the afternoon on the first trip she returned at 5.15, and leaving again at 5.45 she finally returned at 8.15 that evening. The R.A.F. expressed its thanks for the efficient way in which everything had been done. - Rewards, £22 5s. 6d.

JULY 29TH. - CROMER, NORFOLK. At 8.32 in the morning the Cromer coastguard reported that an aeroplane had crashed in flames four miles south-east-by-east of Cromer. A light southerly wind was blowing, with a smooth sea. The No. 1 motor life-boat *H. F. Bailey* was launched at 8.40. She reached the scene of the accident to find her own coxswain there. He was out in his fishing boat and had gone to the rescue. Other vessels were also there, and picked up two bodies. The life-boat searched, but only found some gear. She reached her station again at 2.30 that afternoon. - Rewards, £6 6s.

JULY 29TH. - HASTINGS, SUSSEX. At 11.23 in the morning the Fairlight coastguard reported that a Mustang aeroplane had come down in the sea two and a half miles from Hastings. A light south-west wind was blowing, with a slight sea. The motor life-boat *Cyril and Lilian Bishop* was launched at 11.35. She picked up two oxygen cylinders and saw a large patch of oil, but found no survivors. Two local fishing boats which were at sea had also gone to the rescue. The life-boat arrived back at her station at 12.18 that afternoon. - Rewards, £19 12s. 9d. (See Hastings, "Services by Shore-boats," page 61.)

JULY 31ST. - ARBROATH, ANGUS. At 9.30 in the morning a message was received from the coastguard asking that the life-boat should go to a position thirteen miles south-east by east of Arbroath, in answer to a ship's SOS. The weather was foggy and the sea calm. At 9.45 the motor life-boat *John and William Mudie* was launched and reached the position about 12.45. She searched for three hours and then picked up an empty boat belonging to the Aberdeen trawler *Bracken Burn*. She towed it to Arbroath, arriving at 4.30 that afternoon. - Rewards, £7 1s.

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

JULY 3RD. - SHERINGHAM, NORFOLK. A parachute with something attached had been seen to fall into the sea, but the life-boat was recalled as it was thought certain that no person was attached to the parachute and that the object, if found, might be dangerous to handle. - Rewards, £16 13s. 6d.

JULY 4TH. - THURSO, CAITHNESS-SHIRE. A steam trawler had gone ashore, but got off without help from the life-boat. - Rewards, £4 17s.

JULY 7TH. - FLAMBOROUGH, YORK-SHIRE. A man had fallen over the Bemp-ton Cliffs, but he was hauled up the cliff face by ropes. - Rewards, £8 12s.

JULY 9TH. - NEWHAVEN, SUSSEX. An object, which looked like a raft with someone on board, was reported, but only a buoy was found. - Rewards, £13 9s. 6d.

JULY 10TH. - SHERINGHAM, NOR-FOLK. A Beaufighter aeroplane had nose-dived into the sea, but no survivors were found. - Rewards, £16 13s. 6d.

JULY 13TH. - SKEGNESS, LINCOLN-SHIRE. Airmen were thought to have baled out from an aeroplane, but no one was found. - Rewards, £6 15s.

JULY 13TH. - PORTRUSH, CO. ANTRIM. A burning aeroplane had been reported several miles north of Inistrahull, but nothing could be found. - Rewards, £8 17s. (See Malin Head, "Services by Auxiliary Rescue-boats," page 68.)

JULY 14TH. - LLANDUDNO, CAERNAR-VONSHIRE. An aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £9 10s. 6d.

JULY 19TH. - CROMER, NORFOLK. A flashing light had been seen, but only a calcium flare was found. - Rewards, £17 4s. 6d.

JULY 21ST. - BRIDLINGTON, YORK-SHIRE. A light had been reported, but nothing was found and later a flashing buoy was washed up. - Rewards, £22 10s.

JULY 21ST. - SKEGNESS, LINCOLN-SHIRE. During the evening of the 20th the life-boat crew were assembled as an aeroplane had been reported down in the sea, but the call was cancelled. Later flashes were reported and the life-boat was launched at 12.35 next morning. She came under fire, as military exercises were going on, returned and informed the authorities and then went out again to search, but found nothing. - Rewards, £25 0s. 6d.

JULY 24TH. - RHYL, FLINTSHIRE. A Spitfire aeroplane had crashed in the sea, but disappeared without leaving any trace.

Rewards, £9 6s. (See Llancrchynmor. "Services by Auxiliary Rescue-boats," page 68.)

JULY 25TH. - PORTHDINLLAEN, CAER-NARVONSHIRE. A motor torpedo boat had been reported in distress off Bardsey Island, but before the life-boat could reach the position she was recalled by wireless as the boat was safe. - Rewards, £8 5s. 6d.

JULY 25TH. - CLACTON - ON - SEA, ESSEX. An aeroplane had come down in the sea, but only traces of oil could be found. - Rewards, £9 1s.

JULY 27TH. - CAMPBELTOWN, ARGYLLSHIRE. The Belgian salvage vessel *Zeehond* had gone ashore, but she got off without the help of the life-boat. - Rewards, £6 13s.

JULY 27TH. - SELSEY, SUSSEX. An aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £11 4s. 6d.

JULY 28TH. - TORBAY, DEVON. Three boys had drifted away in a small boat, but a man swam out and pushed the boat ashore. - Rewards, £4 12s.

JULY 28TH. - CROMER, NORFOLK. A Mosquito aeroplane had crashed near the shore at Bacton. The life-boat found only wreckage, but two bodies were recovered by the police. - Rewards, £3 18s.

JULY 31ST. - PORTHDINLLAEN, CAER-NARVONSHIRE. Black objects resembling rubber dinghies had been reported, but nothing could be found. - Rewards, £11 12s.

AUGUST

Launches 40 Lives rescued 93

AUGUST 2ND. - BARRA ISLAND, HEBRIDES. About five in the evening information was received from the coastguard that a motor boat appeared to be in difficulties off Greanhead. A south-east wind was blowing, with a moderate sea. The motor life-boat *Duke of Connaught*, on temporary duty at the station, was launched at 5.30 and found the motor launch *Sybilla*, of Castlebay, with a crew of three. They had been fishing for lobsters, but had been disabled two miles west-south-west of Greanhead, and were drifting out to sea without sails or oars. The life-boat took the boat in tow and brought her to Castlebay, arriving at 8.15. - Rewards, £6 19s. 9d.

AUGUST 5TH - 6TH. - LONGHOPE, ORKNEYS. At 9.28 at night the Kirkwall coastguard telephoned that the naval authorities requested the services of the life-boat for a vessel reported sinking. A south-east wind was blowing, with a moderate sea and dense fog. The motor life-boat *Thomas McCunn* was launched at 9.45, and a few minutes later received a wireless message giving the position of the vessel as four miles north-west-

north of Stroma Light. The message also advised caution as there was much shipping in the Firth. The life-boat reached the position at 10.15 and found the American steamer *Charles D. McIver*, of Wilmington, laden with a general cargo of war material and carrying a crew of seventy-five. She stood by until a tug arrived and then returned to her station, arriving at three o'clock next morning. She remained at anchor, and at 10.40 was called out again by the naval authorities to a vessel in distress two miles north of Dunnett Head. The fog was still very thick when the life-boat put out again at 10.45. She found the same steamer, the *Charles D. McIver*, which she had left in charge of a tug the previous night, but there was no sign of a tug. The *Charles D. McIver* had evidently dragged her anchors, gone out over Torness and come back to Dunnett Head with the next tide. On board her was an Admiralty salvage officer. He asked the life-boat to take her to a place of safety. The life-boat coxswain boarded the steamer, laid a course for Scrabster Roads, and there she arrived, accompanied by the life-boat. The life-boat reached her station again at 6.45 that evening. - Rewards, £9 11s. and property salvage case.

AUGUST 7TH. - HOWTH, CO. DUBLIN. At 3.20 in the afternoon a report was received by telephone from the Bailey Lighthouse that a yacht was showing a distress signal. A south-south-west wind was blowing, with a moderate sea. The motor life-boat *R.P.L.* was launched at 3.40. Besides her crew the life-boat had on board a coast watcher, as signalman, the honorary secretary of the life-boat station and two members of the committee. She found the yacht *Hawkes Eye*, of Dublin, one and a half miles south-east of the lighthouse. She had on board two men and a woman. Her rudder had been badly damaged and she was out of control. The owner wished to be towed to Howth. Life-boatmen went on board with the life-boat's drogue to hold her steady while she was being towed, and the life-boat brought her to Howth at 5.15. Before returning to her station the life-boat went in search of the yacht's punt which had gone adrift with a man on board, but she learned from the Bailey Lighthouse that he had reached land.- Property salvage case.

AUGUST 9TH. - PADSTOW, CORNWALL. About 10.15 on the night of the 8th of August a message was received, through the coast-guard, from a convoy that a ship was in distress and a pilot was needed. The night was very foggy, but the sea was calm. A later message said that a Canadian ship, H.M.S.C. *Regina*, and the Liberty ship *Ezra Weston* had sunk, at sixteen minutes after midnight, six to eight miles north of Stepper Point, and asked that the life-boat should search for men in the water. The No. 1 motor life-boat *Princess Mary* was launched at 1.30, spoke an armed trawler at 2.15, took on board from her four officers - survivors of the accident - and continued on her way to the position given. She found much wreckage, but no men. At five o'clock a message from the resident naval

officer told her to return with the four survivors and she arrived at 6.30. At 7.30 she put out again for a further search, but found no survivors, and she returned at 11.37, towing a ship's motor boat which she had picked up. Other vessels had taken part in the search and brought ashore one hundred and fifty-six survivors and one body. - Rewards, £11 9s.

AUGUST 9TH. - ROSSLARE HARBOUR, CO. WEXFORD. At nine in the evening a telephone message from the military look-out post at Greenore Point reported that the motor fishing boat *Patriot*, of Wexford, appeared to have broken down and to be flying a signal of distress. A fresh west-south-west breeze was blowing, but the sea was smooth. The motor life-boat *Agnes Cross*, on temporary duty at the station, was launched at 2.20 and found the boat at Carrick Perch. She had a crew of four. In case she should be blown offshore into a minefield, the life-boat took her in tow and brought her home. - Partly paid permanent crew ; Rewards, £2 3s.

AUGUST 9TH. - LONGHOPE, ORKNEYS. At 9.15 in the evening the Kirkwall coast-guard telephoned that a vessel was ashore on the south end of Stroma. An easterly wind was blowing, with a moderate sea. The motor life-boat *Thomas McCunn* was launched at 9.40 and found the Aberdeen trawler *Blethos*. She had a crew of eight on board and was bound for the fishing grounds. The life-boat stood by. As the tide flowed the trawler got off without help, and the life-boat returned, arriving at 1.30 next morning. - Rewards, £9 2s.

AUGUST 10TH. - BEAUMARIS, ANGLESEY. At 8.29 in the evening the Penmon coastguard reported that the sailing boat *Margaret Elizabeth* was in difficulties in the East Channel off Puffin Island. At 8.45 a further report came that the boat had capsized. A strong south-west wind was blowing, with a choppy sea. The motor life-boat *Frederick Kitchen* was launched at nine o'clock and as she approached Puffin Island saw two people on the island. She took them on board, and they said that two others were missing. Meanwhile, two men had put out from Penmon in a rowing boat and picked up the missing men. While searching, the life-boat met the rowing boat and took aboard one of the rescued men. She arrived back at her station at 11.45 that night. - Rewards, £10 17s. (See Penmon, "Services by Shore-boats," page 62.)

AUGUST 14TH. - APPLIEDORE, AND CLOVELLY, DEVON, AND PADSTOW, CORNWALL. About 7.10 in the evening information from the naval authorities was received at both Clovelly and Padstow that two vessels were sinking, as a result of enemy action, several miles off Hartland Point. The weather was fine, with a light wind and a calm sea. The Clovelly motor life-boat *City of Nottingham* put out at 7.18, but learnt from a naval vessel that all the men had been picked

up, and returned to her station after midnight. The life-boat *Princess Mary* put out at 7.30 and searched, until she was recalled by wireless. She arrived back at two o'clock. A telephone message was received from Saratby that an aircraftsman was over the naval officer's barge out to sea on a raft. The Appledore asked for the Appledore choppy with a fresh west-north-west wind blowing. The man had gone bathing. The survivors of the two sunken craft availed him, and was having a rest vessel to other vessels. She departed at 4.15, and was carried out to sea. She went as far as the Fairway. The *Burnton* and the *Jose' Neville* was launched. She ferried twenty-one men to the life-boat. She later rescued which could accommodate the searchers. north-east of the life-boat. She reached her station again at 7.30. She was back at her station at 7.30. information was received. A lighted float of 50 was made to the life-boat. the ships sunk or the number of the survivors unit, and it also made a Rewards : Appledore £11 donation to the Institution. - Rewards, £13 £20 19s. : Padstow. £5 9s.5s.

AUGUST 20TH - 21ST. - SKEGNESS, LINCOLNSHIRE. During the late evening of the 28th 20th the honorary secretary August 21st the life-boat station was watching a ship in the fishing boat *Sybella*, of Castlebay, Skegness pier, and just before midnight the boat was overdu the coastguard reported from the shore fishing. A north-westerly wind difficulties. Later the flay as blowing in a moderate sea. At mid-asked that the life-boat slight the motor life-boat *Duke of Connaught*, the motor life-boat *Anne* at the station, was at 9.35. A north-north-east gale drove the boat searched without success ing, with a very rough sea and driving fast. The night was dark and The life-boat found the *Sybella* without lights. On with a crew of five. She had not given a clue to the probable and her engine had broken down off the *Sybella* and put out again at 6.30. An hour later she found the boat on the south-west side of Muldoanich Island, with her engine broken in, arriving back at Castlebay at eight o'clock that morning.

- Rewards, £11 11s. 9d.

AUGUST 31ST. - DUNGENESS, KENT. At 5.55 in the evening the Sandgate coastguard telephoned that the naval and military authorities requested the services of the life-boat to take out a relief crew and provisions to one of the caissons of concrete, named Phoenixes, out of which was built the break-water at Arromanches in Normandy to make

- LLANDUDNO, CAER-
E. At 6.30 in the evening
received a telephone call from

were without food or water. A moderate westerly gale was blowing, with a rough sea. The motor life-boat *Charles Cooper Henderson* was launched at 6.45, put the men and provisions on board and returned at 8.45 with the old crew. - Rewards, £17 16s. 3d.

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

AUGUST 1ST. - KILMORE, CO. WEXFORD. A small boat was missing, but she was found and taken in tow by a fishing boat. - Rewards, £31 10s. 3d.

AUGUST 3RD. - BERWICK - ON - TWEED, NORTHUMBERLAND. An aeroplane had crashed, but her crew of two were rescued by a naval sloop. - Rewards, £3 16s.

AUGUST 4TH. - WICK, CAITHNESS-SHIRE. Two vessels had come into collision while in convoy, but they were able to go on their way. - Rewards, £4 7s. 6d.

AUGUST 6TH. - DUNBAR, EAST LOTHIAN. Two vessels had been reported to have lost their bearings in a thick fog, but nothing could be found. - Rewards, £4 7s. 6d.

AUGUST 6TH. - PORTRUSH, CO. ANTRIM. A fishing boat had been reported missing, but she was found by the Malin Head auxiliary rescue-boat. - Rewards, £5 1s. (See Malin Head, "Services by Auxiliary Rescue-boats," page 68.)

AUGUST 7TH. - MARYPORT, CUMBERLAND. Three boys had put out in a small unseaworthy boat, but they reached land without help and their boat was found on the beach near Workington. - Rewards, £6 4s. 6d.

AUGUST 8TH. - SELSEY, SUSSEX. A Halifax bombing aeroplane had crashed in the sea, but no survivors were found by the life-boat. Five of the crew of eight, four dead and one alive, were picked up by motor launches. - Rewards, £14 4s. 6d.

AUGUST 8TH. - SELSEY, SUSSEX. An aeroplane had been reported down in the sea, but a search, in which R.A.F. boats and aeroplanes also took part, was without result, and it was thought that the aeroplane had exploded high up and had been blown to pieces. - Rewards, £6 3s. 6d.

AUGUST 11TH. - SKEGNESS, LINCOLNSHIRE. A fire had been reported on the sea, possibly from an aeroplane, but nothing could be found. - Rewards, £18 11s. 6d.

AUGUST 11TH. - COURTMACSHERRY HARBOUR, CO. CORK. A rowing boat had been reported missing from Oyster Haven, but the life-boat was recalled as the boat had returned. - Rewards, £5 9s.

AUGUST 11TH. - LLANDUDNO, CAERNARVONSHIRE. A yacht had been reported capsized, several miles north-east of

Great Orme's Head, but nothing was found. It seemed probable that this was the boat which capsized and was lost off Puffin Island the previous day, and to which the Beaumaris life-boat launched. - Rewards, £21 17s.

AUGUST 12TH. - BARMOUTH, MERIONETHSHIRE. A glider had been reported down in the sea, but nothing could be found. - Rewards, £16 13s.

AUGUST 14TH. - KILLYBEGS, CO. DONEGAL. Red flares had been reported, but only a patch of oil was found. - Rewards, £13 2s. 6d.

AUGUST 15TH. - PWLLHELI, CAERNARVONSHIRE. A small rowing boat had been reported missing, but it got to land without help after having been stranded on a sandbank. - Rewards, £13 16s.

AUGUST 20TH. - BROUGHTY FERRY, ANGUS. Six boys on a raft had got into difficulties and five got ashore, but the sixth was lost before the life-boat could reach the spot. - Rewards, £5 5s. 6d.

AUGUST 26TH. - BARMOUTH, MERIONETHSHIRE, AND PWLLHELI, CAERNARVONSHIRE. A British Wellington bombing aeroplane had come down in the sea, but an R.A.F. launch rescued her seven men from a rubber dinghy. - Rewards : Barmouth, £19 ; Pwllheli, £15.

AUGUST 27TH. - BERWICK - ON - TWEED, NORTHUMBERLAND. A boy had been reported floating out to sea on an air cushion, but what had been seen was a floating log. - Rewards, £5 1s.

AUGUST 28TH. - PETERHEAD, ABERDEENSHIRE. Red flares had been reported, but nothing was found. - Rewards, £7 3s. 6d.

AUGUST 30TH. - THE HUMBER, YORKSHIRE. A British Beaufighter aeroplane had crashed into the sea, but nothing could be found. - Paid permanent crew.

SEPTEMBER

Launches 31 Lives rescued 13

SEPTEMBER 1ST. - COURTMACSHERRY, CO. CORK. At 10.20 at night a fisherman returned from trawling and reported that a lobster boat appeared to be in distress near How Strand, to the east of Courtmacsherry Bay. A whole north-west gale was blowing, with a very heavy sea, and the night was thick with rain. The motor life-boat *Sarah Ward and William David Crossweller* was launched at 11.20 and found the fishing boat *Margaret*, of Skibbereen, riding to her anchor in a very dangerous position. She had a crew of three. The life-boat towed her into port, arriving at 1.30 next morning. - Rewards, £10.

SEPTEMBER 2ND. - SKEGNESS, LINCOLNSHIRE. Soon after six in the morning the coastguard reported that a dinghy from a Wellington aeroplane had been seen nearly nine miles from Skegness pier. A strong south-easterly wind of nearly gale force was blowing, with a rough sea and driving rain. The motor life-boat *Anne Allen* was launched at 6.52, searched without result, and returned at 11.5. At 2.30 in the afternoon she was called out again and, with a doctor and two orderlies on board, went to the Long Sand, twelve miles south-south-west of Skegness. There an R.A.F. rescue launch had gone aground. The launch had on board four survivors of the crew of six of the Wellington aeroplane whose dinghy she had found. The Skegness life-boat stood by until the launch refloated. The rescued men preferring to remain in her, the life-boat returned, arriving at 7.20 that evening. An increase in the usual money award on the standard scale was made to each member of the crew and to the helpers. - Standard rewards, £18 14s. ; additional rewards, £10 1s. 9d. ; total rewards, £28 15s. 9d.

SEPTEMBER 2ND. - DUNGENESS, KENT. At 12.45 in the afternoon the coastguard reported that the *phoenix 121*, one of the concrete caissons used for building the invasion port on the coast of Normandy, to which the life-boat had taken a relief crew and food on the 31st of August, was dragging her anchor five miles north-east-by-north of Dungeness. A whole gale was blowing from the south-west, with a heavy sea and rain squalls. The motor life-boat *Charles Cooper Henderson* was launched at one o'clock and by skilful seamanship in very difficult conditions she rescued the crew of four. She reached her station again at three o'clock. An increase in the usual money reward on the standard scale was given to each member of the crew. Standard rewards, £13 6s. ; additional rewards, £8 0s. 6d.; total rewards, £21 6s. 6d.

SEPTEMBER 3RD. - DONAGHADEE, CO. DOWN. At five o'clock in the afternoon it was learned that a yacht was in distress off the Copeland Islands in Belfast Lough. A south-south-east gale was blowing, with a very rough sea. The motor life-boat *Civil Service No. 5* was launched at 5.15 and found the yacht *Trefoil*, of Donaghadee. She had two men on board, one of them very exhausted. The life-boat took them off the yacht and, with the yacht in tow, reached Donaghadee at 6.20. - Rewards, £4 14s. 6d.

SEPTEMBER 7TH. - BLACKPOOL, LANCA-SHIRE. At 4.40 in the afternoon the St. Anne's coastguard reported that an aeroplane had crashed in the sea about three miles west-south-west of Squires Gate. A light north-west breeze was blowing and the sea was smooth. The motor life-boat *Sarah Ann Austin* was launched at five o'clock, taking with her an R.A.F. doctor, another R.A.F. officer and two police officers. She found two dinghies with three men in them, the crew of a Fleet Air Arm Barracuda aeroplane. The men were wet, cold and slightly injured.

The life-boat took them and the dinghies on board and landed them at Blackpool at 6.45. - Rewards, £6 1s. 6d

SEPTEMBER 15TH. - FRASERBURGH, ABERDEENSHIRE. At six in the morning the coastguard reported a drifter ashore on the rocks near St. Combs. A light south-east wind was blowing, but the sea was rough on the beach and there was some fog. The motor life-boat *John and Charles Kennedy* was launched at 6.30 and found the steam drifter *Rosehearty*, of Fraserburgh, with a crew of ten aboard. She was bumping heavily on the rocks. The life-boat ran out an anchor from the drifter. She then made her hawser fast to the drifter, held her stern to the sea, and waited for the tide. While heaving on her anchor the drifter parted the anchor rope and the anchor was lost. The life-boat's anchor was then put out, but when she started towing the ropes again broke. These were again made fast and finally the drifter floated at 10.45. The drifter and the life-boat reached harbour at 12.20 that afternoon. - Property salvage case.

SEPTEMBER 15TH. - PETERHEAD, ABERDEENSHIRE. At 6.5 in the morning the coastguard reported that a vessel was ashore a mile north of Peterhead, making signals of distress. There was a dense fog, with a light south-east wind and a moderate swell. The motor life-boat *Julia Park Barry of Glasgow* was launched at 6.40 and found the Peterhead steam drifter *Whitehill* hard aground and listing to port. She was returning from the fishing grounds with herrings. Her crew of ten would not leave her, and the life-boat returned to get the services of a fishing boat and an anchor. She then ran out the anchor while the fishing boat got ropes aboard the *Whitehill*, ready to tow. But when the tide made the drifter floated off. She was leaking badly, but, with the life-boat in attendance, she reached harbour under her own power at ten o'clock. - Property salvage case.

SEPTEMBER 17TH. - SHERINGHAM, NORFOLK. Shortly after one in the afternoon information was received that a vessel was in difficulties, and later it was learned that she was showing a distress signal. The weather was fine and the sea smooth. The motor life-boat *Foresters Centenary* was launched at 1.25 and a mile north of Sheringham found the Admiralty motor vessel *No. 649*. She was a new vessel, with a crew of six, and had broken down while bound north from a building yard. The life-boat towed her to Wells and then returned to her station, arriving at 9.45 in the evening. - Property salvage case.

SEPTEMBER 18TH. - ALDEBURGH, SUFFOLK. At 1.38 in the afternoon the coastguard reported that a glider was down in the sea one and a half miles south-east of Aldeburgh. A north-easterly wind was blowing, with a slight swell. The No. 1 motor life-boat *Abdy Beauclerk* was launched at 1.45 and

found a Walrus amphibious aeroplane alongside the glider. She had rescued four men from it and the life-boat rescued another from a rubber dinghy. The coxswain then offered to take the four men of the glider off the Walrus, but the pilot declined as he thought that he could get into the air again. He could not, but instead taxied ashore and landed the four men. The life-boat arrived back at 2.30. - Rewards, £17.

SEPTEMBER 24TH. - TORBAY, DEVON. At 11.53 in the morning a message was received from the resident naval officer at Brixham, through the coastguard, asking for the life-boat crew to assemble. A strong north-west wind was blowing, but the sea was slight. On receipt of a further message from the resident naval officer the motor life-boat *George Shee* was launched at 12.5. In Brixham outer harbour she found H.M. *M.T.B. 679*. Her engine had broken down, and she was in a dangerous position. The life-boat was asked to stand by until the M.T.B. secured a mooring berth. This the life-boat did, and arrived back at her station at one o'clock. The resident naval officer complimented her crew on their services. - Rewards, £4 8s. 6d.

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

SEPTEMBER 1ST. - SEAHAM, DURHAM. A fishing coble's engine had broken down, but she was towed into Hartlepool by another fishing boat. - Rewards, £7 1s.

SEPTEMBER 2ND. - WELLS, NORFOLK. Red flares had been seen, but nothing could be found, and it was later reported that an RAF. rescue boat had picked up four airmen. - Rewards, £22 14s. 3d. (See Skegness, "Accounts of Services by Life-boats," page 32.)

SEPTEMBER 2ND. - POOLE AND BOURNEMOUTH, DORSET. A landing craft had been reported adrift, but the life-boat was recalled by the naval authorities. - Rewards, £4 8s. 6d.

SEPTEMBER 8TH. - HELVICK HEAD, CO. WATERFORD. Rockets and flares had been seen, but nothing could be found. - Rewards, £10 9s.

SEPTEMBER 9TH. - EASTBOURNE, SUSSEX. The life-boat had been called out to a tug towing concrete defences, with a trawler in attendance, but her services were not needed. - Rewards, £15 18s.

SEPTEMBER 13TH. - COURTMACSHERRY HARBOUR, CO. CORK. A passenger aeroplane had been reported missing, but later it was learned that she had been found. - Rewards, £7 6s. 6d.

SEPTEMBER 15TH. - KILLYBEGS, CO. DONEGAL. Flares had been reported, but they came from destroyers engaged in a

search for an aeroplane which had crashed. - Rewards, £8 15s.

SEPTEMBER 15TH. - THE MUMBLES, AND BARRY DOCK, GLAMORGANSHIRE. The American Forces tug *No. 672* had grounded on the Tusker Rock, off Porthcawl, but she overturned before the life-boat reached the scene. Eight of her crew of twelve got ashore in their life-belts ; the remaining four were lost. Later it was reported that the ship's boat was adrift with men aboard, and the Barry Dock life-boat was sent out, but she was recalled by the coastguard. - Rewards : The Mumbles, £8 1s. 3d. ; Barry Dock, £9 18s. 6d.

SEPTEMBER 19TH. - DUNMORE EAST, CO. WATERFORD. An object had been reported in the water, but it was found to be only six rusty floats lashed together. - Rewards, £4 7s. 6d.

SEPTEMBER 20TH. - DONAGHADEE, CO. DOWN. A vessel had been reported in distress nineteen miles away, but the life-boat was recalled as the vessel, the American steamer *Lawrence D. Tyson*, had been taken in tow. - Rewards, £8 1s. 3d.

SEPTEMBER 21ST. - WALMER, KENT. An aeroplane had crashed in the sea, but only wreckage was found. - Rewards, £11 1s. 6d.

SEPTEMBER 23RD. - CLACTON - ON - SEA, AND WALTON AND FRINTON, ESSEX. It was thought that aeroplanes had collided and one was reported to have come down in flames, but nothing could be found. - Rewards : Clacton - on - Sea, £9 12s. 6d. ; Walton and Frinton, £14 1s.

SEPTEMBER 24TH. - SENNEN COVE, AND PENLEE, CORNWALL. Three naval barges had been reported in distress, but nothing could be found. The Sennen Cove coxswain died in hospital while the life-boat was out on service, and her mechanic and signalman, his nephew, were absent, visiting him. - Rewards : Sennen Cove, £9 6s. 9d. ; Penlee, £16 16s. 6d.

SEPTEMBER 24TH. - SHERINGHAM, NORFOLK. A local fisherman's boat had got adrift and as the weather was too bad for another fishing boat to go out, the life-boat was lent to the men to recover the boat. - No rewards.

SEPTEMBER 26TH. - KILLYBEGS, CO. DONEGAL. A sailing boat had been reported in distress, but no boat was found or reported missing. The Bullock-More Buoy had broken adrift and may have been mistaken for a boat. - Rewards, £8 15s.

SEPTEMBER 27TH. - ALDEBURGH, SUFFOLK. A parachute had been reported drifting seawards, but no parachute or wreckage could be found. - Rewards, £17 4s.

SEPTEMBER 30TH. - AMBLE, NORTHUMBERLAND. A British aeroplane had

crashed, but the airman was picked up by a fishing boat. - Rewards, £5. (See Amble, "Services by Shore-boats," page 64.)

OCTOBER

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OCTOBER 4TH. - HARTLEPOOL, DURHAM. On the night of the 3rd of October, HMS. *Cam*, with a crew of twenty-two, was being towed to West Hartlepool for repairs, by the American deep sea tug W.S.A.2. The *Cam* had no steam and the tow rope parted. Her anchors were dropped but dragged for some distance, and she was in danger of going ashore. A very strong northerly wind was blowing, with a rough sea. At six o'clock in the morning of the 4th the naval officer-in-charge at Hartlepool telephoned the life-boat station, and at 6.35 the motor life-boat The *Princess Royal* (Civil Service No. 7) was launched. Half an hour later she found the *Cam* 400 yards south of the Tees Fairway Buoy. The American tug was lying one and a half miles to seaward of the *Cam* and her captain asked the life-boat to stand by. The life-boat sent a wireless message for the small harbour tug, but the naval officer-in-charge sent H.M.T. *Friarage*. The life-boat then went alongside the *Cam* and took a line from her to the trawler, but the line parted. A line was again passed, but again it parted. The trawler then attempted to fix a line, but failed and stood out to sea. The tug *Athlete* from Middlesbrough now arrived, but said that she was returning to harbour to await the flood tide. At two o'clock in the afternoon she returned and took the *Cam* in tow. The *Cam* grounded at the Fifth Buoy Light in the River Tees and as she was holed the life-boat stood by. She continued to stand by until the *Cam* was berthed at Middlesbrough. She then returned to her station, arriving at 8.20 that evening, over fourteen hours since she had put out. - Rewards, £32 2s.

OCTOBER 4TH. - BALTIMORE, CO. CORK. While a number of fishing boats were out the weather became stormy and all returned except the *Gem*, of Skibbereen. When she was long overdue the relatives of her crew of three asked for the help of the life-boat. A moderate north-east gale was then blowing, and the sea was very rough. At 2.20 in the afternoon the motor life-boat *Shamrock* was launched. Three miles south of Cape Clear she met the *Gem* trying to make land, and her skipper asked the life-boat to remain by him. This she did, and escorted the fishing boat until she had made the shelter of the land. She then returned to her station, arriving at 4.45. - Rewards, £8 16s.

OCTOBER 4TH. - FERRYSIDE, CARMARTHENSHIRE. At 7.20 in the evening the Pembrey coastguard telephoned that a small vessel was in difficulty in the Llanelly Estuary. A strong northerly wind was blowing, with a rough sea. The motor life-boat *William Maynard* was launched at eight o'clock and found the motor fishing boat *Melrose*, of Swansea, with a crew of two. Her

engine had broken down, her anchor had parted, her sails had been blown away and she was only a few feet from the Burry Holm Rocks. The life-boat went alongside and found her to be half full of water. At the skipper's request she took the *Melrose* in tow and on the next flood tide brought her into Ferryside. She reached her station again at 7.40 the following morning. - Rewards, £24 14s.

OCTOBER 6TH. - PETERHEAD, ABERDEENSHIRE. At eight at night the coastguard reported a vessel ashore beside the coastguard station one mile north of Peterhead. The sea was smooth, but there were patches of fog. The motor life-boat *Julia Park Barry* of Glasgow was launched at 8.15 and found the Hull trawler *Avon Star*. She was bound for Hull, laden with fish, and had a crew of fourteen. The life-boat coxswain went on board her and the life-boat ran out an anchor and pulled her off the rocks. The trawler was able to go on her way under her own steam, and the life-boat escorted her for a short distance. Then the trawler's skipper said that he could manage without help, and the life-boat returned to her station, arriving at 10.20. - Property salvage case.

OCTOBER 8TH. - SOUTHEND - ON - SEA, ESSEX. At 10.15 in the morning the naval control reported that the tug H.M.S. *Leigh* was ashore on the Nore Sands. The weather was very foggy, with a light north-west wind and a smooth sea. The motor life-boat *J. B. Proudfoot*, on temporary duty at the station, was launched at 10.45 and thirty-five minutes later reached the tug, which had on board the commodore of an outbound convoy and the boarding officer, with all the convoy's papers. This was reported by wireless to the naval control, which asked the life-boat to put the officers on board their ships - which were four miles below the boom - as the convoy was due to sail. This the life-boat did and reached her station again at 2.15 that afternoon. - Rewards, £7 4s.

OCTOBER 11TH. - PORTHDINLLAEN, CAERNARVONSHIRE. At 11.29 in the morning the coastguard reported that an R.A.F. Mosquito aeroplane had crashed into the sea three miles north-east of Porthdinllaen Point. A light east-north-east wind was blowing, with a slight sea. The French motor life-boat *Jean Charcot*, on reserve duty at the station, was launched at 11.47. An air sea rescue boat was also out searching. The life-boat found the wreckage of an aeroplane, and in it the body of an officer. She took it on board and continued the search, but found nothing more. She got back to her station at 1.30 that afternoon. - Rewards, £5 10s. 6d.

OCTOBER 11TH. - ST. IVES, CORNWALL. At 1.45 in the afternoon the coastguard reported three tugs, with floating cranes in tow, dragging their anchors in St. Ives Bay, and drifting towards the Stones Reef, off Godrevy Point. A south-west gale was

blowing, with a very rough sea. One tug was seen to go on her way, but the motor life-boat *Caroline Oates Aver and William Maine* was launched at 2.23 to go to the help of the other two. They were the American tugs L.T.23 and L.T.61. She stood by the tugs until they had got out of their dangerous position and, aided by a change of wind to the west, had regained the shelter of St. Ives Bay. She reached her station again at 4.10. - Rewards, £11 7s.

OCTOBER 11TH. - KILMORE, CO. WEXFORD. During the morning, while several fishing boats were out, a strong wind sprang up, and by 12.30 in the afternoon it was blowing a gale from the north, with squalls, a rough sea, and heavy rain. Some boats returned and the fourth, which arrived in about 2.20, reported two boats in difficulties. They were the motor fishing boats *St. Anne* and *Cymba*, both of Kilmore Quay, and each with a crew of two. They had shipped water which had stopped their engines, and their sails had been blown away. The motor life-boat *Ann Isabella Pyemont* was launched at 2.40. She went first to the *St. Anne*, which was near the rocks off The Ring at the west end of the Great Saltee Island, towed her clear and took on board her two men, now exhausted. Leaving the empty *St. Anne* the life-boat went to the *Cymba*. She was dragging her anchor about four miles off shore, west of the Great Saltee Island, but her crew were in better shape. Taking her in tow, the life-boat collected the *St. Anne* and returned to her station, arriving at 5.40. An increase in the usual money award on the standard scale was made to each member of the crew and to the helpers. - Standard rewards, £30 16s. 6d. ; additional rewards, £12 15s. ; total rewards, £43 11s. 6d.

OCTOBER 11TH. - APPLIEDORE, CLOVELLY, AND ILFRACOMBE, DEVON. At 3.50 in the afternoon the naval officer-in-charge at Appledore asked the life-boat to be in readiness to launch. A south-west gale was blowing, with a very rough sea, and visibility was poor. A later message said that naval motor launch 524 was in difficulties owing to engine trouble, and at 4.30 the Appledore motor life-boat *Violet Armstrong* was launched. The position of the launch had been given as seven miles north-west of Baggy Point. The life-boat found that the launch had been able to go on under her own power and had made Clovelly. The life-boat also made Clovelly, where a convoy was sheltering in the roads. There she was hailed by the S.S. *Capito*, which asked her to bring a doctor from corvette *K59*, as she had an injured man. This the life-boat did, but it was only with considerable difficulty that she was able to put him on board the *Capito*, which had a heavy list to port. It was so heavy that her masts and derricks swept the waters for some distance from her as she changed position in the heavy seas, and the life-boat was damaged. Owing to the severe weather the life-boat remained in Clovelly Roads for the night and returned

to her station at 2.30 in the afternoon of the 12th.

At Clovelly the motor life-boat *City of Nottingham* was called out at 4.30 on the afternoon of the 11th and went to corvette *K59*, there to await instructions. While she waited, the motor launch

*with the loss of one of her engines, and at forty-three, and severe damage to the stern. She was towed by the motor launch into the Bristol Channel, where she was in Swansea Bay. Her engines, which seemed ended, and the launch continued on her way, but a sudden change of wind and within a few hours the launch began to drag her anchor. A strong south-westerly gale came on, with squalls of hail and rain, and the seas, and the *Chelmsford* could not help. At 7.45 in the afternoon of the 11th the motor life-boat *Prince of Wales* was launched. The coxswain said, "We went to the gale to the rescue."*

She found the *City of Nottingham* off Port Talbot with her stern aground. It was impossible to get her with heavy squalls on. The frigate was so small that it was very hard to get to. The life-boat did find her, and the captain hailed her, but she could not take off all her weight. The coxswain shouted, "We are in the deafening noise of the sea," "Yes, if they could not get her. It was impossible to get her anchor and drop it from windward, for it fouled the cables of the other anchors. It was useless to use a line-throwing gun, for the buoy, for the men could never have been hauled out of that surf. The on-

coxswain could do was to take the life-boat, with that gale behind her, right into the surf, past the frigate, towards the shore, and, turning, come up against the gale alongside her, near enough for the men to jump.

The life-boat could not remain along side for more than a few moments at a time, for the frigate's bows were swinging to the seas, and the life-boat was one moment high above her fore-castle and the next below her water-line. In those few moments no more than two or three men could jump. The coxswain circled round and took the life-boat close to the frigate not once but twelve separate times before the last of the 42 men had been rescued. All but three of the men jumped through the darkness and landed safely. Of the other three one fell and broke his leg. The second dropped between the life-boat and the frigate, but the coxswain left his wheel, seized him and dragged him on board before he could be crushed and killed between the two. The third crashed down right on top of the coxswain and bruised him badly against the wheel. It seemed little short of a miracle that that rescue had been carried out without the loss of a single life. The life-boat herself, however, showed how heavily she had been flung by the seas against the frigate, for her chafing rubber, which is a two-inch thickness of tough Canadian Rock Elm, was crushed, splintered or torn away from the side which was nearest the frigate. She also damaged her bow and rudder.

The rescue had taken just an hour and a half, and the life-boat returned to The Mumbles against the gale with the fullest load on board which she could carry in those high and dangerous seas. All the way the coxswain had to nurse her very carefully through them in case any of the men should be washed out of her. The rescued men were landed at The Mumbles, but the life-boat could not be hauled up to her slipway again and there was no shelter where she could lie, so she had to make for Swansea. She arrived there at two in the morning. A quarter of an hour later another call came for her help and

she was out again searching for three more hours. When she got to Swansea the second time she had been out during that cold and very stormy night for ten hours, and for the whole of that time Coxswain Gammon himself had been at the wheel.

Shortly afterwards the flag officer-in-charge at Cardiff sent the following message : "Please convey to coxswain and crew an expression of my appreciation of what must have been a most exceptionally fine and difficult piece of work." In a report on the rescue, the naval officer-in-charge at Swansea wrote : "The commanding officer of the frigate and all his officers are unanimous in their admiration of the splendid way in which the life-boat was handled by Coxswain Gammon and say that the whole crew were magnificent. . . . The way in which the life-boat crew kept their boat from crushing the officer who fell between the life-boat and the ship's side, and got him back on board, was little short of miraculous."

It was a rescue carried out with the greatest courage, coolness and skill in terrific conditions of weather, and the achievement of the crew is all the more remarkable since two of the men who endured that bitter and dangerous night were over seventy, two more were in their sixties and the youngest in the crew was forty.

The rescue recalls a disaster of 43 years ago, for the frigate was wrecked near the spot where, in 1901, an earlier life-boat from The Mumbles capsized and six of her crew were drowned. One of the crew which rescued the 42 men from the frigate, C. Davies, had been in that crew which was capsized.

The Institution made the following awards :

To COXSWAIN WILLIAM J. GAMMON the gold medal for gallantry, with a copy of the vote inscribed on vellum, and the Miss Maud Smith reward for courage, in memory of John, 7th Earl of Hardwicke, given for the bravest act of live-saving of the year by a life-boatman ;

To WILLIAM G. DAVIES, motor-mechanic, and THOMAS J. ACE, bowman, each the bronze medal for gallan-

try, with a copy of the vote inscribed on vellum ;

To CHARLES R. DAVIES, THOMAS A. DAVIES, WILLIAM JOHN EYNON, ALFRED D. MICHAEL and WILLIAM MICHAEL, life-boatmen, each the thanks of the Institution inscribed on vellum ;

To the coxswain and each member of the crew an additional reward of £5.

Standard rewards to crew and helpers, £34 12s. 9d. ; additional rewards to crew, £40 ; total rewards, £74 12s. 9d.

OCTOBER 13TH. - TORBAY, DEVON. At noon two Belgians were fishing between Berry Head and Hope's Nose when the engine of their motor trawler *De Meeuw* broke down. A strong south-west wind was blowing, with rain squalls and steep, breaking seas. A returning trawler reported the trawler's distress, and the motor life-boat *George Shee* put out at 2.47 in the afternoon. At 3.5 she reached the *De Meeuw* and asked the men to keep their anchor down until she had taken them in tow. This was misunderstood by the Belgians, who chopped the wire away at once, and the trawler went broadside into the trough of the waves. The life-boat drew near to take a line from a man holding the forestay, but the life-boat touched the forestay. It parted and threw the man into the sea. He failed to catch two ropes which were thrown to him and was in danger of being crushed between the life-boat and the trawler. The other Belgian gripped the bulwarks of the trawler, and dropped full length over the side. The man in the sea caught hold of his legs and with great difficulty both men hauled themselves into the trawler again. Meanwhile the life-boat came close enough for one of her men to jump aboard the trawler. He was able to fix a tow. At 3.20 the life-boat began to tow and, with the life-boatman at the wheel of the *De Meeuw*, brought her safely in and berthed her at four o'clock. The Belgian Marine Department sent its congratulations to the life-boat's crew and the Institution made an increase in the usual money award on the standard scale to each member of the crew. - Standard rewards to crew and helpers, £6 6s. ; additional rewards, to crew, £7 ; total rewards, £13 6s.

OCTOBER 14TH. - ST. DAVID'S, PEMBROKESHIRE. At 12.10 in the morning the naval base telephoned that a vessel was drifting in the direction of Skomer Island. A west-north-west gale was blowing, with a rough sea. The motor life-boat *Civil Service No. 6* was launched at 1.15 and found the drifting vessel at two o'clock, one mile west of Skomer Island. She was the S.S. *Trojan III*, in ballast ; her engine had broken down. At three o'clock a tug arrived, and at eight o'clock got a hawser aboard the S.S. *Trojan*

and took her in tow. The lifeboat then returned to her station, arriving at 9.15 that morning. - Rewards, £14 18s.

OCTOBER 14TH. - THE HUMBER, YORKSHIRE. About 9.20 at night the life-boat watchman reported a vessel aground on the Binks, but she got off and steamed south-east only to stop on the Outer Binks. Half an hour later the port war signal station said that a vessel was aground on the Binks due east of the station. A light south-south-west wind was blowing, with a moderate sea. The motor life-boat *City of Bradford II* was launched at 10.30 and found the Danish fishing vessel, *J. N. Fibiger*, of Hirtshals. She had a cargo of fish and had brought a Government official from Denmark. Her skipper did not know his way into the river, so two life-boatmen boarded the vessel, piloted her to the examination vessel and handed her over. The life-boat reached her station again at 12.40 next morning. - Paid permanent crew ; rewards, £1 4s.

OCTOBER 18TH. - SKEGNESS, LINCOLNSHIRE. At 2.15 in the afternoon the coast-guard reported that a Mustang aeroplane had fallen into the sea about a mile from Chapel St. Leonards in a south-easterly direction. A west-south-west breeze was blowing, with a slight sea. The motor life-boat *Anne Allen* was launched at 2.40 and found wreckage and oil, but no trace of any survivor. The life-boat brought back some pieces of wreckage and an oxygen cylinder for identification. She arrived at 5.10. - Rewards, £13 18s. 6d.

BRONZE MEDAL SERVICE AT APPLIEDORE

OCTOBER 18TH. - APPLIEDORE, DEVON. A south-westerly gale was blowing up the Bristol Channel, with the heaviest seas that had been seen for several years, when at 3.45 in the afternoon the naval officer-in-charge reported that *phoenix 194* - one of the concrete caissons used for building the breakwater of the invasion port on the coast of Normandy - was in distress. The phoenix had a crew of seven and had broken adrift from her tugs when about ten miles north-west of Morte Point. At 3.55 the motor life-boat *Violet Armstrong* was launched. Conditions on the Appledore bar were extremely bad, and the life-boat took several green seas aboard, but she got safely across and set out to find the phoenix, eighteen miles away. After the life-boat had travelled over twelve of them a wireless message came giving the position as ten miles east of where it had first been reported.

The life-boat altered course and travelled another eleven miles, but when she was within two miles of the second position a second wireless message came. The phoenix had now moved yet another seven miles to the south-east. Again the life-boat altered course. The tide had turned. It was now running against the gale and the seas were much worse. Shortly after eight at night the life-boat at last found the phoenix, five miles south-south-west of the Scarweather Lightvessel, more than four hours after she had left Appledore. She saw the phoenix in the beam of a searchlight from *S.S. Trentonian*, which was standing by.

The life-boat was directed to the weather side, but here she found it impossible to approach. Although the phoenix was rolling heavily and two broken towing wires were trailing from her to leeward, the life-boat went under her lee and in ten minutes rescued the seven men. She set out on her return about nine o'clock that night and shaped course against the gale for Ilfracombe. There she landed the men at eleven o'clock, and returned to her station on the following day.

The Army Council expressed its appreciation of the splendid work done. It was a fine service, marked by the excellent navigation of the coxswain while searching for the phoenix, and his skilful handling of his boat in the actual rescue in a whole gale and very heavy seas, and by the skill with which the mechanic handled his engines and the radio telephone. The Institution made the following awards :

To COXSWAIN SYDNEY CANN, the bronze medal for gallantry, with a copy of the vote inscribed on vellum ;

To JOHN HOOPER, the motor-mechanic and radio operator, the thanks of the Institution inscribed on vellum and a special reward of £3.

Standard rewards to crew and helpers, £36 0s. 3d. ; special reward to mechanic, £3 ; total rewards, £39 0s. 3d.

OCTOBER 18TH. - FISHGUARD, PEMBROKESHIRE. At 5.7 in the afternoon the coastguard telephoned that the naval authorities at Milford Haven had reported a four-masted steamer drifting towards the

rocks. Her position was given as three miles west of New Quay, Cardiganshire. A strong west-north-west wind was blowing, with a rough sea. The motor life-boat *White Star* was launched at 6.15. A naval trawler also put out from Fishguard and a naval tug was sent from Milford Haven. When she was within a quarter of a mile of the steamer, which was the *Lachinedoc*, of Panama, in ballast, the life-boat signalled to her, but there was no reply. She got in touch with the naval trawler, which asked her to stand by. By this time, about 9.45, the steamer was close inshore, but later she drifted clear of the rocks and appeared to be holding off Coybal Reach. Nothing further happened, and no signals were made by the steamer. The life-boat stood by all night, and at six next morning, as petrol was running low, she decided to return, informed the naval trawler and made for her station, where she arrived at 10.45 that morning. The *Lachinedoc* arrived at Fishguard under her own power about four in the afternoon, escorted by the trawler and the tug. - Rewards, £20 11s.

OCTOBER 19TH. - CLOVELLY, DEVON. At 1.30 in the morning a message came from the naval officer-in-charge at Appledore that phoenix *AX193* - one of the concrete caissons used to build the breakwater of the invasion port on the coast of Normandy - was in a dangerous position in the bay. He asked the life-boat to take off the crew. A moderate north-north-west gale with blowing squalls, and a heavy sea was running. In that sea a launch over the difficult beach was hazardous, and after consultation with the naval officer-in-charge, it was decided to postpone it until the tide was more favourable. At four o'clock an attempt was made and the motor life-boat *City of Nottingham* was launched, but owing to the heavy seas she had to be hauled back on to the slipway. An hour and a half later, at high water, a second attempt was made, and the life-boat got away. About 7.30 she came up to the phoenix. It was both difficult and dangerous to go alongside that mass of concrete rolling in heavy seas, but the coxswain did it without mishap and rescued the eight men on board. At 8.30 the life-boat brought them ashore, and at 9.30 the naval officer-in-charge asked her to take them out again so that they could run the phoenix aground in a safe inshore position. This the life-boat did, and the phoenix was grounded about two miles to the westward of Clovelly. The life-boat brought its crew ashore at 5.30 in the afternoon. The War Office asked the Institution to convey to the life-boatmen the appreciation of the Army Council.

Coxswain GEORGE LAMEY had handled his life-boat with skill and daring, both in getting her twice afloat, and twice alongside the phoenix, and the Institution awarded him its thanks inscribed on vellum. - Rewards, £62 18s.

OCTOBER 20TH. - ST. ABBS, BERWICKSHIRE. During the morning the motor fishing boat *Billow's Crown*, of St. Abbs, was

caught in a south-east gale, with a rough sea, while returning from fishing. She had a crew of four. The motor life-boat *Annie Ronald and Isabella Forrest* was launched at five minutes after noon. She found the fishing boat making no headway against the wind and sea, took her in tow and brought her into harbour at one o'clock. - Rewards, £9 7s.

OCTOBER 20TH. - GALWAY BAY. At 9.30 at night a life-boatman reported distress signals from the Milford Haven steam trawler *Star of Don*, which was in Killeany Bay to the south of the life-boat station. A strong north-east wind was blowing, with a heavy sea. The motor life-boat *K.E.C.F.* was launched at 9.45 and found the trawler ashore on a reef. She had a crew of twelve. The life-boat took six of them ashore and, at the master's request, returned and stood by until 10.30 next morning. She then laid out two anchors for the trawler and tried to tow her, but failed. The trawler refloated later and returned to Milford Haven. - Rewards, £26 6s. 6d.

OCTOBER 23RD. - ABERDEEN. At 6.15 in the morning the No. 1 motor life-boat *Emma Constance* was launched at the request of the naval authorities to go to a vessel ten miles east of Aberdeen. A moderate southerly wind was blowing, the sea was smooth. At 7.30 she found the *S.S. Keilehaven*, of Rotterdam, fully laden, but with no one on board. She spoke a naval trawler and learned that the forty-six men who had been on board the steamer had abandoned her and were now on board the American ship *Henry Austin*, which was close by. The life-boat went to the *Henry Austin* and took on board forty of the crew of the *Keilehaven*. She put back the captain and eleven others on their own ship, and landed the remaining twenty-eight at Aberdeen at 10.41 that morning. The American steamer resumed her voyage and the *Keilehaven* was taken in tow by a minesweeper until a tug arrived. - Rewards, £11 17s.

OCTOBER 27TH. - DUNBAR, EAST LOTHIAN. At 2.5 in the afternoon the coastguard telephoned that a British aeroplane had crashed in the sea. The weather was fine, the sea calm. At 2.20 the motor life-boat *George and Sarah Strachan* was launched and went to the scene of the accident, which had been given as one and a half miles east-by-south from Barnsness Light-house. There she saw an aeroplane on patrol. She made a thorough search, found the wreckage and picked up the body of an airman and a rubber dinghy. She arrived back at her station again at 5.40. - Rewards, £9 19s. 6d.

OCTOBER 27TH. - PORTRUSH, CO. ANTRIM. In the afternoon an R.A.F. sergeant was walking in the neighbourhood of Ramore Head with a leading aircraftwoman, and was washed into the sea at Reviggery Point. His companion went for help and the coastguard telephoned to the life-boat station. A fresh breeze was blowing, with a heavy swell and this prevented the man from swimming

ashore. The life-boat *T.B.B.H.* was launched at 5.45 and picked him up alive, gave him first aid and landed him at 6.30. His head was injured and he was taken to hospital. - Rewards, £16 7s.

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

OCTOBER 1ST. - EASTBOURNE, SUSSEX. An aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £16 13s.

OCTOBER 2ND. - SKEGNESS, LINCOLNSHIRE. Seven airmen had been reported in the sea, but nothing could be found. - Rewards, £13 8s.

OCTOBER 4TH. - RUNSWICK, YORKSHIRE. An aeroplane had been reported to have crashed in the sea, but nothing could be found. - Rewards, £24 17s.

OCTOBER 5TH. - GALWAY BAY. It had been reported that three men had baled out of a British aeroplane which had crashed in the sea, but nothing could be found. - Rewards, £15 12s.

OCTOBER 10TH. - AITH, SHETLANDS. A distress signal had been reported, but a long search, in which a naval vessel and a Sunderland aeroplane took part, was without result. - Rewards, £20 13s. 6d.

OCTOBER 10TH. - KILLYBEGS, CO. DONEGAL. An aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £13 2s. 6d.

OCTOBER 11TH - 12TH. - NEW BRIGHTON, CHESHIRE, AND LYTHAM-ST. ANNES, LANCASHIRE. On the night of the 11th the New Brighton No. 1 motor life-boat was launched, in very bad weather, to search for two overdue fishing boats. She could not find them, but one returned in the early morning. The life-boat made another search for the other boat, but she could not find her. In response to a call from the Southport police the Lytham-St. Annes motor life-boat was launched on the afternoon of the 12th and found the missing boat on the beach at Birkdale, near Southport. No one was on board. There had been two, a man and a boy, but the man had swum ashore and the boy had been rescued by the Southport police. The owner sent a letter of thanks. - Rewards : New Brighton, £13 12s. 6d. and £7 3s. ; Lytham-St. Annes, £13 19s. 6d.

OCTOBER 12TH. - PWLLHELI, CAERNARVONSHIRE. Two men had been reported adrift on a raft, but nothing could be found. - Rewards, £11 5s.

OCTOBER 13TH. - LLANDUDNO, CAERNARVONSHIRE. A fishing boat had been reported in distress, but no boat in need of help could be found. - Rewards, £21 1s. 6d.

OCTOBER 13TH. - WEYMOUTH, DORSET. Late in the afternoon an American tank landing craft, manned by about a dozen British naval men, had got into difficulties off the Chesil Beach in a heavy south-west gale, with a very rough sea. An Admiralty tug went to its help, but failed to get round Portland Bill. The motor life-boat *William and Clara Ryland* was launched at 5.50. She succeeded in getting near the vessel which had now driven ashore, but she was ordered by the naval authorities to stand away, for fear she would be smashed, and nine of the men on the L.C.T. lost their lives. Gallant efforts were made by the coastguard life-saving apparatus from Portland and it saved some lives, but a huge sea swept away the apparatus and Commander J. R. Pennington Legh, D.S.C., R.N.(ret.), H.M. Inspector of Coastguard for the Southern Division, and coastguard R. H. Treadwell lost their lives. The life-boat arrived back at her station at 9.43 that evening. Her crew were commended by the flag officer-in-charge at Portland. An increase in the usual money reward on the standard scale was made to each member of the crew. Standard rewards £13 2s. 6d.; additional rewards, £8; total rewards, £21 2s. 6d.

OCTOBER 15TH. - KILMORE, CO. WEXFORD. An aeroplane had dropped a smoke bomb and circled round to attract attention, but nothing could be found. - Rewards, £30 16s. 6d.

OCTOBER 17TH. - WALTON AND FRINTON, ESSEX. A fighter aeroplane had been reported down in the sea, but nothing could be found. - Rewards, £10 6s.

OCTOBER 18TH. - ST. MARY'S, ISLES OF SCILLY. An American tug had been reported in distress, and an escort vessel had been sent out, but later it was reported that everything was normal and the life-boat was recalled. - Rewards, £18 10s.

OCTOBER 19TH. - SKEGNESS, LINCOLNSHIRE. An airman had dropped by parachute from a Mosquito aeroplane, but came down on land. - Rewards, £10 19s.

OCTOBER 20TH. - CROMER, NORFOLK. The life-boat had gone out to help in an attempt to save a vessel which had been stranded since 1939, but the operations were not successful. - Property salvage case. (See Cromer, "Accounts of Services by Life-boats, November 19th, 1939," page 75.)

OCTOBER 20TH. - CLOUGHIEY, CO. DOWN. A schooner had appeared to be in difficulties in bad weather, but she was found to be anchored with her sails down and not in need of help. - Rewards, £10 19s.

OCTOBER 22ND. - SKEGNESS, LINCOLNSHIRE. A bombing aeroplane had been reported to have crashed, but nothing could be found. - Rewards, £31 19s.

OCTOBER 23RD. - WHITBY, YORKSHIRE. An aeroplane had been reported down in the sea, but the search, in which a fishing boat also took part, was without result. - Rewards, £11 6s. 6d. (See Whitby, "Services by Shore-boats," page 64.)

NOVEMBER

Launches 51 Lives rescued 52

NOVEMBER 3RD. - WELLS, NORFOLK. At 5.42 in the evening, information was received from the naval authorities at Great Yarmouth, through the coastguard, that a motor vessel; outside Wells harbour, was leaking and in need of help. A light westerly wind was blowing, with a moderate sea. The motor life-boat *Royal Silver Jubilee, 1910-1935* was launched at 6.30, and found the War Department motor vessel *Caddel*. She had a crew of five. Two life-boatmen were put on board her and brought her in. - Rewards, £21 19s.

NOVEMBER 3RD. - NEWHAVEN, SUSSEX. At 9.10 at night information was received from the naval officer-in-charge that the Admiralty drifter *Supporter*, employed as a hospital carrier, was getting into difficulties off the harbour. A light westerly wind was blowing, with a choppy sea. At 10.5 the motor life-boat *Cecil and Lilian Philpott* was launched. The skipper of a naval vessel had been asked if he could supply a signaller, as the life-boat's signalman was not available. As he could not do so, he left his bunk and came himself, saying his signalling was fairly good. He was Lieut-Commander E. C. Hoblyn, R.N.V.R., and the life-boatmen described his signalling as brilliant. The life-boat found the *Supporter* ashore to the east of the east pier, taking water badly. There were twelve on board and the master asked the life-boat to take them off. This she did and returned with them to harbour at eleven o'clock. Later the vessel was completely broken up by the sea. A signal was received from the naval officer-in-charge, thanking the life-boat crew. - Rewards, £17 17s.

NOVEMBER 4TH. - NEWHAVEN, SUSSEX. At seven in the morning the coastguard reported a ship ashore at Rottingdean. A strong south-west wind was blowing, with a rough sea. The motor life-boat *Cecil and Lilian Philpott* was launched at 7.25, and thirty minutes later found the vessel, the Polish steamer *Marocz*. Her crew had been taken off by a trawler during the night and an air sea rescue launch had landed twenty-two of them at Newhaven. As it was now likely that the steamer would refloat, her master wanted his crew back, and the life-boat sent a wireless message for them. Three were found on a nearby tug, and the life-boat took them to their ship and then stood by. Later a motor launch brought out the twenty-two men from Newhaven, but as she could not get alongside the *Marocz*, the life-boat put them aboard her. She then helped in the passing of two ropes to tugs, and the

Marocz was refloated and went on her way. The life-boat returned, arriving at 1.25 in the afternoon. - Rewards, £9 5s. 6d.

NOVEMBER 5TH. - SHOREHAM HARBOUR, SUSSEX. At 2.12 in the morning the coastguard reported that landing craft *L.C.T.532* was signalling for help. Her tank had been damaged and she had no fuel. The naval authorities said that the local tug was out of action, and the motor life-boat *Rosa Woodd* and *Phyllis Lunn* was launched at 2.50. A south-west gale was blowing, with a heavy swell. At 3.55 she reached the landing craft seven miles to the south-south-east and stood by. At 7.15 a tug from Newhaven arrived and took the landing craft in tow. They made for Newhaven, with the life-boat in attendance, arriving at 10.59 that morning. The life-boat returned to Shoreham later in the day. - Rewards, £21 15s.

NOVEMBER 6TH. - WALMER, KENT. At 7.17 in the morning a message came from the Walmer coastguard that a large steamer was aground on the Goodwin Sands. The life-boat crew were asked to stand by. This they did all day. At 7.12 in the evening the life-boat was asked to launch. The ship in distress was the U.S.A. Liberty ship *Abraham Baldwin*. She was on the western side of the Sands near the head of Trinity Bay, about six miles from Walmer. The motor life-boat *Charles Dibdin* (*Civil Service No. 2*) was launched at a quarter to eight, second-coxswain F. Upton taking command, as the coxswain was ill. A strong wind was blowing from the south-west, with a rough sea, and there were frequent and heavy squalls of rain. As the life-boat got away wind and sea increased. She set her course for the Goodwin Fork Buoy, and when she had sighted it and turned up Trinity Bay she could see the lights of the steamer.

She reached the steamer just before nine o'clock and found her lying with broken water all round her. She went alongside and tied up to her with ropes. One of the life-boatmen then went aboard up a rope ladder to find out what the steamer's captain wanted to do. He asked the life-boat to take off all members of his crew whom he did not need to stand by her. The second-coxswain answered that there was no urgency, and he would wait until the tide was flowing, rather than risk running aground himself on an ebbing tide with so many men on board. Food was then passed to the life-boat from the steamer. The life-boat's ropes that held her to the steamer were yielding to the strain and the life-boat cast off and hove to.

At one o'clock next morning the second-coxswain decided to take the men off. The wind had rapidly increased, and was now blowing a hurricane, but it had veered to the west and this gave the life-boat some shelter under the steamer's starboard bow. The life-boat was rising and falling heavily alongside the steamer, held by one head rope, with her engines working, and it needed an hour to take off 31 of the American seamen by a rope ladder. All the time this was being done the steamer pumped out fuel oil. Some of

it was washed aboard the life-boat and her crew found it very difficult to stand on her deck. It was now close on two in the morning and the life-boat made for home. It was a difficult journey, for the life-boat was so packed with men that the second-coxswain at the wheel could not see ahead, and had to have two look-outs. During the whole passage, head to wind and sea, the life-boat was continuously swept by the seas and she only just missed striking an old wreck. She safely reached Walmer at three in the morning. Four days later the *Abraham Baldwin* was refloated and went on her way. The 31 lives taken off her by the life-boat were considered to have been landed and not rescued.

It was a service carried out in difficult conditions with great skill and judgment, and the Institution made the following awards :

To Second-coxswain (acting-coxswain) F. UPTON its thanks inscribed on vellum ;

To him and each member of the crew a special reward of £1 in addition to the ordinary scale reward of £2 15s. 6d. Standard rewards to crew and launchers, £35 12s. 6d. ; additional rewards to crew, £8 ; total rewards, £43 12s. 6d.

A letter was also written to the branch specially commending the motor-mechanic, C. P. Cavell, and G. Riley and W. Riley, the two members of the crew who acted as look-outs on the return journey and to whose vigilance it was due that the life-boat just missed striking the wreck.

NOVEMBER 10TH. - BERWICK - ON - TWEED, NORTHUMBERLAND. At 10.10 at night the coastguard reported the motor fishing vessel *1078*, on Admiralty service, ashore on Spittal Point. A moderate south-west wind was blowing, with a moderate swell. The motor life-boat *J & W* was launched at 10.35 and found that the vessel's engine had broken down. She had a crew of thirteen. She refloated, and the life-boat took her in tow, bringing her safely into harbour shortly after midnight. - Rewards, £16 4s.

NOVEMBER 13TH. - WELLS, NORFOLK. At 5.50 in the evening the coastguard reported a landing craft in need of help outside Wells harbour. A strong north-west wind was blowing, with a rough sea ; it was raining and visibility was nil. The motor life-boat *Royal Silver Jubilee 1910-1935* put out from harbour at 6.10. She saw a light and found *L.C.T.908* ashore on the east side of the harbour itself, but the sea was too rough to approach her that way, so she re-entered the harbour and approached from the inside. She let go an anchor, but it fouled and she herself grounded. At low water the life-boat crew laid out, their anchor to windward once more and helped the crew of the landing craft lay out their own anchor. When the tide made, the life-boat took up a position inside the harbour and showed a light to guide the vessel if she refloated. She did not get off, and the life-boat, after remaining until after high water,

returned to her station, arriving at eight o'clock next morning. L.C.T.908 refloated later. The life-boat had been out at night in bad weather for fourteen hours, 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, £29 7s. 6d. ; additional rewards to crew, £4 10s. ; total rewards, £33 17s. 6d.

NOVEMBER 14TH. - KIRKCUDBRIGHT. During the afternoon a returning fishing boat reported that another fishing boat, with two men on board attending to their lobster creels, was in difficulties. A south-east gale was blowing, with a very heavy sea. The motor life-boat *Morison Watson* was launched at four o'clock, and half an hour later found the small boat sheltering off Ross Island. She had lost her rudder, her anchor was not holding, and she had been holed. The life-boat took off the two men and towed their boat to Kirkcudbright, arriving at nine that night. - Rewards, £11 16s.

NOVEMBER 16TH. - DUNMORE EAST, CO. WATERFORD. At 3.35 in the afternoon coastwatchers at Brownstown Head saw a boat in difficulties in Tramore Bay and informed the life-boat station. A strong south-south-east wind was blowing, with a very rough sea. The motor life-boat *Annie Blanche Smith* was launched at four o'clock, and found the trawler *Lena*, of Waterford. She had a crew of two. They had had difficulty with their trawl and their engine had been stopped by water coming in through a hole in the boat's side. The life-boat took them on board and took the *Lena* in tow, but had to give it up, and the boat was blown on to the rocks near Tramore and became a total wreck. The life-boat reached her station again at 7.15 that evening. - Rewards, £14 2s.

NOVEMBER 18TH.. - FRASERBURGH, ABERDEENSHIRE. At 11.27 at night the coastguard reported that a fire had been seen nine to ten miles north-west of Kinnaird Head. A light wind was blowing, with a moderate sea, and the night was dark. The motor life-boat *John* and *Charles Kennedy* was launched at 11.41 and searched until morning in company with an R.A.F. boat. At daybreak she found the wreckage of an aeroplane and oil, but no sign of life. She took some wreckage on board and reached harbour again at 10.30 next morning. - Rewards, £22 9s. 6d.

NOVEMBER 20TH. - SCARBOROUGH, YORKSHIRE. At 10.45 in the morning the life-boat crew were assembled, as anxiety was felt for the motor fishing coble *Gratitude*, which was at sea. A north-east gale was blowing, with heavy broken water. The motor life-boat *Herbert Joy II* was launched at eleven o'clock and found the coble about a mile and a half off Castle Hill. She had a crew of three. The life-boat passed life-belts to them and escorted the boat to harbour, which they reached at one o'clock that afternoon. - Rewards, £21 2s.

NOVEMBER 20TH. - PORTRUSH, CO. ANTRIM. At 11.45 in the morning the motor life-boat *T.B.B.H.* was launched in a northerly wind and a heavy sea. She found the motor fishing boat *Hazel*, in difficulties, one mile west of Ramore Head. She had a crew of three. Her engine had been flooded when heavy seas broke on board. The life-boat took her in tow and brought her into harbour, arriving at 12.20 that afternoon. - Rewards, £6 12s.

NOVEMBER 21ST. - PORTRUSH, CO. ANTRIM. At 10.53 at night the naval officer-in-charge at Londonderry asked that the life-boat should go to Magilligan Point, Lough Foyle, and await orders. A moderate southerly wind was blowing. The motor life-boat *T.B.B.H.* was launched at 11.20 and arrived and dropped anchor at 2.30 next morning. At 8.30 she weighed anchor and went alongside a Canadian navalship H.M.C.S. *Jollettie*. A tug had arrived to tow the *Jollettie*, and the life-boat put her captain on board the tug. As her services were no longer needed she returned to her station, arriving at 11.40 that morning. - Rewards, £22 9s. 6d.

NOVEMBER 22ND. - ARRANMORE, CO. DONEGAL. At 12.15 in the morning the lookout post reported flares to the north of the island. A strong southerly gale was blowing, with a very heavy sea. The motor life-boat *B.A.S.P.*, on temporary duty at the station, was launched at one o'clock and found, five miles to the north, the motor fishing boat *Finross* from Cruit Island, with a crew of five. She had been overtaken by bad weather while herring fishing, and her crew, after getting their nets aboard, were unable to start the engine. Realising that they were drifting to sea with the ebb tide the men burnt their shirts soaked in paraffin to attract attention. With some difficulty the life-boat took the *Finross* in tow and brought her into Burtonport at seven o'clock that morning. She reached her station again at eleven o'clock. - Rewards, £26 2s. 8d.

SILVER MEDAL SERVICE AT PADSTOW

NOVEMBER 23RD. - PADSTOW, CORNWALL, AND CLOVELLY, DEVON. At 2.30 in the morning the Padstow coastguard telephoned that news had been received from the naval authorities at Falmouth that a ship was ashore at Knap Head, near Welcombe Mouth. A fresh westerly wind was blowing, with a rough sea and very heavy, blinding squalls of rain. At 3.30 the No. 1 motor life-boat *Princess Mary* was launched. The second motor-mechanic was in command, as he had greater experience than the coxswain and second-coxswain, both of whom had only recently been

appointed. The information was also sent to Clovelly and the motor life-boat *City of Nottingham* put out at three o'clock. She reached Welcombe Mouth two hours later. There she found the Norwegian steamer *Sjofna*, of Oslo, loaded with china clay and bound from Fowey to Larne. She had a crew of nineteen. She was inside the breakers under high cliffs, one mile south of Knap Head. The Clovelly life-boat could not make contact with her and stood off to await daylight. At 6.25 the larger Padstow life-boat (she was a 60-foot boat as compared with the 35 feet of Clovelly) arrived. She had had 28 miles to travel. She found the *Sjofna* broadside on to the seas, which were pounding her. All her crew had taken refuge on the bridge. It was still quite dark and as there was a reef of rocks near the steamer the acting-coxswain decided to wait. As soon as day came he anchored and dropped down stern first towards the wreck. All the time the life-boat was swept by heavy following seas, and one broke right on board her, injuring one of the crew. As each sea broke, the motor-mechanic steamed up to meet it, so as to take the strain off the cable. When the life-boat got near enough she fired two lines from her line-throwing gun. Each fell over the steamer, but the crew were unable to get hold of them in the heavy seas breaking on board. The acting coxswain then hove up his anchor and anchored in a fresh position, from which he could drop down nearer to the steamer's bridge. The life-boat was now so close inshore that she was bumping heavily on the bottom in the trough of the seas. The line-throwing gun again fired two lines and this time the *Sjofna's* crew were able to seize them and make them fast. By means of these lines a breeches buoy was rigged between the steamer and the life-boat and seven men were dragged to the life-boat through the seas. Then the line, which had been chafed, was carried away. As the life-boat had no more lines to fire, the acting coxswain went out through the breakers to the Clovelly life-boat, which was standing by, and borrowed her line-throwing pistol. He did not need to

use it, however, for he saw that the coastguard life-saving apparatus company had now got a line on to the steamer from the top of the cliff's and was taking off the twelve remaining members of her crew. The life-boat then made for Padstow, which she reached at 3.45 in the afternoon. She had been out for over twelve hours. The Clovelly life-boat got back to her station at 4.15 in the afternoon ; she had been out for over thirteen hours.

The Padstow acting coxswain acted with great courage and skill in taking this 43-ton life-boat right into the heavy surf. The Institution made the following awards :

To ACTING-COXSWAIN WILLIAM ORCHARD, the silver medal for gallantry, with a copy of the vote inscribed on vellum. He was also awarded the Miss Maud Smith reward for courage in memory of John, 7th Earl of Hardwicke, given for the bravest act of life-saving of the year by a life-boatman. This is the award for 1945, the year in which the medal for this service was awarded ;

To JOHN T. MURT, coxswain, and JOHN H. ROKAHR, motor-mechanic, the thanks of the Institution inscribed on vellum ;

To MR. R. R. WILTON, honorary secretary, a letter of appreciation ;

To the acting-coxswain and each member of the crew a special reward of £2 in addition to the usual reward on the standard scale ;

To the Clovelly coxswain and each member of the crew a special reward of £1 in addition to the usual reward on the standard scale.

Padstow : standard rewards to crew, £8 9s. 6d. ; additional rewards to crew, £14 ; total rewards, £22 9s. 6d.

Clovelly : standard rewards to crew and helpers, £48 7s. ; additional rewards to crew, £8 ; total rewards, £56 7s. Total rewards for both life-boats: £78 16s. 6d.

A letter was received from the Norwegian Government expressing its most sincere thanks.

For their outstanding and arduous services during a period of sixteen hours' continuous duty the Hartland life-saving apparatus company were presented with the shield given each

year by H.M. Coastguard for the best service of the year by the life-saving apparatus.

NOVEMBER 24TH. - FILEY, YORK-SHIRE. The motor life-boat *The Cuttle* was launched at 12.35 in the afternoon in a strong north-north-west wind, with a rough sea, to the help of the local fishing boats. As most of the regular members of the crew were out fishing an acting-coxswain took charge. She escorted ten boats into harbour and did not get back to her station until 5.15. - Rewards, £18 0s. 6d.

NOVEMBER 25TH. - YARMOUTH, ISLE OF WIGHT. During the afternoon of the 24th of November the Admiralty salvage officer requested that provisions and sundry small gear for salvage purposes should be taken to the S.S. *Canial*. She had gone ashore some time before and her crew were running short of food. No other suitable boat was available, and at eight o'clock in the morning of the 25th the motor life-boat *Greater London* (Civil Service No. 3), on temporary duty at the station, was launched. She took with her a salvage officer, put him, the provisions and the gear on board the *Canial* and returned to her station, arriving at 11.15. - No expense to Institution.

NOVEMBER 25TH. - NORTH SUNDERLAND, NORTHUMBERLAND. The motor life-boat W.R.A. was launched in a heavy sea at 1.30 in the afternoon and stood by at the harbour mouth while the local fishing boat *Silver Scale* came in. She returned to her station at 2.45. - Rewards, £13 4s.

NOVEMBER 26TH. - WHITBY, YORK-SHIRE. At 5.5 in the afternoon the coastguard asked for the life-boat to go out and escort in the naval harbour launch. A west-south-west wind was blowing, with a heavy swell on the harbour bar. The No. 1 motor life-boat *Mary Ann Hepworth* was launched at 5.20 and found the launch D.421049 about two miles north-north-east of Whitby. She had put out to sea again when the coastguard had signalled to her not to attempt to enter harbour. The skipper was anxious to get in as his boat was small and the weather getting worse. Escorted by the life-boat the launch got in without mishap at 6.35. - Rewards, £14 18s. 6d.

NOVEMBER 27TH. - ARKLOW, CO. WICKLOW. A returning fishing boat reported that another fishing boat, the *St. Gerrard*, had broken down. A south-south-west wind was blowing, with a very rough sea, and the weather was getting worse. The motor life-boat *Inbhear Mor* was launched at six in the evening, and twenty minutes later reached the *St. Gerrard* half a mile south of the harbour. She had a crew of three. The life-boat took her in tow and brought her in at seven o'clock. - Rewards, £4 10s. ; and property salvage case.

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

NOVEMBER 3RD. - BEMBRIDGE, ISLE OF WIGHT. Two men had been reported in difficulties near some rocks, but nothing was found and it was presumed that porpoises had been mistaken for men. - Rewards, £6 3s.

NOVEMBER 4TH. - CROMER, NORFOLK. The life-boat went out to help in an attempt to save a steamer which had been stranded since 1939. On the 20th of October she had gone out for the same purpose. The operations were again unsuccessful. - Property salvage case.

NOVEMBER 6TH. - SKEGNESS, LINCOLN-SHIRE. A red flame, thought to be from a burning aeroplane, had been seen, but nothing was found. - Rewards, £21 7s.

NOVEMBER 6TH. - NEWHAVEN, SUSSEX. A tank landing craft had gone ashore, but the water was too shallow for the life-boat to get near. Eventually the crew of the landing craft were able to walk ashore. - Rewards, £17 17s.

NOVEMBER 6TH. - ROSSLARE HARBOUR, CO. WEXFORD. A fishing boat had been reported in difficulties, but her anchor held and she sailed home on the following day. - Partly paid permanent crew. Rewards, £6 18s. 6d.

NOVEMBER 8TH. - PEEL, ISLE OF MAN. At 8.45 at night the coastguard reported a red flare, and a few minutes later the position was given as north-west-by-west, ten miles from Peel. A very strong north-west wind was blowing, with a very rough sea and some rain. At 9.45 the motor life-boat *Helen Sutton* was launched, manned by only five men instead of seven. She went on the course given for fourteen miles but saw only a convoy and a corvette. She returned at 3.40 next morning. An air-sea rescue boat which had also gone out was recalled on account of the weather. The life-boat's crew of five had been out for six hours at night in very bad weather, and an increase in the usual money reward on the standard scale was made to each of them. - Standard rewards to crew and helpers, £22 4s. 6d. ; additional rewards to crew, £3 2s. 6d. ; total rewards, £25 7s.

NOVEMBER 11TH. - RAMSGATE, KENT. The Dutch steamer *Fagerbro* had gone ashore on the Goodwin Sands and survivors in a ship's boat had been reported missing, but the life-boat saw nothing of them. Later it was learned that all survivors had been found. - Rewards, £14 17s.

NOVEMBER 14TH. - BROUGHTY FERRY, ANGUS. A naval landing craft had stranded, but her crew were saved by the coastguard life-saving apparatus. - Rewards, £6 18s.

NOVEMBER 14TH. - SKEGNESS, LINCOLNSHIRE. Airmen from a crashed bombing aeroplane had landed on a sandbank, but were rescued by another vessel before the life-boat arrived. - Rewards, £15 16s.

NOVEMBER 15TH. - ARKLOW, CO. WICKLOW. A fishing boat at anchor had gone ashore when the rope broke, but she did not need the help of the life-boat. - Rewards, £15 10s. 6d.

NOVEMBER 17TH. - LERWICK, SHETLANDS. A British Warwick aeroplane had made a forced landing on the sea, but while the life-boat was searching she learned, by wireless, that the crew had been rescued. - Rewards, £20 0s. 6d.

NOVEMBER 17TH.. - HASTINGS, SUSSEX. At 9.5 in the morning the coastguard telephoned that a naval landing craft between Hastings and Fairlight was making bad weather. Seventeen minutes later he reported distress signals from the vessel. She was going ashore between Pett Level and Winchelsea. A strong southerly wind was blowing, with a very rough sea. The motor life-boat *Cyril and Lilian Bishop* was launched at 10 o'clock and went to the position given off Pett, but she saw nothing. The landing craft had in fact gone ashore at Galloways and the twenty-nine men on board had been able to get to land. The life-boat searched nearly to Rye Harbour and when two miles south-west of it she capsized, turning completely over. The coxswain and two others were washed out, but all three were saved. Another man had his nose broken. When the life-boat righted herself the engine was easily restarted, and the life-boat arrived back at Hastings at 1.10 that afternoon. The life-boat had received some damage and was placed off service. It had been a trying ordeal for the crew, and the helpers on shore had been wet through twice. An increase in the usual money award on the standard scale was made to each member of the crew and to the helpers. - Standard rewards to crew and helpers, £31 5s. ; additional rewards to crew and helpers, £24 14s. ; total rewards to crew and helpers, £55 19s. The man who broke his nose was compensated.

NOVEMBER 17TH duty at the station, was launched at 9.5 She

NOVEMBER 18TH. - THURGLAMORGANSHIRE. The steamer *Santa Cecilia* of N. collided with the American troyer *Camp*, but other vessel tow. - Rewards, £10 4s.

NOVEMBER 19TH. - PORT ELMAN. A ship's boat had been adrift, but nothing could be found. - Rewards, £15 9s.

NOVEMBER 19TH. - NEWBURY DEENSHIRE. An aeroplane reported down in the sea, but could not be found. - Rewards, £10 8s.

NOVEMBER 20TH. - BARROW HEBRIDES. An air-sea rescue engine had broken down, but she was repaired and got on her way. - Rewards, £10 8s.

NOVEMBER 20TH. - FLAMINGO YORKSHIRE. Two fishing boats were in a very rough sea, but one was rescued unaided and the other by Bridlington. - Rewards, £13 7s.

NOVEMBER 21ST. - LYTHER LANCASHIRE. An aeroplane reported in distress, but not found. - Rewards, £20 6s.

NOVEMBER 21ST. - BROOKLYN ANGUS. A Royal Naval Airplane had crashed in the sea and was rescued by a small boat. - Rewards, £13 13s. (See *East Angles* by Shore-boats," 1945, p. 15.)

NOVEMBER 22ND. - BARMERIONETHSHIRE, AND CAERNARVONSHIRE. A minelayer had run aground, but the crew were saved from the shore by a life-saving apparatus. - Rewards, £8 6s. ; Pwllheli, £9 19s. 6d.

NOVEMBER 22ND. - PORT GYLLSHIRE. A steamer had been reported adrift, but she was rescued by a life-boat from the shore. - Rewards, £15 10s. 6d.

NOVEMBER 22ND. - FALMOUTH WALL. A launch from a motor boat had been reported adrift, but she was rescued by an American landing craft. - Rewards, £13 14s. 6d.

NOVEMBER 25TH. - CROMER, NORFOLK. A fighter aeroplane had been reported to have crashed in the sea, but nothing could be found. - Rewards, £16 8s. 6d.

NOVEMBER 25TH. - FRASERBURGH, ABERDEENSHIRE. A H.M. trawler had been reported in need of help, but while searching for her the life-boat was recalled by wireless as her services were not needed. - Rewards, £18 14s.

NOVEMBER 29TH. - KILLYBEGS, CO. DONEGAL. A report had been received that a Flying Fortress aeroplane had come down as she was short of fuel, but she reached her base. - Rewards, £6 13s.

DECEMBER

Launches 49 Lives rescued 252

DECEMBER 2ND. - MOELFRE, ANGLESEY. During the morning a wireless message was received at Holyhead, and telephoned to Moelfre, asking for a life-boat to take a badly-injured man off the S.S. *Harmattan*. The weather was stormy and cold, with a westerly wind and a rough sea. After the arrival of naval medical staff by ambulance the motor life-boat *G.W.* put out half an hour after noon. About forty-five minutes later she reached the steamer five miles east-south-east of the life-boat station. In that rough sea it was only after three attempts that the medical party succeeded in boarding the steamer, and only with difficulty that the injured man was lowered on a stretcher into the life-boat. She brought him safely ashore at three o'clock. - Rewards, £8 9s.

DECEMBER 2ND. - CULLERCOATS, NORTHUMBERLAND. During the afternoon two small fishing boats were overtaken by bad weather. A strong westerly wind, increasing to gale force, was blowing, and the sea was rough. They were both rowing boats. One reached harbour, but the other, with two men on board, could make no headway, and the motor life-boat *Westmorland* was launched at 4.15. She found the boat, the *Star*, off Sharpness Point and towed her into harbour at 5.35. - Rewards, £24 0s. 6d.

DECEMBER 7TH - 10TH. - CROMER, NORFOLK. At 11.45 in the morning, the naval base at Great Yarmouth asked, through the coastguard, that the life-boat should launch to the British-manned Liberty ship *Sammnethy*, which had stranded on Hammond Knoll two days previously, and at 12.20 the No. 1 motor life-boat *H. F. Bailey* was launched with a crew of six. The weather was fine. The life-boat reached Hammond Knoll: twenty-three miles from the life-boat station, at 3.15 and found four naval salvage tugs and a motor launch in attendance on the *Sammnethy*. The coxswain boarded the *Sammnethy* and discussed the position with the captain and salvage officer. The life-boat was only required to remain handy in case it became necessary to abandon ship, and the captain agreed to provide food. All through the

night of the 7th and the day of the 8th the life-boat remained at anchor. About, midnight on the 8th the wind and sea increased and the life-boat had to move out to deeper water.

The weather continued to get worse, the wind rising at times to a gale, with squalls of sleet, heavy seas and intense cold, and at about nine in the morning of the 9th the coxswain warned the salvage officer that if men were to be taken off, it must be done before dark. At 2.30 in the afternoon the life-boat was secured alongside, but heavy seas parted the rope which fouled the life-boat's port propeller. It was cleared by the special knife provided. At 3.30 the life-boat was again secured alongside, rising and falling some twelve to fifteen feet, and took off 35 men. She put them on board a tug, to which she herself made fast. At 7.30 she was called alongside the *Sammnethy* again. This time she took off the thirteen remaining members of the crew and four salvage officers. She then made for Gorleston, which she reached at one in the morning of the 10th, and landed the seventeen men. Later in the day tugs brought the *Sammnethy* into Yarmouth Roads.

It had been an arduous service of sixty hours. The rescued men gave £42 10s. to the life-boatmen in gratitude for it. The Institution wrote to the Ministry of War Transport to express its appreciation of the help given by the signalling of the Winterton coastguard. To each member of the life-boat crew the Institution made an increase in the usual money reward on the standard scale. Standard rewards to crew and helpers, £67 15s. 6d. ; additional rewards to crew, £18 ; total rewards, £85 15s.

DECEMBER 10TH. - BRIDLINGTON, YORKSHIRE. At 11.45 on the night of the 9th of December, the coastguard reported a vessel firing distress signals three miles north-east of Flamborough Head. A strong north-west wind was blowing, with a heavy sea. The motor lifeboat *Stanhope Smart* was launched at 12.10 in the morning of the 10th. As she rounded Flamborough Head she ran into heavy weather and shipped a considerable amount of water. After a long search, in which she asked a steamer for information and signalled Flamborough Head, she was guided by the S.S. *Westwood*, and found the S.S. *Eddie*, of Fraserburgh, about six miles east of Filey, with a heavy list to port. She had a crew of ten, and was laden with steel blocks. H.M.S. *Puffin* was standing by. The master of the *Eddie* feared she would capsize, and was considering abandoning her. He could not launch the ship's boat on account of the heavy list, and when he launched a raft it was swept away in the heavy seas. After several attempts the second-coxswain of the life-boat was put on board the *Eddie*. Then, escorted by the life-boat, she made for Bridlington Bay, accompanied by S.S. *Westwood* and H.M.S. *Puffin*, and arrived safely. The master said that he would not have turned for Bridlington without the support of the life-boat's presence. - Property salvage case.

DECEMBER 10TH. - SOUTHEND - ON - SEA, ESSEX. At 6.10 in the evening the naval control informed the life-boat coxswain that H.M.S. tug *Leigh* was sending out an SOS signal. The night was very dark and cold, with a south-east gale blowing and a rough sea. At 6.30 the motor life-boat *J. B. Proudfoot*, on temporary duty at the station, was launched and ten minutes later found the tug on a sand bank. She was one hundred and fifty yards east of the pier and was driving towards it. The tug had only a few fathoms of chain and her anchor and windlass were practically useless. Her crew of six and three boarding officers were ready to leave, but two life-boatmen were put on board her in the hope of preventing her from smashing into the pier and of getting her to a safe anchorage. The life-boat ran out an anchor for her. This held the tug and so saved both the tug and the pier from damage. The life-boat returned to the *Leigh* and, after some time, succeeded in taking off the three boarding officers, but the tug's crew decided to stay on board. The life-boat landed the officers and returned to the tug to find the anchor still holding. It continued to hold until the tug was able to move under her own power. The life-boat then moored her to the pier and reached her station again at 9.30 that night. - Property salvage case.

DECEMBER 10TH. - FISHGUARD, AND ST. DAVID'S, PEMBROKESHIRE. At 4.46 in the afternoon a message was received from the coastguard that a vessel had sent up red flares about seven miles west of Strumble Head. A moderate north-west wind was blowing, with a rough sea. At six o'clock the motor life-boat *White Star* was launched, and found the S.S. *Dan Beard*, of New Orleans, wrecked and surrounded by oil and wreckage. There was no one on board. When the life-boat had made certain of this she searched for survivors, but found nothing except a ship's life-buoy with a light. One of the life-boat's crew, T. M. Neal, was taken seriously ill, so the life-boat returned to her station, and he was landed and taken home by a police car. He was paralysed, and shortly afterwards he died. The life-boat informed the coastguard of her fruitless search, and the naval authorities asked her to launch again and continue it. This she did, but she found neither the boats nor men and returned to her station at ten o'clock next morning.

At 7.20 on the evening of the 10th the coastguard asked the St. David's life-boat to search off Strumble Head itself, and at 8.20 the motor life-boat *Civil Service No. 6* was launched. As she came near the Head she found wreckage, oil on the water and then a raft with twelve men. Their clothing was saturated with oil and their hands very greasy, and it was very difficult to get them into the life-boat, so one of her crew, J. Jenkins, got on to the raft to steady it alongside the life-boat. The life-boat then made for Fishguard, but before she arrived there one of the rescued men died. She put out again and continued her search until daybreak, but found nothing, and returned to her station at

10.45 next morning. She had been slightly damaged through striking wreckage and the raft, and the hands, arms and faces of the life-boat crew were blackened with oil. On their return they were treated with lotion as a precaution against dermatitis. The flag officer-in-charge of the naval base at Milford Haven expressed his appreciation of the life-boats' help. - Rewards, Fishguard £33 6s. ; St. David's, £31 12s. 6d. The Institution also paid the funeral expenses of the Fishguard life-boatman, T. M. Neal, who had died.

DECEMBER 13TH. - NEW BRIGHTON, CHESHIRE. At two in the afternoon the Hoylake coastguard reported an aeroplane down in the River Mersey off Gladstone Dock. The weather was foggy, with a light south-east wind. The sea was smooth. The No. 2 motor life-boat *Edmund* and *Mary Robinson* put off at 2.10 and a quarter of an hour later found a Walrus amphibious aeroplane, with only a pilot of Air Transport Auxiliary on board. He had been forced to come down by shortage of fuel. The life-boat towed in the aeroplane and returned to her moorings at 5.5.

From the 14th to the 19th life-boatmen helped with the refuelling of the aeroplane, which was then flown away.

The air authorities expressed appreciation of the life-boat's services. - Rewards, £9 1s. Other expenses paid by the Ministry of Aircraft Production.

DECEMBER 14TH. - PETERHEAD, ABERDEENSHIRE. At 10.45 in the morning the coastguard reported white rockets at Bullers of Buchan, about four miles to the south of Peterhead. A strong south-south-east wind was blowing, with a rough sea. The motor life-boat *Julia Park Barry* of Glasgow was launched at 11.10 and met the S.S. *Charlus*, of Sunderland, making for Peterhead. She was bound light, from Fraserburgh to Sunderland, with a crew of eleven. She was making water, her pumps were choked and she had a dangerous list. Her crew, however, remained aboard and the life-boat escorted her into the bay. She then ran into harbour and, as no small boat could have ventured out in that sea, she took a pilot to the steamer. Piloted by him, and with the life-boat in close attendance, the steamer came into harbour and was safely moored at mid-day. - Rewards, £8 8s.

DECEMBER 15TH. - KIRKCUDBRIGHT. At five in the afternoon the Ross Lighthouse reported by telephone that a vessel appeared to be drifting, but was not showing any distress signals. A south-easterly gale was blowing, with a very rough sea, and it was very dark. The air-sea rescue base at Gibbhill was asked whether it could send a boat out to warn the vessel, which was coming up the estuary towards the bar. As the base was unable to do this, it sent an officer by car to signal to the vessel. It was then learned that she needed help, and at 8.30, when the tide allowed, the motor life-boat *Morison Watson* was launched. A quarter of an hour later she reached the vessel which was then about one hundred yards off shore near Torrs

Point. She was the auxiliary schooner *Mary B. Mitchell*, of Dublin, with a crew of eight, bound, laden with burnt ore, from Dublin to Silloth. The life-boat rescued her crew and, as she could not be re-housed in that rough weather, went up the river to the quay at Kirkcudbright, where she arrived at ten that night. She intended to put the men on board the schooner again next morning, but found that she had drifted across the bay during the night and had been wrecked. It was reported that the *Mary B. Mitchell* had been a "Q" ship in the war of 1914-1918 and later had been used for taking films at sea. - Rewards, £23 3s.

DECEMBER 15TH - 19TH. - PORT ASKAIG, HEBRIDES. At 9.15 at night the Kilcho-man coastguard reported a vessel ashore at Black Rock, Jura. A strong south-east wind was blowing, with a heavy sea. Sleet was falling and the night was dark. The motor life-boat *Charlotte Elizabeth* left her moorings at ten o'clock and found the Admiralty tank-landing craft 4CVC, with a crew of nineteen, bound from Ardrossan to Oban. A wireless message from the landing craft advised the life-boat not to come alongside, but to stand by. A tug was expected, but as, at daybreak, none had arrived, the life-boat went alongside and rescued the crew. Twice, while doing it, she touched bottom. She reached her station again at eleven that morning, the 16th. On the 17th she was out from 2.30 to 5.30 in the afternoon, in an unsuccessful attempt to recover the ship's confidential papers. On the 18th the life-boat crew helped in pumping the stranded craft, being engaged from 8.30 in the morning until seven in the evening. These efforts did not succeed in refloating the landing craft, and on the 19th the life-boat was again employed, from nine in the morning until five in the afternoon, on salvage work. - Rewards, £18 14s., and property salvage case.

DECEMBER 16TH and 17TH. - SHOREHAM HARBOUR, SUSSEX. At 12.12 in the afternoon the coastguard telephoned that a steamer, off Goring, was going round in circles and sounding her whistle. A strong south-west wind was blowing, with a rough sea. The motor life-boat *Rosa Woodd and Phyllis Lunn* was launched at 1.4. In the absence of the coxswain on pilotage duties the station secretary, Captain C. T. Keigwin, R.D., R.N.R., went out and co-operated with the second-coxswain in handling the life-boat. About an hour later the life-boat found the Polish steamer *Chorzow* a mile south of Goring. She was bound, laden with coal, from Newport to Shoreham. She had a crew of over twenty, one of them a woman. As the captain of the *Chorzow* was uncertain of his position two life-boatmen were put aboard to pilot the steamer to an anchorage off Shoreham, and to warn the captain that if it came on to blow he should up-anchor and get out to sea. After the *Chorzow* had anchored the life-boatmen were taken off and the life-boat returned to her station, arriving in harbour at 4.38.

The secretary kept in touch with the coastguards, who were watching the *Chorzow*, and at 3.40 in the morning of the 17th he was told that she was drifting and out of control. It was not thought that the life-boat could be of service, but when the steamer was about 500 yards from the shore, and likely to strand, she was launched. It was then 4.57. The steamer went ashore on the beach 100 yards from the coastguard lookout, and the life-boat made repeated, but unsuccessful, efforts to get alongside, in the course of which one of her crew was nearly swept overboard by the heavy seas. The steamer's crew were rescued from the shore by the coastguard life-saving apparatus. After standing out to sea for a time until conditions allowed her to return, the life-boat came in at 11.20 that morning. The owners of the steamer, the Gdynia-America Shipping Lines Ltd., gave £10 10s. in appreciation of the life-boat's help. - Rewards, £6 5s. and £22 9s. 6d.

SILVER MEDAL SERVICE AT TORBAY

DECEMBER 17TH. - TORBAY, DEVON. Shortly after midnight on the 16th of December the Paignton police telephoned that a ship was ashore at Hollacombe Point, near the Torquay and Paignton Gas Works. A later message said that there were two. One was a tug and the other a vessel which she had in tow. A gale was blowing from the south-east, with very heavy seas and torrential rain. At 12.43 in the morning of the 17th the motor life-boat *George Shee* slipped her moorings. She had on board only six men instead of the usual crew of eight. Just after one o'clock she saw a white masthead light and a green deck light. They were on board the tug *Empire Alfred*. The night was so dark, and the rain so fierce, that even with the searchlight the coxswain could see nothing but the two lights, and it was impossible to tell which way the tug was lying. She must have been not more than fifty yards from the shore and the surf was breaking four hundred yards out. The lead gave the life-boat a depth of not more than two fathoms and the coxswain went astern at full speed and lay on the edge of the breakers. He made a second attempt to find how the tug lay, but failed, and at the third attempt he shouted to the tug's crew to put up a stern light for his guidance. With the help of this light he was able to judge her position. She had her bow on shore,

with the wind and sea on her starboard quarter, and it was impossible to approach her on her lee side because of a ledge of rock. With the lights and his lead to guide him the coxswain went to the weather side. The tug was rolling heavily, but the life-boat secured alongside fore and aft. There she lay, with the seas breaking right over her and the tug, and again and again, in the trough of the seas, the life-boatmen felt their boat touch bottom. As the life-boat rose on the crests of the seas the men of the tug jumped for her, but in the darkness and the rain - with the searchlight still useless - it was half an hour before the last of the fourteen was aboard. All the time life-boatmen stood by the ropes ready to cast them off if the life-boat and tug should not move to the seas together.

The vessel which the tug had had in tow was lying farther inshore in still shallower water. She was yardcraft 345. The life-boat moved in, looking for her, at a very reduced speed, and taking soundings all the time. Suddenly the depth altered from about two fathoms to just over a fathom, and the coxswain gave the order "come astern full." At the same moment the life-boat hit the sea-bottom and the men were nearly shaken off their feet. The vessel was then, it was estimated, about 40 yards nearer the shore. When the life-boat had come out into deeper water, the coxswain and the captain of the tug decided that it would be better to take the rescued crew to Brixham at once, as they were all drenched and some of them had very little clothing, and to return to attempt again the rescue of the crew of the yardcraft.

The life-boat reached Brixham at 4.51 in the morning, and a quarter of an hour later set out again. Knowing the shallowness of the water where the vessel lay, and the danger, among the rocks, of damaging his rudder and losing control of the boat, if he had suddenly to come out at full speed astern, the coxswain decided to anchor and veer down. Visibility had now improved a little, and he could see the vessel and judge his distances. The life-boat paid out 80 fathoms of cable,

and when she had dropped down to the vessel, found her lying broadside on to the seas, which were sweeping clean over her. The lead then gave 1 1/2 fathoms, and it was impossible to get under her lee, through lack of water. Again there was nothing to be done but to attempt a rescue from the weatherside. The coxswain handled the life-boat with great skill, knowing that any mistake would mean great damage, or even disaster to her, but no mistake was made and he came safely alongside and made fast. The vessel was rolling and bumping very heavily in the sea and there was a fierce undercurrent. Again and again it carried the life-boat away, and she had to be brought back alongside. Owing to the absence of two men of her crew the assistant motor-mechanic had to be on deck, and the mechanic had to handle his engines alone. The cockpit was often flooded, but he made no mistake, and the coxswain said afterwards that he appeared to know by instinct what to do. There were only five men on the yardcraft, but, owing to the under-current, it took a long time to rescue them, and after four had been safely taken off it was well over twenty minutes before the last man was safely on board the life-boat. The life-boat reached Brixham for the second time at 7.50 in the morning. She had then been out just over seven hours.

It was a most difficult and dangerous service in the heavy seas, shallow water and intense darkness, and that it was successfully carried out, with only very slight damage to the life-boat, was due to the splendid seamanship and courage of the coxswain, the great skill with which the motor-mechanic, alone at his controls, handled the engines and the unhesitating support which the coxswain received from all the crew.

The Institution made the following awards :

TO COXSWAIN FREDERICK C. SANDERS, the silver medal for gallantry, with a copy of the vote inscribed on vellum ;

TO RICHARD T. HARRIS, motor-mechanic, a second-service clasp to the bronze medal for gallantry which

he already held, with a copy of the vote inscribed on vellum ;

To SAMUEL B. GLANVILLE, bowman, HENRY O. THOMAS, assistant motor-mechanic, HAROLD P. SOPER and ABRAHAM BARTLETT, life-boatmen, the thanks of the Institution inscribed on vellum ;

To the coxswain and each member of the crew a special reward of £1 in addition to the usual reward on the standard scale.

Standard rewards to crew and helpers, £12 10s.; additional rewards to crew, £6 ; total rewards, £18 10s.

DECEMBER 17TH. - SOUTHEND - ON - SEA, ESSEX. At 6.25 in the morning a request was received from the naval control for the life-boat to go to the Maplin Sands where a vessel had been driven ashore on the Blacktail Spit. A strong southerly gale was blowing, with a very rough sea. At 6.55 the motor life-boat *J. B. Proudfoot*, on temporary duty at the station, was launched, and found H.M.S. *Jeanie Deans* ashore about half a mile west-south-west of Blacktail Spit. She was being swept by heavy seas. The *Jeanie Deans* signalled the life-boat to stand by her, so that, should a tug arrive, she could pass a tow rope. This the life-boat did, and at daylight H.M. tug *Advice* arrived. By now the tide had turned and the sea had increased. The life-boat anchored, veered down to within 120 feet of the *Jeanie Deans*, and with her line-throwing gun fired a veering line on to her port bow. To this the crew of the *Jeanie Deans* bent on a warp and this the life-boat hauled in and bent on to it a cable. The life-boat then approached the tug which had let go her anchor and was dropping towards the life-boat. The life-boat eventually succeeded in passing the cable to the tug which then bent a tow-wire to it, and this the crew of the *Jeanie Deans* pulled on board. She was now in a bad way, continually pounded by heavy seas. The tug took the weight on the tow-wire, but after she had been pulling for some time it broke. A second attempt was made. The life-boat had to go head first to the sands, the seas making a clean sweep over her, filling her canopy and carrying two of her crew under it. Fortunately they were not injured. In spite of all the difficulties, the tow-wire was re-connected, and the *Jeanie Deans*' own tow-wire was also connected to the tug. The tug now took the weight on two tow-wires and was successful in pulling the *Jeanie Deans* off the sands, just before high water. It was then just after one o'clock in the afternoon. Without the life-boat the *Jeanie Deans* and her crew of 90 could not have been saved, for the tug could never have got near her because of her greater draught and the heavy seas. The life-boat was asked to stand by until the *Jeanie Deans* reached harbour, but on the return journey she saw two barges flying dis-

tress signals, about half a mile west of South Shoebury Buoy. As the *Jeanie Deans* was now able to travel under her own power, the life-boat went to the barges, which were the *Ida*, of Harwich, and the *Xylonite*, of Ipswich, loaded with flour. They were anchored in a very exposed position, were badly damaged and unmanageable. The four men of their crews had been exposed to the gale for a number of hours. They were wet, cold and hungry and it was only with difficulty that the life-boat rescued them. After landing the men at Southend Pier, where they were given hot food and dry clothing, the life-boat put out again to save the barges and their valuable cargo. Life-boatmen hauled up their anchors and by using all available sail on the barges the life-boat was able to tow them to Southend. She returned to her station at 4.15 next morning.

The naval authorities expressed their appreciation of the valuable help given by the life-boat to the *Jeanie Deans*. - Rewards, £8 8s. for the rescue of the men on the barges, property salvage cases for both the *Jeanie Deans* and the two barges.

DECEMBER 17TH. - BEMBRIDGE, ISLE OF WIGHT. At 9.12 in the morning a message was received from the naval authorities that a vessel was on the barrage boom. A southerly gale was blowing and the sea was broken and confused. At 9.40 the motor life-boat *Jessie Lumb* was launched and the whole of the boom was searched without result. The life-boat returned to Sea View for further information and then found that men were clinging to the top of a line of barrage buoys. These buoys were fitted with iron spikes about two feet long and the mooring chains between them were also protected with spikes. There were six men. They had been clinging to the buoys for about eight hours, had suffered terribly from exposure and were now too exhausted to do anything to help themselves. It was with great difficulty that the life-boat rescued them. Her coxswain drove her over the chains connecting the buoys, threw ropes to the men and dragged them to the life-boat. They were the crew of the steam drifter *Manora*. In the gale and darkness she had been driven off her course, while going to the help of another vessel showing distress signals in Spithead, had ran on the boom, been holed, and had sunk in a few minutes. The life-boat landed the rescued men at Sea View Pier and they were taken to hospital by ambulance. The life-boat returned to her station at 11.50, but could not be re-housed until 4.30, owing to the heavy swell on the slipway. - Rewards, £18 12s.

DECEMBER 17TH. - EXMOUTH, DEVON. At 4.20 in the afternoon a call was received from a vessel in distress off Beer Head. A strong south-south-west wind was blowing, with a rough sea. The motor life-boat *Catherine Harriet Eaton* was launched, with the help of a naval party, at 4.40, and two hours later found the Dutch motor ship *Ooster Haven* one mile south-south-east of Beer Head. She was at anchor on a lee shore

with her propeller disabled. In addition to her crew, she had on board eleven survivors from another vessel whom she had picked up in the English Channel. A tug was expected and the life-boat stood by. At 7.30 a destroyer with an escort vessel arrived, and the life-boat took a doctor from the destroyer to the *Ooster Haven*, to attend to injured men among the rescued. Later she took him back to the destroyer. A trawler arrived at eight o'clock and an attempt was made to tow the motor vessel, but the wire parted and the life-boat helped to pass a new wire. At 10.30 the expected tug arrived and an hour later she had the *Ooster Haven* in tow. The life-boat remained with them until 12.40 next morning. Then, as the *Ooster Haven* was out of danger, she returned to Exmouth, arriving at 3.20. - Rewards, £29 16s. 6d.

DECEMBER 17TH. - WALMER, KENT. The naval officer-in-charge, Ramsgate, asked that a doctor should be taken to the American steamer *James E. Haviland*. A strong south-west wind was blowing and the sea was very rough. The motor life-boat *Charles Dibdin* (Civil Service No. 2) was launched at 6.15 in the evening with a doctor and put him on board the *James E. Haviland*, near the South-West Goodwin Buoy. The life-boat waited, but the sea was running so high that the mooring ropes which held her to the steamer parted and she had to lie off until the doctor was ready to re-embark. With difficulty she took him on board again, but her rudder was damaged. She returned to her station at 8.35. - Rewards, £30 13s. 6d.

DECEMBER 18TH. - MARGATE, KENT. A request was received from the medical officer of H.M.S. *Speedy* for the life-boat to go out to her for a man with scarlet fever. At 1.15 in the afternoon the motor life-boat *The Lord Southborough* (Civil Service No. 1) was launched. A south-west breeze was blowing, with a choppy sea. The life-boat brought the sick man ashore. The medical officer accompanied him and the life-boat later took him back to the *Speedy*. When she returned she was fumigated before being housed. - Rewards, £8 11s.

DECEMBER 18TH. - PETERHEAD, ABERDEENSHIRE. At 7.20 in the evening the coastguard telephoned that a vessel was ashore on the North Head at the harbour entrance. A light south-west wind was blowing, with a ground swell. Visibility was poor. The motor life-boat *Julia Park Barry* of *Glasgow* put out at 7.40 and within a few minutes had found the motor vessel *Finlande* hard aground. She was a French trawler of 1,300 tons, working from Hull, to which port she was bound with a cargo of fish from Iceland reported to be valued at £10,000. Her crew numbered thirty-six, and she was said to be the largest fishing trawler in the world. As she was leaking badly and fast on the rocks her crew had decided to abandon her. The swell was heavy, but the crew were able to jump aboard the life-boat. One man fell into the sea, but he was quickly pulled out. The life-boat reached harbour again at 8.30. - Rewards, £11 17s.

DECEMBER 20TH. - PORT ST. MARY, ISLE OF MAN. At 12.5 in the afternoon the Ramsey coastguard reported that they had received information of a vessel in distress. Ten minutes later the position was given as Castletown Bay, and five minutes later distress signals were reported. A moderate south-south-west gale was blowing, with a very heavy sea. The motor life-boat *Sir Heath Harrison* was launched at 12.42 and reached the position at two o'clock. There she found the motor fishing boat 693, on Admiralty service. She had a crew of three, and was bound, light, from Poole to Glasgow. She was making for Douglas when her engine broke down. With the help of a small sail she had managed to reach Castletown Bay and had anchored, but her anchor had begun to drag. The life-boat took off the crew and brought them into Castletown. There they obtained an extra anchor and the life-boat took them, the anchor and some naval men out to the fishing boat again and they made her secure. This done the life-boat returned to her station, bringing with her the crew of the fishing boat and the naval men. She arrived at 5.30 that afternoon. - Rewards, £20 6s.

DECEMBER 24TH. - THE HUMBER, YORKSHIRE. About 1.45 in the afternoon information was received through the signal station that landing craft (G)110 had been in collision and was sinking near the gate vessel. The weather was foggy, with a light north-east wind and a smooth sea. The motor life-boat *City of Bradford II* was launched at 1.57, and found the vessel near the Cleanness Buoy. She was in tow of H.M.T. *Arlette*, and had one hundred and twenty-five men on board. Escorted by the life-boat the landing craft (G)110 was towed into Grimsby Docks. The life-boat returned to her station, arriving at four o'clock. - Paid permanent crew.

DECEMBER 27TH. - SOUTHEND - ON - SEA, ESSEX. At 10.55 in the morning a message was received from the naval control for food to be taken to the drifter *Ocean Lover*, which had been lying a mile east of the boom for four days owing to thick fog. At 11.15 the motor life-boat *J. B. Proudfoot*, on temporary duty at the station, was launched and went first to the vessel guarding the boom. This vessel was also found to be short of food. Some of the bread for the *Ocean Lover* was given her, and in its place a box of biscuits from the life-boat's own store was given to the *Ocean Lover*. The life-boat also took out the captain of the American vessel *Sun Yat Sen*, which was lying a mile above the boom, and the commander of H.M.C.S. *Calgary*, which was lying at Sheerness. - Rewards, £11 5s.

DECEMBER 28TH. - NEW BRIGHTON, CHESHIRE. At 4.50 in the afternoon a message was received from the New Brighton stage that the ferryboat *Wallasey* was ashore north of Seacombe, with passengers on board. A slight south-east breeze was blowing and the sea was smooth, but there was frost and dense fog. At 5.20 the No. 2 motor life-boat

Edmund and Mary Robinson was launched and went at low speed, on account of the fog. She passed two tankers which had also run ashore. At 6.30 she reached the *Wallasey*, went alongside and took off 61 women and children and landed them at Seacombe Ferry. She then returned to the *Wallasey* and took off forty-one women, children and servicemen, and landed them at Seacombe Ferry. She again returned to the *Wallasey*, but the ferry-boat floated shortly afterwards and went to Seacombe and there landed the remainder of her passengers, about 200. The fog continued to be very dense, visibility was nil, and as it was thought imprudent to attempt to return to New Brighton, the life-boat remained tied up at Seacombe until 5.20 in the morning of the 29th. She reached her station again at 7.5 that morning. A letter of appreciation was received from the owners of the *Wallasey*. - Rewards, £14 12s.

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

DECEMBER 2ND. - ANSTRUTHER, FIFE-SHIRE. A Liberator aeroplane had crashed in flames, but nothing could be found. - Rewards, £19 11s. 6d.

DECEMBER 10TH. - FOWEY, CORNWALL. Several Admiralty landing craft had been reported in difficulties, but they were able to go on their way without help. - Rewards, £7 13s.

DECEMBER 11TH. - FENIT, CO. KERRY. Flashing lights had been reported, but nothing was found. - Rewards, £20 13s. 6d.

DECEMBER 12TH. - SOUTHEND - ON - SEA, ESSEX. An aeroplane had been reported down in the sea, but nothing was found. During the search a life-boatman was put on board one of two rescue launches, which were also searching, and acted as pilot to enable her to cover a large area. - Rewards, £9 16s. 6d.

DECEMBER 12TH. - BEAUMARIS ANGLESEY. An aeroplane had been reported to have crashed in the sea, but nothing could be found. - Rewards, £9 0s. 6d.

DECEMBER 17TH. - WALMER, KENT. At 8.40 in the morning the coastguard reported a vessel ashore on the Brake Sands and asked that the life-boat should be launched immediately. A south-west gale was blowing, with a rough sea. It was low tide and the seas were all broken water for about half a mile out. Beyond that a heavy sea was running. As the motor life-boat *Charles Dibdin* (Civil Service No. 2) was being launched the slip chain became unhooked and the life-boat was launched prematurely, with only the motor-mechanic, C. P. Cavell, on board. At the time he was down in the engine-room, but he quickly came up on deck. Realising he was alone he started the star-board engine, went to the wheel and took the life-boat out into deeper water. He then started the other engine and cruised about

until he had a signal from the beach that they were ready for him to beach the boat. This he did successfully. The life-boat was again launched at 9.45, but found that the collier *Afon Gwili*, which had been ashore, had floated. The mechanic's quick grasp of the situation, prompt action and seamanship undoubtedly saved the life-boat from considerable damage, and the Institution awarded to him its thanks inscribed on vellum. - Rewards, £16 1s.

DECEMBER 17TH. - RAMSGATE, KENT. A landing barge had gone ashore, but the life-boat was recalled as it had been learnt that none of the crew was on board the barge. - Rewards, £7 18s.

DECEMBER 17TH. - SELSEY, AND SHOREHAM HARBOUR, SUSSEX. A Lancaster aeroplane had crashed off Worthing, but nothing was found. - Rewards, Selsey, £17 18s. 6d. ; Shoreham Harbour, £17 12s. 6d.

DECEMBER 18TH. - PENLEE, CORNWALL. A German submarine had struck the Wolf Rock and sunk. Naval vessels also sent to the rescue and picked up a number of survivors, but none was rescued by the life-boat. - Rewards, £13 11s. 6d.

DECEMBER 18TH. - FOWEY, CORNWALL. A vessel, believed to have been torpedoed, had been reported in distress, but nothing was found. - Rewards, £13 2s. 6d.

DECEMBER 19TH. - THE MUMBLES, GLAMORGANSHIRE. An aeroplane had been reported down in the sea, but nothing was found. - Rewards, £8 8s.

DECEMBER 21ST. - MARYPORT, CUMBERLAND. An aeroplane had reported an object in the sea off Workington, but nothing could be found. - Rewards, £20 5s. 6d.

DECEMBER 21ST. - DUNBAR, EAST LOTHIAN. A Beaufighter aeroplane had crashed in the sea, but only wreckage was seen. - Rewards, £6 13s.

DECEMBER 22ND. - HOLYHEAD, ANGLESEY. An aeroplane had crashed in flames, but nothing was found. - Rewards, £8 10s.

DECEMBER 25TH. - LYTHAM-ST. ANNES, LANCASHIRE. The crew of an R.A.F. aeroplane had baled out and some of the airmen had come safely down. A search was made for three who were missing, but without success, and at dawn the men were found ashore. - Rewards, £15 6s.

DECEMBER 28TH. - CROMER, NORFOLK. A parachute had been reported in the sea, but nothing was found. - Rewards, £40 15s.

DECEMBER 29TH. - FENIT, CO. KERRY. Rockets or Very lights had been seen, but nothing could be found. - Rewards, £13 2s. 6d.

Services by Shore-boats

JANUARY MEETING

STORNOWAY, HEBRIDES. At 10.30 in the morning of the 9th of February, 1943, the 30-foot motor fishing boat *Girl Lena*, with a crew of four, was fishing off Stornoway. The sea was smooth, with a moderate north-west wind. A Wellington aeroplane was seen to crash south of Arnish Point about half a mile from the *Girl Lena*. She at once went to its help and found that five of the airmen had taken to their dinghy, and one was still in the water. The aeroplane had sunk immediately, but had left a trail of burning oil on the water. The rescuers were in great danger for a short time, but they succeeded in getting all six men on board their boat. Later they transferred them to a naval craft. - Rewards, £4, with £3 10s. for loss of fish and 5s. for fuel used.

WALMER, KENT. About three in the afternoon on the 18th of August, 1943, a Royal Marines cutter was seen to be in difficulties. She had twenty-two men on board. A strong wind, with a heavy sea, was blowing the cutter out to sea, where she was in danger of being carried on to a wreck in the Downs. The men had been rowing for over an hour towards land, but all the time they were being carried further out. Two men put out in the motor boat *Terrier* and reached the cutter just in time, for she was now very near to the wreck. They threw a rope to her, hauled her clear of the wreck and then towed her in. The men were thanked by an officer from the barracks. - Rewards, £1 to one man. The other man had been rewarded by the Bevan Trustees.

DUNBAR, EAST LOTHIAN. At 7.30 in the morning of the 20th of November, 1943, four men were out in the 34-foot motor boat *Young Robert*, seine fishing, one mile north-west of Dunbar, when they heard an explosion above the clouds. Then they saw a parachute descending. A strong west-south-west wind was blowing it rapidly out to sea. A moderate sea was running. The fishermen cut away their gear and four miles to the north-east reached the parachute. It was now on the sea. They rescued the airman from it, badly burned and exhausted, and took him to Dunbar. - Rewards, £4, with £5 for loss of fishing and 3s. for fuel used.

WALMER, KENT. At two o'clock in the afternoon of the 1st of December, 1943, the coastguard reported an American Flying Fortress aeroplane down in the sea a mile north of the Guildford Hotel in Pegwell Bay. A moderate north-west wind was blowing. The sea was smooth. The life-boat was not needed, and four of her crew put out in the

motor boat *Terrier*. She was overtaken by two air-sea rescue launches and the coastguard signalled the *Terrier* to return. - Rewards, £1 to two men. The other two men had been rewarded by the Bevan Trustees.

ABBOTSBURY, DORSET. At 3.25 in the afternoon of the 5th of December, 1943, an American Fortress aeroplane crashed in the sea, two to three hundred yards from the beach, half a mile north-west of the Abbotsbury coastguard station, as she was returning from an operational flight. A moderate north-north-west wind was blowing, with a slight sea. Two Abbotsbury fishermen saw the crash and put out in their 12-foot rowing boat. They found three men in the water, two of them trying to keep the third man afloat. Another was drifting away in a rubber dinghy. Six were standing on the fuselage of the aeroplane. The two fishermen first rescued the man who was being supported in the water; he was a man of over sixteen stone, and it was only with considerable difficulty that the rescuers hauled him on board. They then rescued the other two men in the sea and made for shore where they again had great difficulty, and shipped a lot of water in getting the big man out of the boat. They put out again at once to the six men on the rapidly sinking aeroplane, rescued and landed them, put out a third time and rescued the last man from the dinghy. Meanwhile, a doctor was trying to revive the big man, but failed. It was thought that shock, not drowning, caused his death. - Rewards, £3.

ST. DAVID'S, PEMBROKESHIRE. About 3.45 in the afternoon of the 7th of December, 1943, W. Watts Williams, the life-boat coxswain, was out alone in his motor boat fishing in St. Bride's Bay. The weather was calm. A Wellington aeroplane crashed about three miles away. The coxswain pulled up his trawl and made for it. He reached it in half an hour and found the crew of six in their dinghy. They were uninjured, but suffering from cold and immersion. He rescued them, landed them at Solva and returned with his boat to Porth Clais. - Rewards, £1 10s., and 10s. for fuel used.

NEWQUAY, CORNWALL. About 4.25 in the afternoon of the 11th of December, 1943, information was received that a member of the R.A.F. had been caught by the tide under a high cliff and was unable to get up. The honorary secretary of the life-boat station called on the second-coxswain of the life-boat and another fisherman, and they put out in a 16-foot rowing boat and rescued the man. - Rewards, £1.

FEBRUARY MEETING

CROSSAIG, KINTYRE, ARGYLLSHIRE. Just before daylight on the 26th of May, 1943, a Royal Naval aeroplane dived into the sea near Crossaig, north of Carradale, on the east coast of Kintyre. The weather was fair, the sea smooth. Eleven men were out fishing in two motor fishing boats, the *Betty* and *Irene*, which work in partnership. They saw the accident, made for the aeroplane and reached it in about half an hour. Between them they rescued its crew of three. After the rescue an air-sea rescue boat arrived, and took over the three men. - Rewards, £6 17s. 6d., and 3s. for fuel used. The rescuers returned the rewards as a donation to the Institution.

SCRAGGANE, Co. KERRY. During the afternoon of the 22nd of December, 1943, two men of Castlegregory put out in a canoe to pick up a bale of rubber which was drifting in the mouth of Scraggane Bay, west-south-west of Rough Point. A moderate west-south-west wind was blowing, with a high ground sea. In attempting to get the bale on board the men capsized the canoe. One man hung on to it as it floated bottom up - the other kept afloat with the help of an oar. The accident was seen by a boy and an elderly woman. They raised the alarm, and helped two men to launch a 26-feet by 4-feet rowing canoe. In this the two men put out. By this time the upturned canoe was only a short distance from Rough Point. The rescuers got one man aboard their canoe, but they had to tow the other one about a quarter of a mile to smooth water before they were able to haul him aboard. Both men were exhausted when landed, but their rescuers gave them first aid and the men had recovered by the time a doctor arrived two hours later. - Rewards, £6 to the rescuers and for damage to canoe; £1 to the boy and the woman.

PEVENSEY BAY, SUSSEX. At 3.45 in the afternoon of the 30th of December, 1943, an American Liberator aeroplane crashed in Pevensy Bay, one and a half miles south-south-west of the coastguard look-out. A moderate north wind was blowing; the sea was smooth; the weather cold. Four fishermen of Pevensy Bay put out in the motor fishing boat *Dolphin* and rescued six airmen. Four other airmen had gone down in the aeroplane. Another motor boat, manned by three men, also put out from the shore, but an airman's hat fouled their propeller and they had to row back. - Rewards, £2 10s. to the rescuers, £1 10s. to the other three men and 4s. for fuel used. The Eastbourne and Hastings life-boats were launched, but found no survivors. (See Eastbourne, and Hastings, "Accounts of Services by Life-boats, 1943," page 54.)

BOULMER, NORTHUMBERLAND. Shortly after one in the afternoon of the 5th of January, 1944, an R.A.F. Spitfire aeroplane made a crash landing in the sea about 600 yards east of Boulmer. A moderate south-west wind was blowing with a slight sea. The life-boat coxswain, who was at sea in his motor coble

with two other men, saw the crash. He was about a mile away and made at once for the aeroplane. Its pilot had got into his dinghy, but he was being blown towards broken water. The coble overhauled him, and rescued him, suffering from slight injuries and shock. Another motor boat and a small rowing boat also put out. - Rewards, £5 and 5s. for fuel used.

MARCH MEETING

CARRADALE, ARGYLLSHIRE. At eleven in the morning of the 9th of December, 1943, the two motor fishing boats *Betty* and *Irene*, which work together, were at anchor in Carradale Bay, when their crews saw an aeroplane come down on the sea. A strong easterly breeze was blowing and the sea was rough. The fishing boats at once slipped their cables and made for the aeroplane, which was a mile and a half off the coast east of Whitestone. They found four airmen in a rubber dinghy, picked them up and put them and their dinghy on board the *Betty*. Both fishing boats then made fast to the aeroplane, intending to tow her to the shelter of Carradale Point, but she sank and the tow rope had to be cut. The *Irene's* bulwarks had been damaged and she made for Carradale Bay. The *Betty* transferred the airmen to Launch 1214 in the shelter of Campbeltown Loch - Rewards, £15, with £18 for damage to the *Irene* and 11s. for fuel used. The rescuers returned the rewards as a donation to the Institution.

CRAIL, FIFESHIRE. At eleven in the morning of the 15th of January, 1944, four men were out in the 25-feet motor boat *Sheila*. They were fishing for crabs by towing a line of pots. They saw a Barracuda aeroplane come down on the sea, about two and a half miles south-east of Crail harbour. A light westerly wind was blowing and the sea was smooth. The men cut away their gear, and a short distance away picked up three men in the aeroplane's dinghy. One was a sixteen-year-old air training cadet. They took them to Crail and handed them over to an ambulance from the Royal Naval Air Service at Crail. The owner of the *Sheila* said that "he was not looking for any reward and was only too glad to have assisted in saving the aircraft's crew." - Rewards, £2 10s. and 4s. for fuel used.

WEST BURRA ISLE, SHETLANDS. On the morning of the 22nd of January, 1944, about ten o'clock, the engine of the motor boat *Sheila*, which carries mail between Wester Quarff and West Burra Isle, broke down. She had three men on board. A south-west gale was blowing, with a moderate sea, and snow squalls. The men waved and shouted to attract attention. They were a quarter of a mile south of Tronda, near Scalloway, and their plight was seen by the coastguard. He telephoned to the post office at Hamnavoe, West Burra Isle, and asked the sub-postmaster to call on the crew of the motor boat *Choice*. She was three-quarters of a mile

away at anchor north of Brough pier. Her crew of four and three full-time auxiliary coastguards who were off duty manned the boat and went to the rescue. The *Sheila* was now so near the rocks that the *Choice* could only reach her by anchoring and veering down. She took her in tow and brought her into Brough at 11.40. - Rewards, £10 10s. and £3 for oil used and damage to ropes.

ST. MARY'S, SCILLY ISLES. On the 28th of January, 1944, a boatman on his way in a motor boat from St. Mary's to Tresco saw a Hurricane aeroplane crash in the sea off Carn Marvel Point. The weather was clear, with a moderate sea and a westerly wind. The man was only half a mile away, and in a few minutes reached the aeroplane and found the pilot, an Australian, wounded about the head and face, trying to keep himself afloat. He rescued him and took him to St. Mary's. - Rewards, 12s. 6d. and 1s. for fuel used.

HARTLEPOOL, DURHAM. At nine in the morning of the 29th of January, 1944, when five Danish fishermen of the motor fishing boat *Purple Heather* were about to start fishing some seven miles north-east-by-north of Hartlepool, they saw red rockets to the north-eastwards. A strong south-west breeze was blowing and the sea was choppy. The men steamed for seven miles and then saw a yellow dinghy with seven airmen on board. They were the crew of a Halifax bomber which had been forced down by petrol shortage. They had been in the water for two hours, but were uninjured. The fishermen brought them to Hartlepool and landed them there at 1.30 that afternoon. - Rewards, £5 and £1 10s. for fuel used and a letter of appreciation to the Danish skipper, Harold Ronn,

APRIL MEETING

ANNAN WATERFOOT, DUMFRIES-SHIRE. At 11.30 in the morning of the 27th of August, 1943, a Beaufort aeroplane crashed and exploded in the Solway Firth, about half a mile south-east of Annan Waterfoot. The sea was calm, with a light westerly wind blowing. Within five minutes of the crash Mr. George W. Irving reached the scene in his motor boat *Jean*, but could find nothing. He returned ashore and informed the police. He remained on hand and as the tide ebbed he put out again and recovered four bodies. He had to act promptly as in a matter of minutes the bodies would have been silted up and lost. It is reported that other men took action, but that chief credit belonged to Mr. Irving. About two years before he had rescued two airmen, who would have had no chance but for his help, as one was without a life-belt and the other had a belt which he could not inflate. - Rewards, a letter of appreciation to Mr. George W. Irving.

ANNAN WATERFOOT, DUMFRIES-SHIRE. At 10.30 in the morning of the 31st of August, 1943, Mr. F. Woodman and his son were trawling in his motor boat *Eliza Jane* in the

Solway Firth. The sea was calm. They saw a Hurricane aeroplane alight on the sea and went at once to the rescue. It took them an hour to reach the aeroplane, one mile south of Annan Waterfoot, but they were in time to rescue the airman. They landed him at Annan Waterfoot. - Rewards, a letter of appreciation to Mr. F. Woodman.

KILMORE Co. WEXFORD. About a week previously to the 17th of December, 1943, two men were left on the Small Saltee Island to trap rabbits. Owing to gales the boat tending them could not put out. They were without food and signalled for help. The landing place on the island is very difficult. On the morning of the 17th of December the honorary secretary of the life-boat station arranged that the life-boat should go for them the following morning unless a shore boat took them off during that day. The sea was still rough, owing to the gales, but there was a lull and only a moderate west-south-west wind was blowing when, at mid-day, four men, including the life-boat coxswain and motor mechanic, put off in the motor boat *St. Joseph*. They took with them a small landing boat. The life-boat coxswain and mechanic took off the men in this boat. - Rewards, £3 10s., and 7s. 6d. for fuel used.

NEWHAVEN, SUSSEX. On the morning of the 30th of December, 1943, four men were at sea in the motor fishing boat *Little Old Lady*. At 11.30 they saw a Fortress aeroplane crash in the sea about two miles east of them. The weather was clear, with a fair sea and a ten-mile-an-hour wind from the west-north-west. They made at once for the aeroplane, but motor launches arrived before them and rescued the airmen. - Rewards, £4 and 10s. for fuel used.

RHYL, FLINTSHIRE. Shortly after eleven in the morning of the 14th of February, 1944, a Mosquito aeroplane crashed in flames half a mile south-by-east of Chester Flat Buoy. A light north-west wind was blowing. The sea was fairly calm. Mr. A. O. Jones saw the accident, and with help carried a boat from his garden and launched it. It was a 12-foot skiff and not built for use on the sea. Mr. Jones and another man, Mr. J. McWalter Shepherd, put out in it, but were unable to give any help. The Rhyll life-boat was launched at 11.49 and picked up a body and some wreckage. - Rewards, letters of appreciation to Mr. Arthur O. Jones and Mr. J. McWalter Shepherd. (See Rhyll, "Accounts of Services by Life-boats," page 14.)

MARGATE, KENT. At 11.40 in the morning of the 26th of February, 1944, the coastguard watchman at Margate saw a rubber dinghy a mile and a half from the lookout. The sea was calm, with a light north-east wind. He reported it to the naval authorities at Ramsgate and they asked the Ramsgate fishing boat *Princess Betty* to go out. She went with a crew of three and they found a rubber dinghy with the body of an airman in it. They took them both on board, and on the way back to Margate they were overtaken by a motor

boat. They handed the body and the dinghy over to her and she took them to Ramsgate.- Rewards, £3, with 6s. for fuel used.

GARHEUGH, WIGTOWNSHIRE. About four in the afternoon of the 17th of March, 1944, two fishermen were mending lobster pots. They saw two aeroplanes pass overhead, flying towards West Freugh aerodrome. Shortly afterwards they heard an explosion and then saw a burning aeroplane in the water half a mile off Sinniness Point, Luce Bay. The sea was moderate with a moderate westerly wind. The two fishermen put out at once. They had at least four miles to row and they found only wreckage. - Rewards, £2, which the fishermen returned as a donation to the Institution.

MARYPORT, CUMBERLAND. At 10.55 in the morning of the 6th of April, 1944, the Maryport life-boat was launched to the help of a vessel which had been reported in distress about ten miles west-north-west of Workington. The weather was fine, with a smooth sea and a light westerly wind. After the life-boat had gone information was received from the Silloth air control officer that an aeroplane was down three miles north-west of Maryport. As it was not possible to get in touch with the life-boat the honorary secretary of the station obtained the services of the boat which attends the Silloth pilots. Manned by three men, she put out at 11.30, but she found nothing and returned at one. Later it was learned that the aeroplane had come down off Workington and not Maryport. Two bodies were picked up by an R.A.F. boat, and three more men were not found.- Rewards, £1 17s. 6d. and 2s. 6d. for fuel used. (See Maryport, "Accounts of Services by Life-boats," page 21.)

MAY MEETING

HOLYHEAD, ANGLESEY. On the evening of the 16th of February, 1944, three men came ashore in their own punt from a hopper of the London Midland and Scottish Railway and anchored in the harbour. A westerly breeze was blowing, with a choppy sea. When the men were pulling back to their hopper about 10.30 that night, their boat touched a submerged rock about 60 yards off shore, off the coastguard station. They were seen by the coastguard who switched on a light and prepared to fire a line, but at the same time Pilot Jones saw the boat and pulled off single-handed in his rowing boat, embarking the coastguard officer on the way. They could not pull the hopper's boat off the rock so they took the three men off and landed them on the rocks, where coastguard men were waiting to help them and took them to the slip. There Pilot Jones took them out in his rowing boat to his motor boat and, having recovered the hopper's boat, took the men, and their boat back to their ship. - Rewards, £1 5s.

PORTAVOGIE, Co. DOWN. At three o'clock in the afternoon of the 12th of March, 1944,

the coastguard saw a British Seafire aeroplane crash in the sea a mile and a half east of Portavogie lookout hut. It was high tide, with a moderate south-west wind and a moderate sea. A fisherman, Mr. John Warnock, saw the accident also and, with three other men, put out in his fishing boat *Caper-Cailzie*. On reaching the scene they saw oil bubbling up to the surface, and, searching round, picked up a tunic, a Mae-West jacket, a sailor's pay book and an identity card. That was all. - Rewards, a letter of appreciation to Mr. John Warnock and his crew.

SEATON, CORNWALL. About five in the afternoon of the 20th of March, 1944, the crew of a Fortress aeroplane baled out over the land and the pilot, an American officer, then took her over the sea and himself baled out and came down in the sea about a mile south of Seaton Beach. The aeroplane crashed in Looe Bay. The weather was fine and calm. Sergeant Love, of the R.A.F., a non-swimmer, and a civilian woman, Mrs. Pearce, with the help of another woman, Mrs. Durrant, launched a small rowing boat down a steep slope. Sergeant Love and Mrs. Pearce then set out in the boat. It was leaking badly and Mrs. Pearce had to bale. After twenty minutes they reached the airman. He was much distressed. They hauled him aboard and he lost consciousness. They brought him ashore and handed him over to the R.A.F. He recovered. - Rewards, letters of appreciation to Sergeant Love, Mrs. Pearce and Mrs. Durrant.

PADSTOW, CORNWALL. About three in the afternoon of the 27th of March, 1944, a rowing boat from H.M. Patrol Boat *Our Katie* capsized in the surf on the Doom Bar. The weather was fair but there was considerable surf. The boat had a crew of three, two young stokers and a cook. They were clinging to the boat. A motor boat, owned by W. Orchard, the second motor-mechanic of the No. 1 life-boat, was afloat with her engine running. Orchard, the coxswain of the No. 2 life-boat, W. J. Baker, and his brother, Percy Baker, the first mechanic of the No. 2 life-boat, put out in the boat. The coastguard informed the honorary secretary of the life-boat station and the life-boat boarding boat also went out, manned by F. Mabley, the second-coxswain of the No. 1 life-boat, and J. H. Rokahr, the first motor-mechanic of the No. 1 life-boat. As Orchard's boat was going alongside a sea threw her right over the capsized boat, but her crew were able to seize one man and drag him aboard. They were now very close to Trebetherick Rocks and Orchard took his boat ashore. Orchard and Baker then climbed over the rocks and Orchard, who got to the capsized boat first, found one man floating in the sea. This man he hauled ashore. Returning, he found the third man almost unconscious but still clinging to the boat. To rescue him Orchard had to enter the sea and tear the man away from the boat. Then he could not get him across a deep gully, but a coastguard threw him a line and with

this hauled Orchard and the rescued man across the gully. Further help had now arrived and the rescued man was taken to safety. The first man rescued was taken to Hawkers Cove by Orchard and Perry Baker and put him aboard his ship, while W. J. Baker telephoned the resident naval officer for an ambulance to fetch the other two men. - Rewards, £3 and a letter of appreciation to W. Orchard, £5 to the other men, with £1 for damage to boat and 2s. 6d. for fuel used.

FOLKESTONE, KENT. At two in the afternoon of the 1st of April, 1944, an American aeroplane came down fifteen miles from Dunkirk. The airmen took to their two dinghies. They had no signals, only a torch. With this they signalled SOS, but they were not seen until about 10.45 in the morning of the 3rd of April. They were then about three miles south of Hythe. The weather was fine, with a calm sea and a light easterly wind. The airmen were seen in their dinghies by the crews of three Folkestone fishing boats which were at sea. Fishing boat *F.E.45* rescued three men, *F.E.93* rescued five, and *F.E.149* salvaged the two dinghies. One man had gone down with the aeroplane. Another had died and been buried at sea. The fishermen took the rescued men and the dinghies to Folkestone. - Rewards, £7 10s., and 9s. for fuel used.

JUNE MEETING

CAMPBELTOWN, ARGYLLSHIRE. While returning to Carradale at 10.30 in the morning of the 1st of May, 1943, after discharging herrings at Campbeltown, the crew of the fishing boat *Amy Harris* were passed in Campbeltown Loch by a flying boat travelling very fast on the water taking off for flight. The sea was calm, with a light north-east wind blowing. When near Millmore Beacon the flying boat, before she took off, got out of control and turned a somersault. The *Amy Harris* went to her, threw her ropes and hauled off three airmen, one by one. A few minutes later the aeroplane sank, taking down with it the fourth member of her crew, who was strapped into his seat. The rescued men were transferred to a naval boat. - Rewards, a letter of appreciation to Skipper Alexander Galbraith.

STONEHAVEN, KINCARDINESHIRE. At 2.42 in the afternoon of the 28th of March, 1944, the Coastguard saw a British Martinet aeroplane crash in the sea and burst into flames about a mile east of Garron Point. The sea was calm. There was no wind, but some fog. Two motor fishing boats, each carrying a crew of two, were near. One boat, *A.386*, Skipper E. Davidson, picked up a body. The other boat, *A.201*, Skipper D. Forsyth, picked up some wreckage. - Rewards, a letter of appreciation to Mr. E. Davidson and to Mr. D. Forsyth.

CARRADALE, ARGYLLSHIRE. About 4.45 in the afternoon of the 11th of April, 1944, an aeroplane crashed in the sea. The accident

was seen from the Carradale observer post. At 6.25 the information, which came through the Royal Naval Air Station, Machrihanish, the police and the piermaster, reached Mr. A. Galbraith, a fisherman at Carradale. He at once enlisted the services of two other men, and they put out in his motor fishing boat and went to the scene of the crash one and a half miles east of Carradale Point. A moderate southerly wind was blowing, with a moderate swell. The rescuers found and picked up two bodies. Meanwhile the police constable who had received the news of the accident, had secured the services of another fishing boat and had gone out in her. He met the boat which had the bodies on board, was put aboard her and made every effort to revive one of the men, but without success. Some wreckage was also picked up and handed over to an air-sea rescue boat, which had also gone out. The bodies were sent to Campbeltown. - Rewards, £3 10s., and £2 for a hold cover destroyed. Both sums were returned as a donation to the Institution.

HYTHE, KENT. At 1.50 in the afternoon of the 15th of April, 1944, an American Thunderbolt aeroplane, which had been damaged by enemy action, crashed in the sea three miles south of Hythe. The weather was fine and the sea calm. The pilot had baled out before the crash and he was picked up by four men in the fishing boat *Golden Sunset*, *F.E.79*, who were fishing near. They handed him over to an air-sea rescue boat from Dover. Another boat, *F.E.116*, went out at the request of the coastguard, but returned on learning that the airman had been saved. One of the crew of the *Golden Sunset* lost his teeth, but the American authorities undertook to replace them. - Rewards, a letter of appreciation to Mr. W. Hall and Mr. H. Griggs, the skippers of the two boats.

ROSSLARE HARBOUR, Co. WEXFORD. The motor fishing boat *Lake of Shadows* was fishing near the Tuskar Rock on the afternoon of the 25th of April, 1944, when at 2.35 her crew saw a British aeroplane crash in the sea about one mile north of the Tuskar Rock. The weather was calm. The fishing boat was about three-quarters of a mile away. She went at once to the aeroplane and found a body, which she took on board. She made for Rosslare Harbour, but at four o'clock met the Rosslare Harbour life-boat, and transferred the body to her. - Rewards, £1 17s. 6d., with £4 for loss of fishing and 4s. 6d. for fuel used. (See Rosslare Harbour, "Accounts of Services by Life-boats," page 20.)

WHITSTABLE, KENT. About 12.50 in the afternoon of the 26th of April, 1944, two aeroplanes collided and fell in the sea. Their two American pilots had baled out and came down in the sea about five miles off Whitstable. A moderate easterly wind was blowing, with a moderate sea. Two men were out fishing in the motor boat *Emma* and saw the airmen falling about a mile away. They hauled in their gear and went to their help. They found each in his own dinghy

about half a mile apart. They picked them up and landed them at Whitstable. Here they were taken by ambulance to hospital, one suffering from head injuries and one from shock. - Rewards, £1 5s., with £4 for loss of fishing and 4s. for fuel used.

MABLETHORPE, LINCOLNSHIRE. At 11.15 in the morning of the 2nd of May, 1944, two R.A.F. aeroplanes collided over the sea some two miles east of Saltfleet. A strong westerly wind was blowing and the sea was rough. Mr. C. Mountain, fisheries officer at Mablethorpe, was at the railway station when he saw an aeroplane coming down. He ran to the fishery motor boat and found its engineer, H. West, preparing it for launching. Three other men helped them to launch the boat, which was not at all easy from the beach. The two men searched, but only found two rubber dinghies and some wreckage. - Rewards, letters, of appreciation to Mr. C. Mountain and Mr. H. West, with 15s. to the men who helped to launch their boat.

DUNBAR, EAST LoTHIAN. At 10.20 in the morning of the 13th of May, 1944, the life-boat coxswain and two other life-boatmen, who were about to return from the fishing ground, saw a British aeroplane crash in the sea about three miles east of Dunbar Pier. The weather was calm and clear. Two air-men, the crew of the aeroplane, scrambled out before it sank, but only one of their dinghies could be inflated, so one man had to support the other. The three fishermen rescued them both and took them to Dunbar. The Dunbar life-boat was launched. - Rewards, £1 17s. 6d. (See Dunbar, "Accounts of Services by Life-boats," page 24.)

NEW BRIGHTON, CHESHIRE. At five in the afternoon of the 15th of May, 1944, the police reported that an American ambulance had stuck in the sand off Harrison Drive, and that two other vehicles which had been sent to release it had also become stuck and were surrounded by the incoming tide. The tide was four hours' flood, with a nasty swell and a fresh northerly breeze blowing. As the matter was urgent the motor boarding boat was sent off, manned by two life-boatmen. There had been five men aboard the vehicles, all negroes. Two had got ashore. The other three were still on the vehicles. One man had only his head out of the water. The other two were submerged to their armpits. All three would have been drowned in another five minutes by the rising tide. They were rescued and landed at New Brighton stage, where the American Red Cross took charge of them. - Rewards, £1.

SWANAGE, DORSET. On the afternoon of the 18th of May, 1944, a soldier of the 2nd American Rangers was injured by a falling boulder while engaged in cliff scaling exercises, 400 yards west of Anvil Point Light-house. The weather was fair, with a slight sea, and it was decided that a small boat was more suitable than the life-boat for working at the base of the cliff. The life-boat coxswain went out in his motor fishing boat with

two other fishermen. They rescued the man, and brought him to the life-boat slipway, where he was taken to hospital in an ambulance. - Rewards, £1 10s.

SCARBOROUGH, YORKSHIRE. At 4.13 in the afternoon of the 20th of May, 1944, the coastguard telephoned that a coble was in need of help about three-quarters of a mile east of the Toll House, Marine Drive. A light north-east wind was blowing, with a moderate sea. When the honorary secretary of the life-boat station received the news he sent out the motor coble *Rainbow*, manned by three men. They found the fishing coble *H. B. Collings*, with her engine broken down, stood by until her crew had repaired it, and escorted her into harbour. - Rewards, £1 10s., and 2s. 6d. for fuel used.

NEW QUAY, CARDIGANSHIRE. At 10.35 at night on the 23rd of May, 1944, the coastguard telephoned the life-boat station that an American Liberator aeroplane had been seen to crash in the sea about twenty miles north of New Quay Head. The weather was fine and the sea calm. The honorary secretary went to the coastguard station and found that the coastguard had sent out three men in the fishery protection motor vessel, *Alpha*. The *Alpha* returned to harbour at 4.45 next morning. She had found nothing. - Rewards £3.

JULY MEETING

RYE, SUSSEX. Shortly after two in the afternoon of the 5th of March, 1944, two men in the fishing boat *F.E.152* were trawling in Rye Bay. They heard a burst of machine-gun fire from a Thunderbolt aeroplane, and saw the pilot bale out. The sea was calm and there was no wind. Lashing a rubber buoy to the tow rope of their trawl they left it and went to his help. They reached him in fifteen minutes and found him very cold and unable to speak. They took him on board, with his dinghy and oxygen bottle. On their way to Rye a high speed launch came alongside and took off the pilot. The *F.E.152* then recovered her trawling gear, but all the fish had been lost when the trawl had been buoyed. - Rewards, £10 for loss of fishing and 2s. 6d. for fuel used.

HASTINGS, SUSSEX. About eleven in the morning of the 24th of March, 1944, a fisherman was out fishing single-handed, in a rowing dinghy, when he saw two boys under the cliffs, 50 yards west of Ecclesbourne Glen, a prohibited area. The tide was half flood. A light south-west wind was blowing, with a swell. The fisherman found the boys, who were aged between 10 and 12, on the rocks. They could not get ashore and were in danger of drowning as the tide rose. He called on the motor fishing boat *R.X.47*, manned by two men, to stand by, and rescued the boys. The *R.X.47* then towed him and the boys to Hastings. - Rewards, 10s. to the fisherman and 15s. to the other two men, with 2s. 6d. for fuel used.

DINGLE, CO. KERRY. In the early hours of the morning of the 1st of April, 1944, four men were out in a fishing boat. Their engine failed and they drifted out to sea, about seven miles north-west of Valentia Island. A strong south-east gale was blowing, with a heavy sea running. Four men in another fishing boat, the *St. Patrick*, went to their help. They showed both their courage and skill in taking the disabled boat in tow, and bringing her the twelve miles to Cahirciveen in safety. They arrived at 6.30 that morning. There the rescuers were weather-bound from Saturday until Monday. - Rewards, £7, with £5; for subsistence, also £9 9s. for a sail lost, 12s. 6d. for a pair of oilskin trousers lost, and 17s. 6d. for fuel used.

SOUTHWOLD, SUFFOLK. Just after ten o'clock on the night of the 22nd of April, 1944, an American Liberator aeroplane was seen by the coastguard to crash on land near Southwold. They saw two parachutes descending over Southwold Marshes, and heard a cry from seaward. They immediately called for help to launch a small boat. Soldiers and Wrens helped them and three auxiliary coastguardsmen put out in it. A light south-west wind was blowing, with a slight sea. They found the parachute 200 yards out and rescued the airman. - Rewards, £1 10s.

ST. DAVID'S, PEMBROKESHIRE. On the afternoon of the 14th of May, 1944, seven airmen at rubber dinghy practice, one mile south of Newgale, in St. Bride's Bay, floated out on the ebbing tide. There was no boat nearby that could go to their help, and at 3.40 the coastguard telephoned to the honorary secretary of the St. David's life-boat station. A moderate east-north-east wind was blowing, and a moderate sea running. The life-boat coxswain and the assistant motor-mechanic put out in the coxswain's 18-foot motor boat. They reached the scene just as the airmen had succeeded in getting ashore under the cliffs between Newgale and Nolton. The boat returned, arriving at eight that evening. - Rewards, £1 18s., with 18s. for fuel used.

WHITBY, YORKSHIRE. Shortly before noon on the 25th of May, 1944, four fishermen in their 31-foot motor coble *Silver Line* were south of Whitby harbour, not far from the Whitby High Lighthouse. A light north-north-west wind was blowing, with broken water inshore. They were preparing to haul their crab pots when a British Halifax bomber came down on the sea, on fire, a short distance away. Leaving their pots, they went at once to her help, and found the seven men of the crew paddling clear of her in their dinghy. They threw them a line, towed them clear of broken water and then took airmen and dinghy on board the coble. On reaching Whitby the coble had to lie outside until two in the afternoon until the tide had risen and she could land the airmen at the quay. The fishermen had then to wait another two hours until R.A.F. officers came to inspect and take over the rubber dinghy. - Rewards, £2 10s., with £7 10s. for loss of fishing.

EYEMOUTH, BERWICKSHIRE. About 11.30 in the morning of the 26th of May, 1944, the motor fishing boat *Cecil Rhodes*, with six men on board, caught fire while fishing some nine miles north-north-east of Eyemouth. A light westerly wind was blowing. Five men in another motor fishing boat, the *White Heather*, were about a mile away. They saw the smoke and a distress signal, went to the *Cecil Rhodes* and took off her six men and some of her gear. Shortly afterwards there was an explosion on the *Cecil Rhodes*. She burned to the water's edge and foundered. - Rewards, £15 for loss of fishing and £1 2s. for fuel used.

BRIDLINGTON, YORKSHIRE. On the evening of the 5th of June, 1944, the British steamer *Chant 63*, a new vessel of 390 tons gross, with 500 tons of water ballast, capsized five miles east-south-east of Bridlington. A strong westerly wind was blowing, with fresh short seas. The fishing boats *Express* and *La Mariole* went to her help, but before they reached her she had turned turtle and her crew of fourteen had been rescued by a minesweeper. The Bridlington life-boat had also gone out. She took the rescued men from the minesweeper, and the fishing boats returned to harbour. - Rewards, £5, with 10s. for fuel used. (See Bridlington, "Accounts of Services by Life-boats," page 24.)

EASTBOURNE, SUSSEX. At 9.12 in the morning of the 11th of June, 1944, the coastguard asked the honorary secretary of the life-boat station to launch the life-boat to an aeroplane down in the sea two miles south-south-east of the lookout. The sea was slight, with a west-south-west wind blowing. To save time in launching the life-boat, the coxswain put out with the motor-mechanic and four other men in his own motor fishing boat. At 11.5 they returned, bringing with them one injured airman whom they had rescued from a Walrus amphibious aeroplane. - Rewards, £3 15s. to the crew, £2 0s. 6d. to the helpers, with 2s. 6d. for fuel used.

BLACKPOOL, LANCASHIRE. At four in the afternoon of the 20th of June, 1944, a woman came running to the life-boat motor-mechanic and told him that two men bathers were clinging to life-belts under the jetty. The tide was ebbing, the weather fine, and the sea calm. The mechanic was working on his own rowing and sailing fishing boat. He, the life-boat coxswain and two other life-boatmen rushed the boat 500 yards to the water, launched her and reached the jetty in time to rescue the two exhausted men. They were taken to hospital and later thanked their rescuers for the promptness with which they had come to their help. - Rewards, £2.

SEPTEMBER MEETING

RATHLIN ISLAND, CO. ANTRIM. While going out to fish in a rowing boat on the afternoon of the 5th of February, 1944, five men were signalled by an aeroplane to go in a south-easterly direction. The wind was

moderate, but the sea rather rough. After an hour's search, the men found a rubber dinghy two and a half miles south-east of Rathlin Island, with two men on board. They were the crew of a Beaufighter aeroplane and had baled out some considerable time earlier. In that wind and sea it was not easy to get them on board the rowing boat, but the fishermen succeeded without mishap and landed them at Rathlin Island, where they were given food and clothing.- Rewards, £5.

PORHCRAWL, GLAMORGANSHIRE. At 9.5 at night on the 11th of April, 1944, a watchman saw an American soldier and a girl walking along Porthcawl pier. A rough sea was running and they had not gone very far when a sea washed them off the pier. The air-sea rescue base was informed and their launch was away in about five minutes. A rowing boat was also launched. This boat was manned by two leading aircraftsmen belonging to the R.A.F. Marine Base, Porthcawl. They recovered the body of the girl. The body of the American soldier was washed up on the following day. The two men incurred considerable risk in the broken seas which were sweeping against the pier. It was too rough a sea for such a boat. Only very strong men could have kept the boat from being swamped or driven against the pier. - Rewards, £1, accompanied by a letter of appreciation to both L.A.C. G. Ash and L.A.C. D. Shackle.

LOSSIEMOUTH, MORAYSHIRE. At 9.50 in the morning of the 26th of May, 1944, a Wellington aeroplane made a pancake landing on the sea off Lossiemouth. The motor fishing boat *May Lily* was nearby. She picked up five airmen, and landed them at Lossiemouth. - Rewards, a letter of appreciation to Skipper William Smith.

PORTLAND, DORSET. At 9.30 in the morning of the 6th of June, 1944, D Day, the opening day of the invasion of Normandy, a U.S.A. Liberator aeroplane, returning from Normandy, crashed on Chesil Beach at Langton Herring. Seven airmen baled out and came down in the sea. Three remained in the aeroplane and were unhurt. A westerly wind was blowing and there was a heavy swell on the beach. The Weymouth motor life-boat was launched, but was recalled by the naval authorities. She might have rescued all the men had she been allowed to go on.

At Wyke Regis Mr. W. Tod, partner in a firm of boat-builders, with the help of a dozen men, removed the engine and other gear from a 15-foot boat which they were building, and at considerable effort took her over the beach and launched her. Mr. Tod and three of his men went out in her, but only one knew much about handling boats off the beach, nor was this boat - the only one available - suitable for such work. They got her off the beach, but she shipped a lot of water, and they were compelled to return.

In the meantime eight Portland fishermen launched two rowing boats from Chesil Cove. They were all elderly men. One was seventy-three. With that gale blowing it was a

difficult and dangerous task to launch small boats off Chesil Beach and the eight men risked their lives in doing it. They got safely away, and three of them in one boat returned at 10.50 with two airmen whom they had picked up about a mile west of the coastguard lookout at Fortuneswell. They put out again and picked up another airman. The five men in the other boat picked up another man. Soldiers at Wyke Regis found a body. Nothing was found of the other two airmen. - Rewards, £14 15s., and a letter of appreciation to Mr. Tod. (See Weymouth, "Accounts of Services by Life-boats," page 25.)

NEWCASTLE, Co. DOWN. At 8.55 in the morning of the 9th of June, 1944, the Ard-glass coastguard saw an aeroplane down in the sea three miles away to the east-north-east and sent out a man in a fishing boat, the *Spitfire*. A light westerly wind was blowing, with a slight sea. The aeroplane had come down near the motor fishing boat *Miranda*, off Portavogie, and her crew of five quickly picked up the crew of five of the aeroplane before the *Spitfire* arrived, and landed them at Ardglass. She then returned to the fishing ground. - Rewards, £3 and 5s. for fuel used.

NORTH BERWICK, EAST LOTHIAN. At 1.15 in the afternoon of the 15th of June, 1944, an R.A.F. Beaufighter aeroplane, with two men on board, crashed in the sea a mile and a quarter south-west of the North Berwick coastguard lookout. A light north-west wind was blowing, with a slight sea. The owner of the motor fishing boat *Caitness Lass* put out to the rescue. With him were his wife, a police constable and a chemist's apprentice. A fisherman, a coastguard and a grocer's assistant put out in the motor fishing boat *Ray Alex*. The boats found a lot of wreckage and salvaged some gear. They saw nothing of the airmen. - Rewards, £3 10s. and 6s. for fuel used.

ILFRACOMBE, DEVON. At 4.40 in the afternoon of the 3rd of July, 1944, the coastguard informed the honorary secretary of the life-boat station that two men were cut off by the rising tide on a rock off Haggington Beach, Hele Bay. A light west-north-west wind was blowing, with a slight sea. The honorary secretary sent out a man in a rowing boat and he, with some difficulty, got the two men on board his boat, landed them at Hele Bay and then rowed back to Ilfracombe Harbour. He had slightly damaged his boat. - Rewards, 7s. 6d., in addition to 5s. from the rescued men, with £1 for repairs to his boat.

SHERINGHAM, NORFOLK. About eight in the morning of the 5th of July, 1944, the Sheringham fishing boats *Edna* and *Liberty* were out fishing two miles off Sheringham, when, two or three miles to the north-north-west they saw an aeroplane from which smoke was coming. A light south-west wind was blowing. The sea was smooth. One boat, which had the life-boat motor-mechanic and the second-coxswain on board, came in to

report. The life-boat crew and helpers were assembled, but it was learned from the coastguard that the aeroplane was all right; the smoke was from two rocket bombs which she had dropped. The life-boat launch was cancelled and the fishing boat which had come in went out again to haul up the pots belonging to both boats. Meanwhile the other fishing boat had searched for nearly two hours. Finding nothing she went back to her fishing. - Rewards, £3, with 11s. 6d. for fuel used.

CARDIGAN. On the evening of the 14th of July, 1944, four men were fishing in the motor boat *Bronwen*, off Poppits Sands, at the estuary of the Teify. At 8.30 they were told that a burning aeroplane had crashed and that the crew had baled out between Cardigan Island and Mount. A moderate south-south-west wind was blowing, with a choppy sea. The men searched the area between Cardigan Island and Mount and found wreckage, which appeared to be part of the aeroplane, but no sign of any of the crew. As the boat was short of petrol and her engine not running well, they left an air-sea rescue boat and aircraft to continue the search and returned, arriving at 9.50 that evening. One badly injured man was rescued by the launch and four others came down on land. - Rewards, £2, with 4s. 3d. for fuel used.

FILEY, YORKSHIRE. At 5.9 in the afternoon of the 15th of July, 1944, the coastguard telephoned the life-boat coxswain that the Filey police had reported that about 4.45 a Polish soldier, who was bathing in Filey Bay, had been seen to disappear, and had not reappeared. A light west-south-west wind was blowing, with a slight sea. The coxswain launched his fishing coble *Edward and Muriel*, and with four other men, searched, but found nothing. - Rewards, £2 10s., with £1 for helpers on land and horses which hauled up the coble, and 4s. for fuel used.

RHYL, FLINTSHIRE. On the evening of the 17th of July, 1944, an Anson aeroplane came down in the sea several miles to the north-west of Rhyl. The Rhyl and Llandudno life-boats went out. The weather was fine, with a fairly smooth sea and a slight westerly wind. Directed by aircraft the Rhyl life-boat reached the position about ten o'clock and found three men in the motor fishing boat *Hard Lines*, of Fleetwood, picking up three of the air crew. One of the three was unconscious and one was dead. They transferred the unconscious man to the life-boat. It was reported that the body of the fourth member of the aircrew was picked up by an air-sea rescue boat. - Rewards to the three fishermen, £3 15s., and 5s. for fuel used. (See Rhyl, and Llandudno, "Accounts of Services by Life-boats," page 26.)

WITHERNSEA, YORKSHIRE. About 10.45 in the morning of the 26th of July, 1944, a Mustang aeroplane crashed in the Humber. The pilot baled out and dropped into the sea two miles south of Withersea. The sea was smooth, the wind light from the south-south-

east. At 11.10 the coastguard told the owner of the rowing fishing boat *Harriet Thompson*, and he, an auxiliary coastguardsman, and three other men put out in her. They found nothing, and returned at 1.30 that afternoon. An air-sea rescue boat picked up a parachute, but saw nothing of the airman. - Rewards, £2.

HASTINGS, SUSSEX. About 11.20 in the morning of the 29th of July, 1944, a Mustang aeroplane came down in the sea off Hastings. A light south-west wind was blowing, with a slight sea. Two local fishing boats which were out fishing two miles away saw the accident and at once made for the spot. They arrived at the same time as the Hastings life-boat. No survivor was found. The fishing boats remained for only a few minutes and then made for Hastings, arriving at 12.20. - Grant of 5s. made for fuel used. (See Hastings, "Accounts of Services by Life-boats," page 27).

NEWQUAY, CORNWALL. At 9.30 in the evening of the 1st August, 1944, an airport informed the honorary secretary of the life-boat station that it had received a wireless report from a patrol launch, which had picked up two people and wished to land them. The life-boat crew and helpers were assembled, but it was decided to send out a rowing boat. Four men manned it and got it away through breaking water. They returned in forty-five minutes with the bodies of two women, who, while bathing farther up the coast, had been carried out to sea. - Rewards, £5.

BLACKPOOL, LANCASHIRE. About 10.30 in the morning of the 2nd of August, 1944, the life-boat coxswain received a telephone message from a private hotel on the promenade that a sailing boat was in difficulties opposite Woodfield Road. The police also gave the same information. The sea was calm, the weather fine. The life-boat coxswain, motor-mechanic and assistant motor-mechanic put out in the mechanic's boat, and rowed to the sailing boat, which was half a mile from the boathouse and three hundred yards off the shore. She was a licensed sailing yacht with the owner and sixteen rather scared passengers on board. She was fast on an invasion pile with a hole in her side. A bucket was being used to bale her but the passengers were standing in water up to their knees. The rescuers took off ten women and children. Returning they took off six men, and putting out again towed in the yacht and her owner. - Rewards, £1 17s. 6d.

THE LIZARD, CORNWALL. At 1.42 in the afternoon of the 6th of August, 1944, Lloyd's signal station reported to the honorary secretary of the life-boat station, through the Cadgwith coastguard, that the small boat *Lily* was a mile south of the station and that the four people aboard - they were visitors from London - were waving and shouting for help. The sea was calm, with a light south-west wind, but the boat was rapidly drifting seawards. The honorary secretary was considering sending out a motor boat, but a member of the Royal Observer Corps, with the station officer of coastguard, had put out in

his rowing boat. They had to row about three miles against the tide, but they reached the drifting boat, took her in tow and brought her safely to land. - Rewards, £1 5s.

SCARBOROUGH, YORKSHIRE. At three o'clock in the afternoon of the 7th of August, 1944, the coastguard reported to the honorary secretary of the life-boat station that an R.A.F. Halifax aeroplane had crashed in the sea about two and a half miles north-by-east of Long Nab. The weather was fine, the sea smooth and a light south-east wind blowing. The honorary secretary decided to send out two motor cobses, and the *Rainbow*, with a crew of five, and the *Moreen*, with a crew of two, put out. They searched, but without success, and returned at 5.45. The fishing boat *Thankful*, with a crew of five, which was fishing near the scene of the accident, picked up one body and landed it. - Rewards, £7 10s. and 9s., 7s. 6d. and 3s. for fuel used.

PENMON, ANGLESEY. On the evening of the 10th of August, 1944, the sailing boat *Margaret Elizabeth*, of Beaumaris, capsized one mile north-north-east of Puffin Island. She had four people on board. They had been fishing. A strong south-west breeze was blowing, with a choppy sea. The owner of the capsized boat and another man put out in a small rowing boat, and with some difficulty rescued two exhausted people, who were clinging to the upturned boat. The Beaumaris life-boat was launched and took the other two people off Puffin Island, which they had reached by swimming. - Rewards, £2 10s. (See Beaumaris, "Accounts of Services by Life-boats," page 29.)

LLANDUDNO, CAERNARVONSHIRE. On the night of the 14th of August, 1944, the coastguard telephoned to the life-boat coxswain and asked him to go out in a rowing boat as a woman was in danger of committing suicide by jumping over Great Orme's Head. This he did and reached the place at about 1.30 next morning. There he was told to return as the woman had been persuaded to go home. When he got back to the beach he learned that she had broken from her escort and had thrown herself over the cliff into the sea. With a police officer and a coastguard he went out again. After an hour's search they found the body of a young woman. They returned to the beach at 4.30. - Reward to coxswain, £1.

STAITHES, YORKSHIRE. On the 26th of August, 1944, the fishing boat *Silver Line*, with a crew of six, put out at two in the afternoon to haul lines. She had not returned by 8.45 that evening, and as it was very foggy it was decided to send another boat out to look for her. Three men went in the *Star of Hope*. They found the missing boat, and the two boats arrived back at 11.20. - Rewards, £1 1s.

OCTOBER MEETING

WESTHAVEN, ANGUS. At three o'clock in the afternoon of the 19th of August, 1944, a

sudden change in the strength and direction of the wind raised a rather heavy sea which was breaking with great force over the rocks. The wind was blowing in squalls. About 3.15 two boys and a girl set out in a small boat to retrieve their own boat which was moored between the rocks at Westhaven. While they were changing from one boat to another, both boats were swamped and the one they were in capsized. It threw them into the sea. Both boys were drowned, but the girl managed to hold on to a pole fixed at the spot. The accident was seen by two men at 3.30. They immediately put out in a rowing boat, and by their prompt action saved the girl. She had received a severe buffeting and was suffering badly from shock. The two boys were not seen again until their bodies were recovered at low water. - Rewards, £2.

SELSEY, SUSSEX. On the 28th of August, 1944, a Stirling aeroplane, owing to engine-trouble, crash-landed on the sea seven or eight miles from land, and at eight o'clock her six men in their rubber dinghy were seen by two fishermen, both old life-boatmen, who were out in a 13-foot out-board motor boat to re-bait their lobster pots. A fresh to strong westerly wind was blowing; the sea was rough. The fishermen were three miles west of Thorney coastguard station when they saw the airmen. They went at once to their help. With considerable difficulty they got the six men into their boat, but had to abandon the rubber dinghy. With eight men on board the 13-foot boat was well loaded, and it took her an hour and a half to reach shore, as her petrol was exhausted and the men had to row. They also had to bale all the time. - Rewards, £2 15s., with 2s. 6d. for fuel used and £1 15s. for repairs of engine.

DUNTULM, SKYE. About 10.40 at night on the 13th of September, 1944, a British Wellington bomber burst into flames and crashed in the sea three miles west of Rudha Hunish. A light south-east wind was blowing and the sea was smooth. Seven men put out in two rowing boats from Duntulm. They found nothing and arrived back at 1.40 next morning. Later a body and wreckage were found by an air-sea rescue boat. - Rewards, £7.

NOVEMBER MEETING

PORTMAGEE, Co. KERRY. On the morning of the 13th of June, 1944, the 35-foot motor fishing boat *Naomh Moibhi*, of Dingle, was at anchor at Portmagee, sheltering from the weather. A west-north-west gale was blowing, with high seas. The *Valentia* motor fishing boat *Lobster*, with a crew of four, had failed to return from the previous night's fishing, and the *Naomh Moibhi* was asked to go out and search. She had a crew of four, and three Portmagee men volunteered to go with her. She left at eleven o'clock, and found the *Lobster*, with her engine broken down, drifting ashore south of Bray Head. In order to get the boat in tow the skipper, at great risk, reversed into an inlet where the disabled

launch was about to be smashed on rocks. Both boats then made for Portmagee. The Valentia auxiliary rescue-boat arrived and accompanied them. They arrived at Portmagee at 2.30 that afternoon. The *Lobster's* catch of 3,000 to 4,000 mackerel was cleared by the crews of the *Naomh Moibhi* and the auxiliary rescue-boat as her men were exhausted by their efforts, extending over six hours, to keep their boat off the rocks with oars. - Rewards, £7 and £1 6s. 3d. for fuel used and £1 10s. for damage to boat and ropes. (See also "Services by Auxiliary Rescue-boats." Valentia, page 67.)

LYTHAM-ST. ANNES, LANCASHIRE.. At 5.30 in the afternoon of the 27th of July, 1944, four fishermen left the fishing boat *Spray*, in a dinghy, to go ashore. When they were east of the House Barge, Lytham, the dinghy capsized and threw them into the sea. A light south-west wind was blowing, with a slightly choppy sea. Two Belgian fishermen, of Preston, who were in their boat *Maranpat*, at anchor, at once went to the rescue. They found three of the four men clinging to the keel of the upturned dinghy. One man was washed off, but one of the Belgians caught him with a boatbook. The other Belgian seized the other two, one in each hand, and held them against the current. With considerable difficulty they hauled the three men into their boat. They then searched for the fourth man, but without success. - Rewards, £2.

WHITBY, YORKSHIRE. On the morning of the 3rd of August, 1944, an aeroplane was reported down in the sea, about four miles north of Whitby. The weather was fine. The life-boat was off service. At the request of the coastguard, four men in the motor fishing boat *Silver Line*, which had just returned from fishing and landed her catch, put out again at 11.30. They found an R.A.F. air-sea rescue boat searching, joined in the search for some time and then returned at 2.45 to re-fuel. Leaving again at three o'clock, they searched until five o'clock, but found nothing. - Rewards, a letter of appreciation to Mr. C. Eglon, skipper of the *Silver Line*, £1 which he had to pay others for baiting his lines while he was out searching, and 15s. for fuel used.

WHITBY, YORKSHIRE. On the morning of the 11th of August, 1944, it was learnt that an aeroplane had crashed in the sea, and an R.A.F. aeroplane reported a patch of oil four and a half miles north-east of Whitby. The sea was choppy, with a west-south-west wind. At the request of the coastguard three men put out in the motor fishing boat *Venus*. They searched, but found nothing and returned to harbour at 2.50 that afternoon. - Rewards, a letter of appreciation to Mr. J. Cole, skipper of the *Venus*, and 15s. for fuel used.

ST. ANDREWS, FIFESHIRE. At three in the afternoon of the 19th of August, 1944, a small pleasure sailing boat, with eight people on board, capsized near the East Sands, St.

Andrews Bay and threw them into the water. A strong easterly wind was blowing, with heavy squalls, and the sea was choppy. A fisherman, with his married daughter, aged 22, were in a motor boat, about 100 yards away. They went at once to the rescue. The woman seized the people in the water, one by one, with a boat-hook and drew them close to the boat so that her father could pull them on board. In this way they rescued seven, but all efforts to revive two of them, a woman and her granddaughter, failed. The eighth of the party, a man, had disappeared. - Rewards, £2 and letter of appreciation to Mr. R. Wilson junior and his daughter.

PORTMAHOMACK, ROSS AND CROMARTY-SHIRE. About ten at night on the 2nd of September, 1944, five men in a dinghy, belonging to a naval motor launch, left Portmahomack harbour to return to the launch. She capsized 200 yards north of the harbour. A light north-east wind was blowing and the sea was choppy. Nine men put out in four small rowing boats and rescued all the men, but one died later. - Rewards, £9.

ILFRACOMBE, DEVON. At five in the afternoon of the 15th of September, 1944, Mr. N. J. Lewis, restaurant proprietor, telephoned to the coastguard that a soldier had been cut off by the tide at the bottom of the cliffs on the west side of Hele Bay. A fresh westerly wind was blowing with a choppy sea. The tide was two hours before high water. Mr. Lewis, accompanied by Mr. C. Galliver, put out in a rowing boat, took the soldier off the rocks and landed him in Hele Bay. - Rewards, a letter of appreciation to Mr. Lewis and 10s. to Mr. Galliver.

SCARBOROUGH, YORKSHIRE. About 5.30 in the afternoon of the 11th of October, 1944, the coastguard reported that the fishing coble *B. S. Collings* was in difficulties half a mile south-east of Long Nab. One of her crew of two was baling, and the other frantically waving a Dan buoy flag. A strong south-south-east wind was blowing, with a moderate sea. The life-boat crew were assembled, but as the coble appeared to be making good headway round Castle Hill it was decided to send another fishing boat, and the keel boat *Merit*, with her own crew of four and the second-coxswain and the bowman of the life-boat, put out. She escorted the *B. S. Collings*, now half full of water, through broken water into harbour. - Rewards, £3 and 5s. for fuel used.

DECEMBER MEETING

NEW BRIGHTON, CHESHIRE. About eleven in the morning of the 2nd of August, 1944, two men in the motor fishing boat *Maud*, of New Brighton, were fishing six miles east-south-east of the Bar Lightship. A light south-west wind was blowing, with a short and choppy sea. They saw an Anson aeroplane fly low and then crash in the sea some sixty yards away. They went at once to the rescue and picked up the five men of the aeroplane, four of whom were in their

dinghy, which they also brought ashore.- Rewards, 10s. for fuel used, 10s. for repairs to a net and £9 for loss of fishing.

GIRVAN, Ayrshire. At 5.30 in the afternoon of the 22nd of August, 1944, two men in the motor fishing boat *Margaret* were making for Girvan on their way home from fishing. A moderate north-east wind was blowing. The sea was smooth. They saw an object in the sea and an aeroplane signalling to them. Altering course they made for the object and found five airmen in a dinghy eight miles west of Turnberry. The aeroplane, an R.A.F. Hudson, had crashed in the sea. One man had head injuries. All were suffering from immersion. The fishermen made with them for Girvan, but just before they reached the harbour an R.A.F. boat came up and took over the rescued men. - Rewards, letters of appreciation to Mr. Peter Stephen and Mr. Hugh Chrichton.

ABERDESACH, CAERNARVONSHIRE. About 10.45 on the night of the 29th of August, 1944, a resident of Aberdesach told the police, who reported to the coastguard, that the motor fishing boat *Crest* appeared to be in distress 600 yards from the shore at Aberdesach. The weather was fine, with no wind and a calm sea. To launch the Porthdinllaen motor life-boat was not considered necessary, and the coastguard sent out, from Porth-y-Nant, three men in a motor boat. Before reaching the position the boat turned back and put into Trevor for fuel. This was about 3.30 next morning. The boat searched, but could not find the *Crest* and returned to Porth-y-Nant at seven o'clock. It was learnt later that the *Crest* had beached safely at Bodfan at 10.30. - Rewards, £3 and 10s. for stores used.

LLANBEDROG, CAERNARVONSHIRE. At three in the afternoon of the 7th of September, 1944, the motor trawler *Shuna* was returning to Pwllheli from fishing. Two fishermen were on board her, aged 18 and 19. A fresh north-west wind was blowing, with a slight sea. The *Shuna* was hailed by the small sailing boat *Liner* when about three and a half miles south of Llanbedrog. As she closed her the *Liner* capsized. There were four boys on board, aged about 16 to 18. They were thrown into the water. The *Shuna* picked up two of them, but a rope which had been thrown to her had fouled her propeller and she was unable to rescue the other two. They were drowned. - Rewards, £12 9s. for repairs, and £10 for loss of fishing.

CRAIL, FIFESHIRE. At 7.15 in the morning of the 18th of September, 1944, the fishing boat *Comely*, with two on board, stranded on the rocks at Balcomie Briggs. The sea was calm, with a light west-south-west wind. At 7.33 two men in the rowing fishing boat *Lily* went alongside, took off the two men and landed them. Then the *Lily*, manned by one of her own crew and one of the *Comely's* men, put out again. The men lifted her lobster creels, keeping an eye on the *Comely*, which, as the tide fell, became high and dry.

The *Lily* then put out with all four men on board, and when the *Comely* refloated they all went on board and returned to Crail towing the *Lily*. - Rewards, a letter of appreciation to the owner of the *Lily*, Mr. John Meldrum.

AMBLE, NORTHUMBERLAND. About 11.50 in the morning of the 30th of September, 1944, an R.A.F. aeroplane came down in the sea half a mile off the Bondicar Rocks. A moderate west wind was blowing. The sea was smooth. Two Hauxley fishermen in a motor boat were fishing nearby. They went at once to the aeroplane and rescued the airman. - Rewards, letters of appreciation to the two fishermen, Mr. Frank Oliver and Mr. Richard Oliver. (See Amble, "Accounts of Services by Life-boats," page 33.)

PADSTOW, CORNWALL. At two in the afternoon of the 11th of October, 1944, Second-coxswain W. Orchard and the motor-mechanics C. G. Odell and S. W. Brett were on duty at the life-boat station at the Cove, when the dinghy of an air-sea rescue launch, with seven men on board, was seen being swept down the river towards the Doom Bar. A south-south-west gale was blowing, with heavy seas, and the R.A.F. men were powerless either to reach their launch or to return to the shore. The three life-boatmen put off in Orchard's open motor boat with a 6 h.p. engine, and reached the dinghy when she was off Long Rock on the edge of the Doom Bar. At considerable risk they took on board the seven men and took the dinghy in tow. - Rewards, £7, a letter of appreciation to Second-coxswain W. Orchard and 5s. for fuel used.

ANSTRUTHER, FIFESHIRE. At 2.10 in the afternoon of the 13th of October, 1944, the Anstruther coastguard saw a Barracuda aeroplane flying low on a westerly course. Without warning it nose-dived into the sea. Then a rubber dinghy was seen with a man on board. Four men in the fishing boat *Shepherd Lad* were nearby. They rescued the man and his dinghy and took them to St. Monans. - Rewards, a letter of appreciation to Mr. John Dunn, skipper of the *Shepherd Lad*.

WHITBY, YORKSHIRE. At 4.30 in the afternoon of the 23rd of October, 1944, the coastguard told the harbourmaster that a report had been received of an aeroplane down in the sea about a mile and a half north of the Whitby coastguard station. A light north-west wind was blowing and the sea was choppy. The harbourmaster asked the skipper of the fishing boat *Easter Morn* to go out. He had only one of his crew, besides himself, available, but the harbourmaster and a harbour attendant joined the crew. The Whitby life-boat also went out, and an aeroplane was up. They all made a thorough search, but found no trace of the aeroplane. - Rewards, a letter of appreciation to the harbourmaster, Mr. Wink, £1 10s. to the other three men and 10s. for fuel used. (See also "Accounts of Services by life-boats," Whitby, page 40.)

ABERYSTWYTH, CARDIGANSHIRE. On the evening of the 29th of October, 1944, a report was received that four children had been cut off by the tide beneath Constitution Hill, about a mile north of Abergystwyth. The weather was fine and the sea smooth. At the request of the police a fisherman put out in his rowing boat with a police constable. They made a thorough search but found no children. - Rewards, 15s.

NEW BRIGHTON, CHESHIRE. About 5.10 in the afternoon of the 6th of November, 1944, information was received that the fishing boat *Seafoss* was in difficulties among other boats off New Brighton stage. A moderate south-south-west gale was blowing, with a moderate sea. The *Seafoss* had one man aboard. Her engine had broken down. She drifted helplessly down channel, fouled another boat and broke her adrift. Coxswain Nicholson, with Motor-mechanic Bray, ran to the stage and met Second-coxswain Jones. The weather was too bad for the life-boat's boarding boat to be used, and to save time they did not man the life-boat but put off in the second-coxswain's motor fishing boat *Alice*. They picked up both boats off the Brazil Buoy and towed them to New Brighton. - Rewards, £3 and 6s. 6d. for fuel used.

NEWQUAY, CORNWALL. At 10.20 on the night of the 19th of November, 1944, the honorary secretary of the life-boat station received a telephone message that cries for help had been heard from outside the harbour. The weather was bad, with an off-shore wind and a strong ebbing tide. The honorary secretary immediately went to the harbour with the coxswain and there learned that an American soldier and a woman had

walked over the pier head. The woman had been able to catch hold of a ring bolt and was saved. The soldier had drifted away. The coxswain and two other men put off in a rowing boat, but owing to the strength of the tide and wind they had to return for more help. The second-coxswain and another man joined them and they searched until 11.45, but could not find the man. - Rewards, £5 15s.

LYTHAM-ST. ANNES, LANCASHIRE. At 12.20 in the afternoon of the 29th of November, 1944, two American aeroplanes were seen to collide a mile east of Lytham pier and crash in the sea on fire. The police told the honorary secretary of the life-boat station at 12.22. A moderate north-west breeze was blowing and the sea was moderate. The motor-mechanic was on board the life-boat. He went out in his dinghy with two other men and found one of the two aeroplanes burning fiercely. The fire had died down on the second aeroplane. She was in only three feet of water. The dinghy's crew broke off the cowlings of her cockpit and cleared away wreckage. In the meantime the life-boat's boarding boat had been manned by a crew of seven, and when she arrived two bodies were taken from the second aeroplane. From the burning aeroplane one body was recovered, the crews of both boats helping in the work. Some of the ground staff of the American Air Force waded out, and the boats brought them back. The coxswain and second-coxswain of the life-boat came by motor from St. Annes but were too late to help. - Rewards, a letter of appreciation and £1 to the motor-mechanic, G. Harrison, £1 to each of the other nine men engaged, £10 in all, and £2 12s. 6d. to helpers on shore.

Services by Auxiliary Rescue-boats

Launches 26. Lives rescued 21.

ISLE OF WHITHORN, WIGTOWNSHIRE. At 3.8 in the afternoon of the 18th of January, 1944, a report was received through the military and the coastguard that a Martinet aeroplane, which had been towing a target, had fallen into the sea between Stein Head and Burrow Head. A strong south-west wind was blowing, with a rough sea. The Whithorn auxiliary rescue-boat was at once launched. She reached the position given, although she was continually shipping seas, in twenty minutes from receipt of the news and before an air-sea rescue boat reached it, but only wreckage was found. The men in the aeroplane were lost. The R.A.F. and the military authorities both thanked the crew of the rescue-boat. - Rewards, £5 14s. and 8s. 8d. for fuel used.

VALENTIA, Co. KERRY. At 2.55 in the morning of the 27th of February, 1944, the local coastwatcher rang up the honorary agent to say that an aeroplane was in the sea at Skelligs Rock, ten miles from the Portmagee entrance to Valentia Harbour. A strong north-east wind was blowing, a heavy sea running and it was intensely cold. The Valentia auxiliary rescue-boat *St. Bernard* was launched at four o'clock. Off Bray Head the wind approached gale force and the heavy seas made it necessary to keep the pump going all the time. No sign of life was seen. The rescue-boat made a determined effort, in very difficult conditions, to reach the Skelligs, but at 5.10 the skipper decided to return. He had to fight hard to make the harbour entrance at Portmagee, and the boat arrived back at 7.15 that evening. - Rewards, £9 8s. and 18s. 8d. for fuel used.

VALENTIA, Co. KERRY. At 7.35 in the morning of the 1st of April, 1944, the coast life-saving service No. 1 man informed the honorary agent that coastwatchers had telephoned that a fishing boat was in distress off Bray Head. An east-south-east wind was blowing. The weather was cold and dry. The Valentia auxiliary rescue-boat *St. Bernard* was launched at eight o'clock. About the same time it was learned that a cable-ship had taken the fishing boat in tow

and was bringing her to the lighthouse entrance to the harbour. The boat was the *Rearcha na Fairughe*, with a crew of four. Her propeller was fouled by nets; her sails torn. She had been drifting helplessly out to sea. The cable-ship brought her into harbour and there she was taken over by the rescue-boat, which towed her to the pier, arriving about nine o'clock. Her propeller was cleared and she was able to go home under her own power. - Rewards, £3 2s. 6d. and 3s. 2d. for fuel used.

SCALASAIG, COLONSAY, ARGYLLSHIRE. At 11.30 in the morning of the 1st of April, 1944, two boys saw a Wellington aeroplane, which was on fire, crash and disappear into the sea five miles south-south-east from Colonsay Pier. A fresh south-east wind was blowing, with a moderately rough sea. The auxiliary rescue-boat *Glaskard* put out at 11.50. Forty-five minutes later she picked up an inflated rubber buoy, and on reaching the position at 12.50 she found the body of an airman. Artificial respiration was applied, but without success. The search was continued. At 1.25 the *Glaskard* transferred the airman to an R.A.F. boat, which proceeded to Colonsay Pier where a doctor found that the man was dead. Having found nothing further the *Glaskard* returned, arriving at 2.15 p.m. A Catalina aeroplane, the Portaskaig life-boat and R.A.F. launches took part in the search.

Later in the day an aeroplane was seen dropping smoke-floats three miles east of Colonsay Pier and the auxiliary rescue-boat put out again at 4.50, but found nothing. Two air-sea rescue launches also went out, and after learning that they also had seen nothing the rescue-boat returned, leaving the launches to continue the search. - Rewards, first launch, £3 10s. and 16s. 4d. for fuel used; second launch, £3 5s. and 4s. 6d. for fuel used. (See Port Askaig, "Accounts of Services by Life-boats," page 19.)

MILLOM, CUMBERLAND. At 2.5 in the morning of the 13th of April, 1944, the coastguard, who was also skipper of the auxiliary rescue-boat, saw distress signals from an aeroplane four to five miles in a southerly

direction from Haverigg Point. A light south-east wind was blowing, with a light swell. Having arranged for the look-out to be manned he left the station and went by car to Haverigg, manned the rescue-boat *Hearts of Oak* and took her out, but the airmen had been rescued a few minutes earlier by a high-speed launch from Fleetwood. The rescue-boat returned at 1.30, when the tide was favourable. - Rewards, £3 15s., with £1 2s. 6d. for fuel and car hire. (See Barrow, "Accounts of Services by Life-boats," page 21.)

PUCKCASTER COVE, ISLE OF WIGHT. On Sunday, the 30th of April, 1944, the honorary agent, Mr. Uffa Fox, the famous yacht-designer and yachtsman, received news by telephone from the Royal Observer Corps, Niton, that a fighter aeroplane, returning from France, had crashed into the sea some five miles south-west of St. Catherine's Lighthouse. The tide was ebbing, with a squally south-west wind blowing and a moderately rough sea. Mr. Fox, with the aid of his wife and maid, launched the 16-feet self-baling auxiliary rescue-boat. He put out alone under oars, and guided by Typhoon aeroplanes had got to within a mile of the airman, when a Walrus aeroplane alighted on the sea and rescued the man. Mr. Fox, who was engaged for two hours, rowed twelve miles. - No rewards desired.

LLANERCHYMR, FLINTSHIRE. At one o'clock in the afternoon of the 19th of May, 1944, the Mostyn Police reported that a Spitfire aeroplane had crashed into the sea near the South Hoyle Buoy in the Dee channel. The weather was fine, with a moderate sea running and a moderate northerly wind. As the Rhyl life-boat had been launched no action was taken. About two o'clock it was learned from an ironworks at Mostyn that the correct position was near the lighthouse at Talacre and that the tail of the aeroplane could be seen. The Llanerchymor auxiliary rescue-boat was at once launched, as she could reach the position in half an hour. She made a thorough search, but found no sign of the aeroplane or pilot. As the tide made she abandoned the search and returned, arriving at 8.40 that evening. - Rewards, £1 18s. and £1 for fuel used. (See Rhyl, "Accounts of Services by Life-boats," page 24.)

ISLE OF WHITHORN, WIGTOWNSHIRE. At 4.20 in the afternoon of the 28th of May, 1944, the coastguard saw an Anson aeroplane lose height rapidly over Portyerryock Bay, drop smoke bombs and burn a white flare. A light westerly wind was blowing, with a moderate sea. The skipper of the Isle of Whithorn auxiliary rescue-boat was at once informed and put out, but the aeroplane recovered when just above the sea and eventually landed safely. The rescue boat arrived back at 5.20. - Rewards, £1 17s. 6d. and 4s. 3d. for fuel used.

LLANERCHYMR, FLINTSHIRE. On the evening of the 31st of May, 1944, it was reported to the Greenfield police that two persons were surrounded on a sandbank at

the extreme southern point of Salisbury Bank in the River Dee. A fresh southerly wind was blowing, with a moderate sea, and the tide was rising. The police informed the skipper of the Llanerchymor auxiliary rescue-boat, and he launched her at about six o'clock with a crew of two. They took with them a small boat. They found on the island bank two boys who had landed from their boat. She had been holed, but they had managed to patch her up. The rescue-boat escorted them to the dock at Greenfield and then returned to her moorings at nine o'clock. - Rewards, £1 18s. and 4s. 6d. for fuel used.

ISLE OF WHITHORN, WIGTOWNSHIRE. At 3.30 in the afternoon of the 12th of June, 1944, information was received from the naval officer in charge, Stranraer, that an aeroplane had reported a rubber dinghy with men in it one and a half miles north-north-east from Portyerryock and that an aeroplane was missing. A fresh south-west wind was blowing. The sea was moderately rough. The Whithorn auxiliary rescue-boat put out. She soon reached the position given. She found nothing; searched a wide area and still found nothing; and owing to the weather made for Garlieston, where she arrived at 6.30 that evening. Her crew left her there until the following day. - Rewards, £2 11s. 6d., with 13s. 6d. for fuel used and 2s. 6d. for fares.

VALENTIA, Co. KERRY. At noon on the 13th of June, 1944, it was reported that the local motor fishing boat *Lobster* had failed to return from the previous night's fishing. A fairly strong westerly wind was blowing, with a choppy sea. A report also came from Bray Head coastwatching station that a boat was drifting towards the cliffs at the back of Portmagee, and that another boat was going in that direction. The auxiliary rescue-boat *St. Bernard* put out at 1.20 P.M. and on reaching a position north of Puffin Island at about 2.30 found that another boat had taken the *Lobster*, which had been disabled by an engine breakdown, in tow. Her crew were exhausted, having been drifting close to the cliff for about six hours and using oars to keep clear of rocks. All three boats made for Portmagee, where the *Lobster's* net was cleared of fish. The rescue-boat got back at 6 P.M. - Rewards, £2 10s. and 11s. 8d. for fuel used. (See also "Services by Shore-boats." Portmagee, page 62.)

LLANERCHYMR, FLINTSHIRE. In response to a telephone call from the Mostyn harbour master, and a distress signal shown by the schooner *Ellie Park*, the auxiliary rescue-boat, manned by a crew of two, put out at two in the afternoon of the 14th of June, 1944. A north-west gale was blowing and the sea was rough. The rescue-boat found that a seaman had been blown out to sea in a small ship's boat in the River Dee Estuary opposite Mostyn. She rescued him, and took him and his boat back to the schooner, which was anchored off Mostyn Tipping. The rescue-boat reached her moorings again at six

that evening. - Rewards, £1 5s., with £1 for loss of fishing and 6s. 6d. for fuel used.

PUCKASTER COVE, ISLE OF WIGHT. On the evening of the 3rd of July, 1944, a Typhoon aeroplane was seen to crash and a parachute to descend into the sea some twelve miles off shore, in a south-easterly direction from Puckaster Cove. A big steep sea was running and the wind was blowing hard from the west. The auxiliary rescue-boat, with Mr. Uffa Fox in command, was manned and put out, but she found that the pilot had been picked up by a steamer. Two air-sea rescue boats and a Walrus amphibious aeroplane also put out.

As the rescue-boat neared the land again she saw a beach landing craft smothered in spray. On board were three American naval men, who were very worried, as they had no protection and no knowledge of their position. When the two boats got into smoother water a man from the rescue-boat boarded the landing craft, and the two boats came into Puckaster Cove, where hospitality was given to the American naval men. - No rewards desired.

MALIN HEAD, CO. DONEGAL. At 10.10 in the evening of the 13th of July, 1944, information was received from Buncrana that a burning aeroplane had crashed into the sea to the east of Inishtrahull. A westerly wind was blowing, with rain, but the sea was calm. Manned by a crew of four the auxiliary rescue-boat put out at 10.30. When she reached the position given, five hundred yards east of Inishtrahull, she found a destroyer and a corvette were already on the scene. The destroyer had picked up five airmen from their rubber dinghy and it was learned later that three other men who had baled out had been rescued by another corvette. The rescue boat reached her moorings again at three o'clock next morning. - Rewards, £5 and 16s. 10d. for fuel used. (See Portrush, "Accounts of Services by Life-boats," page 28.)

LLANERCHYMOR, FLINTSHIRE. At 11.20 in the morning of the 17th of July, 1944, the skipper of the auxiliary rescue boat saw an aeroplane crash into the River Dee about a mile south-east of Llanerchymor. The weather was fine and the sea calm. The auxiliary rescue-boat put out with a crew of three. Two young men who were out in a sailing dinghy had gone at once to the rescue and picked up one airman, wearing a life-jacket. The rescue-boat picked up the other airman, who was without a life-jacket and had swum or drifted some distance away. She returned to the dinghy, took on board the man it had rescued and, with the dinghy in tow, made for Llanerchymor, arriving at 12.30. - Rewards, £2 17s. 6d. with 4s. 6d. for fuel used and £1 2s. 6d. for loss of fishing.

ISLE OF WHITHORN, WIGTOWNSHIRE. At 11.40 on the night of the 17th of July, 1944, the Observer Corps, Ayr, enquired whether information had been received of an aeroplane which had crashed in the sea to the south of Creetown. A moderate south-east wind was

blowing, with a rather rough sea. Enquiries were made, and it was found, through the naval officer in charge at Stranraer, that Air-Sea Rescue, at Liverpool, had reported an aeroplane down two miles east of Garieston. The auxiliary rescue-boat put out at midnight. Another message was received that an aeroplane was circling the position given and the rescue-boat was on the spot when the aeroplane dropped a flare. She made a thorough but unsuccessful search and arrived back at five o'clock next morning. - Rewards, £5, with 17s. 6d. for fuel used.

LOSSIEMOUTH, MORAYSHIRE. About 9.15 in the morning of the 22nd of July, 1944, the coastguard reported that the motor fishing boat *Nyo* was in difficulties. Her engine had broken down and she had anchored near the entrance to the harbour. The northerly wind was light, but a heavy swell was running. The auxiliary rescue-boat *Snowdrop* was launched with a crew of five and found that the fishing boat had hoisted sail and had drifted near to some rocks. She helped her into harbour. - Rewards, £3 2s. 6d. and £1 for fuel used.

LOSSIEMOUTH, MORAYSHIRE. At 12.30 in the afternoon of the 22nd of July, 1944, the coastguard reported that a British Wellington aeroplane had exploded in the air and crashed into the sea one mile east of Covesea Lighthouse. She was partly submerged. A light northerly wind was blowing, with a moderate swell. The auxiliary rescue-boat *Snowdrop* was launched and searched ten miles along the coast. She found the bodies of two of the seven members of the air crew. All seven had lost their lives. - Rewards, £3 2s. 6d., with £2 for anchor lost and £1 for fuel used.

LLANERCHYMOR, FLINTSHIRE. As a result of information given by the Mostyn police, and confirmed by the Hoylake coastguard, the auxiliary rescue-boat was launched about four in the afternoon of the 24th of July, 1944, to search for a Spitfire aeroplane, which had crashed into the sea off Talacre, River Dee. The weather was fine with a light north-east wind and a smooth sea. On her way the rescue-boat met a fishing boat and learned that the aeroplane had nose-dived into deep water. As the fishing boat had already searched for the pilot without result, the rescue-boat turned back, bringing the fishing boat with her. They reached Llanerchymor at six o'clock. The Rhyl life-boat had also put out, but found nothing. - Rewards, £1 5s. and 6s. 6d. for fuel used. (See Rhyl, "Accounts of Services by Life-boats," page 28.)

MALIN HEAD, CO. DONEGAL. On receipt of a report that the fishing boat *St. Cecelin* was missing, the auxiliary rescue-boat, manned by a crew of four, put out at 9.30 in the morning of the 6th of August, 1944. There was a dense fog, but the sea was calm. In spite of the fog the rescue-boat found the missing boat at Inishtrahull, seven miles from the mainland. She had a crew of eight. The rescue-boat brought her into Malin Head,

where they arrived at 2.30 that afternoon. The Portrush life-boat also put out. - Rewards, £2 10s. and 14s. 4d. for fuel used. (See Portrush, "Accounts of Services by Life-boats," page 31.)

MALIN HEAD, Co. DONEGAL. On the morning of the 10th of September, 1944, a message was received from the Malin Head wireless station that an object, apparently a small boat or raft, had been seen about six miles away in a south-westerly direction. The weather was good, the sea smooth. Manned by a crew of four, the auxiliary rescue-boat put out at midday. She found an upturned motor boat surrounded by a mass of wreckage and coated with fuel oil. It appeared to have been wrecked by a mine or other submarine action some days before. The rescue-boat was unable to get near, so she left the wrecked boat and returned, arriving at three o'clock that afternoon. - Rewards, £2 10s. and 10s. for fuel used.

VALENTIA, Co. KERRY. On the night of the 25th of October, 1944, the Valentia auxiliary rescue-boat *St. Bernard* was returning from fishing, when about midnight she saw flares about three miles north-west of Wireless Point. A light northerly wind was blowing, but a heavy swell was running. The rescue-boat found the Cahirciveen motor fishing boat *Naomh Sean*, with a crew of four. Her engine had broken down. The *St. Bernard* took her in tow, but the rope parted. With difficulty it was again made fast and the *St. Bernard* towed the *Naomh Sean* to Renard Pier, arriving at 3.5 in the morning. - Rewards, £7 10s., with 13s. 3d. for fuel and 12s. for damaged tow-ropes.

VALENTIA, Co. KERRY. While the Valentia auxiliary rescue-boat *St. Bernard* was returning from fishing on the night of

the 7th of November, 1944, her skipper saw a flare about two miles north-east of Bray Head. A strong ebb tide was running, with a very heavy sea. The wind was north-west, but veered to south-west. The rescue-boat found the motor fishing boat *Spray*, of Valentia, with a crew of six. Her nets had fouled her propeller. She had been taken in tow by a Cahirciveen fishing boat, but the rope broke and the tow was abandoned on account of the heavy seas. At 9.30 the rescue-boat took the *Spray* in tow and at some risk and with considerable difficulty brought her into Valentia at 3.30 next morning. - Rewards, £7 10s. and £1 4s. 6d. for fuel used.

ISLE OF WHITHORN, WIGTOWNSHIRE. At 11.40 in the morning of Sunday the 19th of November, 1944, a coastguard on his way to take over watching duties heard an aeroplane about five miles west of Burrow Head. Her engine appeared to be missing and he saw what he thought to be a parachute coming down. A light north-west wind was blowing, with a moderate sea. The Whithorn auxiliary rescue-boat put out at 12.15. She searched but found nothing and returned at 4.15 that afternoon. Later it was learned that an aeroplane had been exercising and that no accident had occurred. - Rewards, £2 17s. and 9s. for fuel used.

INISHBOFIN, Co. GALWAY. On the 28th of December, 1944, unusual air activity was seen twelve miles west of the island of Inishark. The sea was calm, but the west-south west wind was strong. The Inishbofin auxiliary rescue-boat put out at about two in the afternoon and was guided by an aeroplane, but all that she found was burning flares on the water. After searching for some time the rescue-boat returned, arriving at seven o'clock that night. - Rewards, £7 2s. 6d. and £1 6s. for fuel used.