

Services by the Life-boats of the Institution and by Shore-boats during 1939

During the year life-boats were launched 685 times. Of these launches 200 were to vessels and aeroplanes in distress through attack by the enemy or from other causes due to the war. War was declared at eleven in the morning of the 3rd of September.

The Record Month by Month

1939	Number of Life-boat Launches	Lives Rescued by Life-boats	Vessels which Life-boats Saved or Helped to Save	Lives Rescued by Shore-boats
January . *	50	35	7	
February . *	18	8	1	4
March . . *	37	12	3	3
April . . *	27	5	2	3
May . . *	18	30	2	5
June . . *	29	54	8	20
July . . *	47	31	3	23
August . . *	37	13	5	
September* . *	52	115	4	11
October . *	107	107	7	26
November . *	120	460	19	27
December . *	143	328	13	87
Totals . .	685	1198	74	209

* War was declared at 11 a.m. on the 3rd of September.

Fifty Medals for Gallantry

ST. IVES, CORNWALL

On the 23rd January, 1939, seven members of the crew of eight of the St. Ives life-boat were lost when the boat capsized while on service to an unknown vessel.

COXSWAIN THOMAS COCKING was posthumously awarded the bronze medal.

BOWMAN MATTHEW S. BARBER, acting as second coxswain, was posthumously awarded a clasp to his bronze medal.

LIFE-BOTSMAN WILLIAM B. BARBER, acting as bowman, was posthumously awarded a clasp to his bronze medal.

MOTOR MECHANIC RICHARD Q. STEVENS was posthumously awarded the bronze medal.

ASSISTANT MOTOR MECHANIC JOHN B. COCKING was posthumously awarded a clasp to his bronze medal.

SIGNALMAN JOHN THOMAS was posthumously awarded a clasp to his bronze medal.

LIFE-BOTSMAN EDGAR BASSETT was posthumously awarded the bronze medal.

LIFE-BOTSMAN WILLIAM FREEMAN was awarded the bronze medal.

CLOUGHEY, CO. DOWN

On the 17th-18th June, 1939, the Cloughey life-boat rescued a salvage party of eleven men from the S.S. *Arantzazu-Mendi*, of Bilbao.

COXSWAIN ROBERT YOUNG was awarded the silver medal.

MOTOR MECHANIC GEORGE YOUNG was awarded the bronze medal.

CROMER, NORFOLK

On the 9th October, 1939, the Cromer life-boat rescued the crew of twenty-nine of the S.S. *Mount Ida*, of Piraeus.

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

SECOND COXSWAIN JOHN J. DAVIES was awarded a second clasp to his bronze medal.

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

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

THE HUMBER, YORKSHIRE

On the 10th October, 1939, the Humber life-boat rescued the crew of nine of the steam trawler *Saltaire*, of Grimsby. Later the men returned to their ship, with the owner's agent, and seven were rescued a second time by the life-boat, the other three being rescued from the shore.

COXSWAIN ROBERT CROSS was awarded a second clasp to his silver medal.

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

WALTON AND FRINTON, ESSEX

On the 14th October, 1939, the Walton and Frinton life-boat rescued the crew of three of the barge *Estrel*, of London.

COXSWAIN THOMAS H. BLOOM was awarded the silver medal.

SECOND COXSWAIN WALTER J. OXLEY was awarded the bronze medal.

ASSISTANT MOTOR MECHANIC FRASER T. BACON, acting as motor mechanic, was awarded the bronze medal.

SIGNALMAN FREDERICK J. WILLIAMS was awarded the bronze medal.

WHITBY, YORKSHIRE

On the 12th November, 1939, the Whitby life-boat rescued the crew of eighteen of H.M. Minesweeper *Cape Comorin*.

COXSWAIN JAMES MURFIELD was awarded the silver medal.

LIFE-BOATMAN JOHN R. DRYDEN, acting as second coxswain, was awarded the bronze medal.

MOTOR MECHANIC JAMES PHILPOT was awarded the bronze medal.

YARMOUTH, ISLE OF WIGHT

On the 14th November, 1939, the Yarmouth life-boat rescued the crew of twelve of one of H.M. Trawlers.

COXSWAIN WALTER O. COTTON was awarded the bronze medal.

CLACTON-ON-SEA, ESSEX

On the 19th November, 1939, the Clacton-on-Sea life-boat rescued the crew of two of the smack *Charlotte Ellen* of Tollesbury, and the crew of two of the barge *Lorna*, of London.

COXSWAIN CHARLES R. ELLIS was awarded the silver medal.

BLACKPOOL, LANCASHIRE

On the 26th November, 1939, the Blackpool life-boat rescued the six survivors of the crew of the Mersey pilot boat *Charles Livingstone*.

COXSWAIN WILLIAM R. PARR was awarded the silver medal.

MOTOR MECHANIC THOMAS E. RIMMER was awarded the bronze medal.

LYTHAM-ST. ANNES, LANCASHIRE

On the 26th November, 1939, the Lytham-St. Annes life-boat got alongside the Mersey pilot boat *Charles Livingstone*, but the men on board, who were rescued later by the Blackpool life-boat, refused to leave her.

COXSWAIN JOHN J. PARKINSON was awarded the silver medal.

MOTOR MECHANIC GEORGE HARRISON was awarded the bronze medal

DOVER, KENT

On the 26th November, 1939, the Dover life-boat rescued the crew of sixteen of H.M. Trawler *Blackburn Rovers*.

COXSWAIN COLIN H. BRYANT was awarded the silver medal.

LIEUTENANT RICHARD WALKER, R.N.R., Assistant King's Harbour Master, was awarded the bronze medal.

SECOND COXSWAIN SIDNEY T. HILLS was awarded the bronze medal.

MOTOR MECHANIC WILFRED L. COOK was awarded the bronze medal.

MOTOR MECHANIC CHRISTIAN R. T. STOCK was awarded the bronze medal.

GREAT YARMOUTH AND GORLESTON, NORFOLK

On the 2nd December, 1939, the Great Yarmouth and Gorleston life-boat rescued the crew of ten of the steam trawler *Resolvo*, of Grimsby, on Admiralty Service.

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

BROUGHTY FERRY, ANGUS

On the 5th December, 1939, the Broughty Ferry life-boat rescued the crew of nine of the steam trawler *Quixotic*, of Aberdeen.

COXSWAIN JAMES COULL was awarded the silver medal.

SECOND COXSWAIN GEORGE B. SMITH was awarded the bronze medal.

MOTOR MECHANIC JOHN GRIEVE was awarded the bronze medal.

SALCOMBE, DEVON

On the 7th-8th December, 1939, the Salcombe life-boat rescued the sixty-two survivors of the *S.S. Tajandoen*, of Amsterdam, from the *S.S. Louis Shied*, of Antwerp, which had gone ashore after picking up survivors of the *Tajandoen*, sunk by enemy action.

COXSWAIN EDWIN W. DISTIN was awarded the silver medal.

SECOND COXSWAIN EDWIN CHANT was awarded the bronze medal.

BOWMAN GERALD SHEPHERD was awarded the bronze medal.

MOTOR MECHANIC JOHN ALLEN was awarded the bronze medal.

ASSISTANT MOTOR MECHANIC PHILIP E. CHANT was awarded the bronze medal.

SIGNALMAN GEORGE J. LAKE was awarded the bronze medal.

LIFE-BOATMAN JOHN FIELD was awarded the bronze medal.

LIFE-BOATMAN THOMAS CHEESEMAN was awarded the bronze medal.

TORBAY, DEVON

On the 16th December, 1939, the Torbay life-boat rescued the crew of seven of the motor schooner *Henrietta*, of Truro.

COXSWAIN WILLIAM H. H. MOGRIDGE was awarded a clasp to his silver medal.

SECOND COXSWAIN WILLIAM PILLAR was awarded the bronze medal.

BOWMAN FREDERICK C. SANDERS was awarded the bronze medal.

MOTOR MECHANIC RICHARD T. HARRIS was awarded the bronze medal.

List of Services by Life-boats

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

	Time of Launching		Persons rescued from shipwreck
1939			
Jan. 2.	9.30 a.m.	Fourteen fishing boats of Whitby. Whitby No. 1 life-boat escorted boats.	
	10.25 a.m.	Motor fishing vessel <i>Success</i> , of Whitby. Redcar life-boat stood by vessel and Teesmouth life-boat saved vessel and rescued - - - - -	4
	10.30 a.m.	Motor fishing coble <i>Pioneer</i> , of Flamborough. Flamborough life-boat escorted coble.	
	11.45 a.m.	Motor fishing boats <i>Hilda</i> , <i>Reliance</i> , and <i>Courage</i> , of Scarborough. Scarborough life-boat escorted boats.	
2.	8.45 p.m.	Steam drifter <i>Yankee Girl</i> , of Ballycotton. Ballycotton life-boat escorted boat.	
3.	11.35 a.m.	Sailing boat <i>Roustabout</i> , of Lowestoft. Lowestoft life-boat saved boat and rescued - - - - -	4
3.	11.45 a.m.	Steam trawler <i>Spaniard</i> , of Hull. The Humber life-boat stood by vessel.	
	5.0 p.m.	Barge <i>Louise</i> , of Rochester. Clacton-on-Sea life-boat, together with the Walton and Frinton life-boat, helped to save the vessel and rescued - - - - -	2
	6.50 p.m.	Motor fishing boats <i>Laura</i> , of Donaghadee, and <i>Prospector</i> , of Ballywater. Donaghadee life-boat escorted boats.	
9.	1.0 p.m.	Four motor fishing boats of Thurso. Thurso life-boat escorted boats.	
9.	3.25 p.m.	S.S. <i>George J. Goulandris</i> , of Andros. Sunderland life-boat gave help.	
16.	7.10 p.m.	Motor fishing boat <i>Prince</i> , of Torquay. Torbay life-boat saved boat and rescued - - - - -	3
17.	4.0 p.m.	Schooner <i>Eglantine</i> , of Treguier. Angle life-boat escorted vessel.	
	5.50 a.m.	Ketch <i>Leigh Hall</i> , of London. Walmer life-boat saved vessel and rescued - - - - -	8
„ 19.	2.45 p.m.	Four fishing boats of Whitby. Whitby No. 1 life-boat escorted boats.	
„ 19.	4.0 p.m.	Fishing boats <i>Isa Simpson</i> and <i>Sunbeam</i> , of Johnshaven. Gourdon life-boat escorted boats.	
„ 20.	11.50 p.m.	Motor vessel <i>Peterborough Trader</i> , of Wisbech. The Humber life-boat stood by vessel.	
„ 21.	4.35 a.m.	Motor trawler <i>Paul Therese</i> , of Ostend. Penlee life-boat saved vessel and rescued - - - - -	6
„ 22.	12.20 p.m.	Motor launch <i>Snapper</i> , of Poole. Poole and Bournemouth life-boat gave help.	
„ 23.	3.20 p.m.	Motor fishing boat <i>Pilot Me</i> , of Whitby. Whitby No. 1 life-boat escorted boat.	
	8.45 p.m.	Auxiliary ketch <i>St. Helens</i> , of London. Torbay life-boat helped to save vessel and rescued - - - - -	8
„ 25.	12.40 a.m.	Motor vessel <i>Gerco</i> , of Delfzijl. Shoreham Harbour life-boat escorted vessel.	
„ 25.	3.30 p.m.	Two fishing boats of Wick. Wick life-boat escorted boats.	
„ 25.	4.5 p.m.	Motor fishing boat <i>Rowena</i> , of Ilfracombe. Ilfracombe life-boat escorted boat.	
„ 30.	8.55 p.m.	S.S. <i>Brilliant</i> , of Glasgow. Torbay life-boat gave help.	
Feb. 11.	10.20 p.m.	The Coningbeg light-vessel. Rosslare Harbour life-boat landed a sick man.	
„ 12.	3.55 p.m.	A rowing boat. Weymouth life-boat - - - - -	2
„ 14.	6.5 a.m.	Steam trawler <i>Hausa</i> , of Hull. The Humber life-boat stood by vessel.	
„ 17.	11.15 a.m.	Motor boat <i>Sister Pat</i> , of Fleetwood. Fleetwood life-boat saved boat and rescued - - - - -	2
„ 18.	10.15 a.m.	Nine motor fishing vessels of Whitby. Whitby No. 1 life-boat escorted vessels.	
„ 18.	10.45 a.m.	Fishing coble <i>Isabella</i> , of Filey. Filey pulling and sailing life-boat escorted coble.	

	1939	Time of Launching		Persons rescued from shipwreck
	Feb. 22.	11.5 a.m.	Steam trawler <i>Jean Edmonds</i> , of Aberdeen. Lerwick life-boat escorted vessel.	
	" 26.	12.40 p.m.	Motor boat <i>Pam</i> , of Newhaven. Newhaven life-boat - - -	4
	" 27.	4.10 p.m.	Motor fishing boat <i>Janet</i> , of Thurso. Thurso life-boat gave help.	
	Mar. 6.	7.20 a.m.	Irish Air Force seaplane. Rosslare Harbour life-boat escorted seaplane.	
	" 8.	10.20 a.m.	Seven fishing boats of Girvan. Girvan life-boat escorted boats.	
	" 8.	11.55 a.m.	The Crosby light-vessel. New Brighton No. 1 life-boat - -	5
	" 11.	4.0 p.m.	Fishing smack <i>Mannin</i> , of Douglas. Douglas life-boat gave help.	
	" 11.	4.45 p.m.	Sailing yacht <i>Minnie II</i> , of Pwllheli. Pwllheli life-boat saved yacht and rescued - - - - -	3
	" 15.	6.26 a.m.	Barge <i>Cabby</i> , of Rochester. Ramsgate life-boat gave help.	
	" 15.	8.30 a.m.	Fishing coble <i>Providence</i> , of Amble. Amble life-boat escorted coble.	
	" 15.	9.45 a.m.	Two fishing vessels of Eyemouth. Eyemouth life-boat stood by vessels.	
	" 15.	10.0 a.m.	Five motor fishing vessels of Whitby. Whitby No. 1 life-boat escorted vessels.	
	" 17.	8.0 a.m.	Motor fishing boat <i>Hyperion</i> , of Scarborough. Scarborough life-boat escorted boat.	
	" 20.	10.0 a.m.	Seven fishing boats of Beadnell. North Sunderland life-boat escorted boats.	
	" 20.	12 noon.	Two fishing boats of Wick. Wick life-boat escorted boats.	
	" 20.	2.55 p.m.	Motor vessel <i>Fosna</i> , of Bergen. Cromer No. 2 life-boat landed a sick man.	
	" 20.	3.30 p.m.	Fishing smack <i>Mannin</i> , of Douglas. Douglas life-boat gave help.	
	" 20.	8.55 p.m.	Barge <i>British Oak</i> , of Rochester. Southend-on-Sea life-boat saved vessel and rescued - - - - -	2
	" 22.	1.20 p.m.	Yacht <i>Don Pat</i> , of Sheerness. Southend-on-Sea life-boat saved yacht and rescued - - - - -	2
	" 22.	1.20 p.m.	S.S. <i>Sphene</i> , of Glasgow. Holy Island life-boat stood by vessel.	
	" 24.	12.5 p.m.	Fishing boats <i>Mayflower</i> and <i>Jessie Ann</i> , of Peterhead. Peterhead life-boat escorted boats.	
	" 25.	9.2 a.m.	Three fishing boats of Filey. Filey pulling and sailing life-boat escorted boats.	
	" 28.	6.40 a.m.	The Anstruther fishing fleet. Anstruther life-boat escorted boats.	
	April 9.	1.45 a.m.	S.S. <i>Hilary</i> , of Liverpool. Holyhead life-boat landed 90.	
	" 12.	9.50 a.m.	S.S. <i>Zeester</i> , of Kamlen, Holland. Great Yarmouth and Gorleston life-boat escorted vessel.	
	" 18.	9.25 p.m.	Motor fishing boat <i>Cicely</i> , of Castletown. Peel life-boat gave help.	
	" 22.	8.0 a.m.	Five motor fishing cobbles of Whitby. Whitby No. 1 life-boat escorted cobbles.	
	" 22.	9.55 a.m.	Fishing coble <i>Brittania</i> , of Flamborough. Flamborough life-boat escorted coble.	
	" 22.	10.0 a.m.	Motor fishing boat <i>Reliance II</i> , of Sheringham. Sheringham life-boat escorted boat.	
	" 22.	11.30 a.m.	S.S. <i>Mayflower</i> , of Liverpool. Hoylake life-boat stood by vessel.	
	" 22.	2.25 p.m.	Yacht <i>Sprite</i> , of Leigh-on-Sea. Clacton-on-Sea life-boat saved yacht and rescued - - - - -	2
	" 22.	5.0 p.m.	Yacht <i>Marigold</i> , of Poole. Bembridge life-boat saved yacht and rescued - - - - -	3
	" 25.	5.0 p.m.	Three fishing boats of Port Erin. Port Erin life-boat escorted one boat.	
	" 27.	8.17 a.m.	Fishing boat <i>Olive</i> , of Sheringham. Sheringham life-boat escorted boat.	
	May 3.	3.10 p.m.	Motor ferry boat <i>Tim</i> . Cromarty life-boat landed 11.	
	" 11.	7.12 p.m.	A motor launch of Lymington. Yarmouth, Isle of Wight, life-boat gave help.	
	" 16.	10.40 a.m.	Fishing vessels <i>Royal Empire</i> , <i>Silver Line</i> , and <i>Gallilee</i> , of Whitby. Whitby No. 1 life-boat escorted vessels.	
	" 23.	8.15 p.m.	Motor cruiser <i>Mary</i> , of Chichester. Hythe life-boat gave help.	
	" 26.	12.44 a.m.	Trawler <i>Louci Gougy</i> , of Dieppe. Walmer life-boat stood by vessel.	
	" 28.	6.55 a.m.	Yacht <i>Our Laddie</i> , of London. Walton and Frinton life-boat saved vessel and rescued - - - - -	13

		Time of Launching		Persons rescued from shipwreck
1939	May 29.	8.10 p.m.	Motor boat <i>Joy</i> , of Lowestoft. Lowestoft life-boat saved boat and rescued - - - - -	17
	June 2.	1.0 p.m.	H.M. Submarine <i>Thetis</i> . Llandudno life-boat took doctor to vicinity of sunken submarine.	
	"	1.30 p.m.	Six children and a police officer narrowly under the cliffs. Dover life-boat's motor boarding boat - - - - -	7
	10.	12.20 p.m.	<i>Yacht Morn</i> , of Southampton. Margate life-boat gave help.	
	11.	2.15 p.m.	Motor boat <i>Roma</i> , of Fleetwood. Fleetwood life-boat saved boat and rescued - - - - -	3
	11.	9.26 p.m.	Motor boat <i>Sally</i> , of Birkenhead. New Brighton No. 2 life-boat saved boat and rescued - - - - -	3
	14.	10.50 p.m.	Motor vessel <i>Kentish Hoy</i> , of Chatham. Walton and Frinton life-boat saved vessel and rescued - - - - -	3
		9.50 a.m.	Motor yacht <i>Mayflower</i> , of Great Yarmouth. Clacton-on-Sea life-boat saved yacht and rescued - - - - -	2
	17.	10.0 p.m.	S.S. <i>Arantzazu-Mendi</i> , of Bilbao. Cloughy life-boat - - - - -	11
	18.	12.13 p.m.	Three men cut off by the tide. Newhaven life-boat - - - - -	3
	18.	1.30 p.m.	A rowing boat. Cromer No. 1 life-boat landed 5.	
	18.	11.20 p.m.	Motor boat <i>Elim</i> , of Troon. Troon life-boat saved boat and rescued - - - - -	6
	21.	2.55 p.m.	<i>Yacht Redshank</i> , of Shoberyess. Southend-on-Sea life-boat saved yacht.	
	22.	9.50 a.m.	Motor fishing boats <i>Rosa</i> and <i>Widgeon</i> , of Montrose. Montrose No. 1 life-boat escorted boats.	
	22.	11.30 p.m.	S.S. <i>Ernie</i> , of Hull. Redcar life-boat - - - - -	10
	25.	3.50 p.m.	Motor cable <i>Ben-My-Chree</i> , of Hartlepool. Hartlepool life-boat escorted cable.	
	28.	4.15 p.m.	Sailing dinghy <i>Idle Hour</i> , of New Quay. New Quay, Cardigan, pulling and sailing life-boat saved boat and rescued - - - - -	2
	28.	7.10 p.m.	Motor yacht <i>Alanfred</i> , of Benfleet. Clacton-on-Sea life-boat saved yacht and rescued - - - - -	4
	July 5.	7.32 p.m.	A pile driver, of Poole. Yarmouth, Isle of Wight, life-boat - - - - -	2
	" 6.	1.5 p.m.	A sailing boat. Walmer life-boat escorted boat.	
	" 10.	7.25 p.m.	<i>Yacht Sarah Ann</i> , of Maldon. Caister pulling and sailing life-boat gave help.	
	" 13.	2.30 p.m.	Steam drifter <i>Ocean Harvest</i> , of Great Yarmouth. Peterhead life-boat - - - - -	10
	" 13.	7.50 p.m.	Motor yacht <i>Doric</i> , of Upton-on-Severn. Lynmouth pulling and sailing life-boat gave help.	
	" 13.	8.25 p.m.	S.S. <i>Helmsdale</i> , of Ipswich. Holy Island life-boat - - - - -	11
	" 15.	6.45 p.m.	<i>Yacht Marosa</i> , of West Mersea. Clacton-on-Sea life-boat stood by yacht.	
	" 16.	4.25 a.m.	S.S. <i>St. Ninian</i> , of Aberdeen. Peterhead life-boat landed 21.	
	" 16.	6.30 p.m.	Steam trawler <i>Lynx</i> , of Grimsby. Stromness life-boat stood by and escorted vessel.	
	" 17.	8.20 p.m.	A canoe. Lowestoft life-boat saved canoe and rescued - - - - -	2
	" 23.	1.45 p.m.	Sailing yacht <i>Pinta</i> , of Hull. The Humber life-boat gave help.	
	" 29.	1.10 p.m.	Small boat <i>Lou Mani</i> , of Belgium. Walmer life-boat saved boat and rescued - - - - -	2
	" 30.	1.34 p.m.	Motor fishing boat <i>Point Girl</i> , of Ballycotton. Ballycotton life-boat saved boat and rescued - - - - -	4
	Aug. 1.	1.30 p.m.	A rowing boat of Moelfre. Moelfre life-boat gave help.	
	" 1.	6.30 p.m.	A curragh. Galway Bay life-boat saved curragh.	
	" 5.	6.45 p.m.	Tobermory life-boat took a sick woman to Oban.	
		6.34 p.m.	Sailing yacht <i>Thais</i> . Swanage life-boat saved yacht.	
		6.10 p.m.	Motor yacht <i>Annie Alice</i> , of Port Erin. Peel life-boat saved yacht and rescued - - - - -	5
		7.0 p.m.	Motor yacht <i>Viking</i> , and motor yacht <i>Loch Maree</i> , of Greenock. Minehead life-boat landed 8.	
		4.15 p.m.	Motor fishing boat <i>Dunluce</i> , of Portrush. Portrush life-boat saved boat and rescued - - - - -	4
		9.27 p.m.	A small speed boat. Swanage life-boat gave help.	
		2.25 a.m.	Motor yacht <i>Jane</i> , of Poole. Weymouth life-boat gave help.	
		7.15 p.m.	Steam drifter <i>Excel IV</i> , of Eyemouth. North Sunderland life-boat stood by vessel.	
		7.45 p.m.	A small home-made rowing boat. Blackpool life-boat saved boat and rescued - - - - -	4
		2.45 a.m.	Steam trawler <i>Cape Pallister</i> , of Hull. Humber life-boat gave help.	
	26.	2.5 a.m.	Motor fishing boat <i>Sarah Ross</i> , of Peterhead. Peterhead life-boat gave help.	

	1939	Time of Launching		Persons rescued from shipwreck
	Aug. 29.	3.31 a.m.	S.S. <i>Hilda</i> , of Luvia, Finland. Anstruther life-boat stood by vessel.	
Sept. 2.	7.0 a.m.		Trawler <i>Washington</i> , of Grimsby. Wick life-boat escorted vessel.	
, 2.	11.40 p.m.		Trawler <i>Navarre</i> , of Grimsby. Wick life-boat rescued	- - 9

War declared at 11 a.m. on the 3rd of September

	3.	4.50 p.m.	Barge <i>Eureka</i> , of Harwich. Walton and Frinton life-boat gave help.	
	3.	6.11 p.m.	Rowing boat outboard motor, of Woolacombe. Ilfracombe life-boat saved boat and rescued	- - - - 3
	7.	10.45 p.m.	Steam trawler <i>Commander Nasmith</i> , of Hull. Longhope life-boat stood by vessel.	
	9.	9.47 p.m.	Aeroplane K.8707. Hastings life-boat saved aeroplane.	
	10.	3.37 p.m.	S.S. <i>Magdapur</i> , of Liverpool. Aldeburgh No. 1 life-boat	- - 74
	10.	5.21 p.m.	Sailing yacht <i>Wisp</i> , of Shoreham. Shoreham Harbour life-boat saved boat and rescued	- - - - 2
	15.	6.45 a.m.	S.S. <i>British Influence</i> , of London. Courtmacsherry life-boat landed 42.	
	15.	7.40 p.m.	S.S. <i>Alex Van Opstal</i> , of Antwerp. Weymouth life-boat stood by ship's boats.	
	16.	4.30 a.m.	Motor vessel <i>Cheyenne</i> , of Newcastle. Courtmacsherry life-boat landed 37.	
	22.	8.18 p.m.	S.S. <i>Miltrap</i> , of Newcastle. Holy Island life-boat gave help.	
	22.	9.2 p.m.	Steam trawler <i>Kopenes</i> , of Grimsby. Humber life-boat stood by vessel.	
	24.	8.9 a.m.	S.S. <i>Phryne</i> , of Caen. Aldeburgh No. 1 life-boat	- - - - 24
	25.	9.0 p.m.	Steam trawler <i>Oswaldian</i> , of Grimsby. Redcar life-boat stood by vessel.	
	27.	2.35 a.m.	Motor ship <i>Sardinia</i> , of Oslo. Stromness life-boat stood by vessel.	
	27.	7.5 a.m. }	Motor barge <i>Halcyon</i> , of Hull. Walmer life-boat stood by vessel, and Ramsgate life-boat saved vessel and rescued	- 3
Oct. 3.	4.25 p.m.		Motor yacht <i>Herga</i> , of Guernsey. Walton and Frinton life-boat helped to save vessel and rescued	- - - - 6
	4.	9.57 a.m.	Fishing coble <i>Onward</i> , of Craster, and three fishing boats, of Amble. Boulmer life-boat escorted boats.	
	4.	4.45 p.m.	S.S. <i>Noordam</i> , of Rotterdam. Walmer life-boat landed a sick man, thereby saving his life	- - - - 1
	5.	6.40 a.m.	Small fishing boat <i>Pioneer</i> , of Peterhead. Fraserburgh life-boat gave help.	
	5.	3.40 p.m.	Vessel <i>Sonja</i> , of Helsingborg. Campbeltown life-boat gave help.	
	5.	6.55 p.m.	Fishing boats <i>Boy George</i> , <i>Promote</i> , <i>Union</i> , <i>Violet</i> , and <i>Victory</i> , of Fraserburgh. Fraserburgh life-boat escorted boats.	
	6.	6.10 p.m.	Motor vessel <i>Lochgoil</i> , of London. The Mumbles life-boat landed 45.	
	7.	11.45 a.m.	H.M.S. <i>Cape Barracouta</i> . Ramsgate life-boat stood by vessel.	
	7.	11.52 p.m.	S.S. <i>Binnendijk</i> , of Rotterdam. Weymouth life-boat stood by vessel.	
	9.	6.45 a.m.	S.S. <i>Mount Ida</i> , of Piræus, Greece. Cromer No. 1 life-boat	- 29
	9.	2.0 p.m.	Motor vessel <i>West Coaster</i> , of London. Helvick Head life-boat gave help.	
	9.	8.25 p.m.	S.S. <i>Mount Ida</i> , of Piræus, Greece. Cromer No. 2 life-boat landed 29 from Cromer No. 1 life-boat.	
	10.	4.55 a.m.	Steam trawler <i>Saltair</i> , of Grimsby. Humber life-boat	- - 9
	10.	2.10 p.m.	Steam trawler <i>Saltair</i> , of Grimsby. Humber life-boat	- - 7
	11.	7.10 a.m.	S.S. <i>Commarr</i> , of Panama. Great Yarmouth and Gorleston life-boat stood by vessel.	
	12.	5.57 a.m.	S.S. <i>Royal</i> , of Arendal. Holy Island life-boat stood by vessel.	
	12.	Midnight.	S.S. <i>Linwood</i> , of Middlesbrough. Cromer No. 2 life-boat	- - 12
	14.	9.50 a.m.	Barge <i>Esterel</i> , of London. Walton and Frinton life-boat	- - 3
	14.	11.25 a.m.	Sailing barge <i>Celtic</i> , of London. Margate life-boat saved barge and rescued	- - - - 2
	14.	2.15 p.m.	Steam trawler <i>Erillus</i> , of Grimsby. Bridlington life-boat saved boat and rescued	- - - - 9
	14.	10.0 p.m.	Aeroplane. Weymouth life-boat	- - - - 4
	15.	3.20 p.m.	Sailing barge <i>Yarana</i> , of London. Margate life-boat saved boat and rescued	- - - - 2
	17.	1.15 a.m.	Steam trawler <i>Dane</i> , of Hull. Humber life-boat gave help.	

		Time of Launching		Persons rescued from shipwreck
1939	Oct. 19.	8.30 a.m.	S.S. <i>Mirza</i> , of The Hague. Walmer life-boat put doctor on board.	
	„ 19.	11.55 a.m.	Six fishing cobsles. Newbiggin life-boat escorted boats.	
		2.54 a.m.	H.M. Trawler <i>Kirkella</i> . Great Yarmouth and Gorleston life-boat stood by vessel.	
		4.25 a.m.	Selsey life-boat <i>Canadian Pacific</i> . Shoreham Harbour life-boat gave help.	
		8.45 a.m.	S.S. <i>Panachrandos</i> , of Andros. Walmer life-boat put doctor on board and landed a sick man.	
	20.	2.35 p.m.	S.S. <i>Sea Venture</i> , of London. Lerwick life-boat landed 25.	
	20.	7.11 p.m.	S.S. <i>Turkia</i> , of Greece. Swanage life-boat landed 26.	
	21.	4.20 p.m.	S.S. <i>Deodata</i> , of Horten. Great Yarmouth and Gorleston life-boat landed 12.	
	22.	3.33 a.m.	S.S. <i>Alphald</i> , of Rotterdam. Ramsgate life-boat gave help.	
	23.	2.0 p.m.	S.S. <i>Copeland</i> , of Glasgow. Southend-on-Sea life-boat stood by vessel.	
	24.	4.0 a.m.	S.S. <i>Argos Hill</i> . Clovelly life-boat stood by vessel.	
	24.	1.30 p.m.]	S.S. <i>Konstantinos Hadjipateros</i> , of Chios. Great Yarmouth and	
		6.50 p.m.]	Gorleston life-boat landed 23.	
	25.	9.7 a.m.	Trawler <i>Star of Victory</i> , of Aberdeen. Wick life-boat gave help.	
	25.	3.20 p.m.	Rowing boat <i>Mon Ami</i> , of Holland-on-Sea. Clacton-on-Sea life-boat saved boat and rescued - - - - -	3
	25.	4.50 p.m.	Dover life-boat gave help in connexion with naval service.	
	25.	10.25 p.m.	Redcar life-boat <i>Louisa Polden</i> . Teesmouth life-boat escorted to safety.	
	26.	8.30 a.m.	Motor fishing cobsles of Filey. Filey pulling and sailing life-boat stood by cobsles.	
	26.	10.35 a.m.	Trawler <i>Star of Victory</i> , of Aberdeen. Wick life-boat - - -	10
	26.	11.0 a.m.	Four fishing boats of Eyemouth. Eyemouth life-boat stood by boats.	
	26.	11.5 a.m.	Fishing coble <i>Humility</i> , of Newbiggin. Newbiggin life-boat escorted coble.	
	26.	2.15 p.m.	Auxiliary cutter <i>Albion</i> , of Fleetwood. Blackpool life-boat assisted to save vessel and rescued - - - - -	3
	27.	9.0 a.m.	Motor boat <i>Olive</i> . Torbay life-boat saved boat.	
	28.	8.15 p.m.	S.S. <i>Manzoni</i> , of Fiume. Walmer life-boat stood by vessel.	
	29.	12.5 p.m.	Trawler <i>Star of Victory</i> , of Aberdeen. Wick life-boat - - -	7
	30.	11.30 p.m.	S.S. <i>Cairnmona</i> , of Newcastle. Peterhead life-boat landed 42.	
	31.	3.45 p.m.	Fishing boats <i>Premier</i> and <i>Pride</i> , of Scarborough. Scarborough life-boat escorted boats.	
	1.	1.50 p.m.	Dover life-boat gave help in connexion with naval service.	
		11.15 p.m.	S.S. <i>Mim</i> , of Tonsberg. Stromness life-boat landed 11 and rescued - - - - -	22
	2.	4.15 a.m.	S.S. <i>Pink Rose</i> , of Liverpool. Falmouth life-boat escorted vessel.	
	3.	11.0 a.m.	Fishing boats <i>Ina</i> and <i>Johnstones</i> , of Blyth. Blyth life-boat escorted boats.	
	3.	11.40 a.m.	Four motor fishing cobsles of Filey. Filey pulling and sailing life-boat escorted cobsles.	
	3.	5.56 p.m.	S.S. <i>Canada</i> , of Copenhagen. The Humber life-boat - - -	14
	3.	12.12 p.m.	Fishing cobsles <i>Evelyn</i> and <i>Margaret</i> , <i>Hilda</i> , and <i>Premier</i> , of Scarborough. Scarborough life-boat escorted cobsles.	
	4.	8.25 p.m.	S.S. <i>Nicholas M. Embiricos</i> , of Andros. Walmer life-boat landed 14.	
	4.	9.24 p.m.	S.S. <i>Nicholas M. Embiricos</i> , of Andros. Ramsgate life-boat landed 12.	
	κ	7.5 p.m.	Fishing boat <i>Queen</i> , of Liverpool. New Brighton No. 2 life-boat saved boat and rescued - - - - -	6
		8.45 p.m.	Fishing boats <i>Polley</i> and <i>Parnell</i> , of Wicklow. Wicklow life-boat saved boats and rescued - - - - -	6
	8.	12.20 a.m.	S.S. <i>City of Melbourne</i> , of Liverpool. Walmer life-boat gave help.	
	9.	8.0 a.m.	Motor fishing boat <i>Melba</i> , of Bridlington. Bridlington life-boat saved vessel and rescued - - - - -	5
	9.	8.30 a.m.	S.S. <i>Carmarthen Coast</i> , of Liverpool. Seaham life-boat rescued - - - - -	14
	11.	7.16 a.m.	S.S. <i>Dryburgh</i> , of Leith. The Humber life-boat - - -	16
	11.	12.45 p.m.	S.S. <i>Dryburgh</i> , of Leith. Bridlington life-boat took out salvage officer.	
	12.	3.45 a.m.	H.M. Minesweeper <i>Cape Comorin</i> . Whitby No. 1 life-boat -	18
	12.	4.30 a.m.	S.S. <i>Appledore</i> . Lowestoft life-boat stood by vessel and helped to save six other vessels.	

		Time of Launching		Persons rescued from shipwreck
1939	Nov. 12.	7.10 p.m.	S.S. <i>Fireglow</i> , of London, and S.S. <i>Deerpool</i> , of West Hartlepool. Humber life-boat saved S.S. <i>Fireglow</i> , and rescued 34 from S.S. <i>Deerpool</i> , including 4 from a tug's crew - - -	34
	„ 12.	9.30 p.m.	S.S. <i>Appledore</i> . Lowestoft life-boat took out letter from naval authorities.	
	„ 13.	7.25 a.m.	Fishing boat <i>Sea Queen</i> , of Hastings. Hastings life-boat saved boat and rescued - - - - -	2
	„ 13.	11.30 a.m.	Fishing coble <i>Royal Empire</i> , of Whitby. Whitby No. 2 pulling life-boat escorted coble.	
	„ 13.	7.10 p.m.	S.S. <i>Matra</i> , of Liverpool. Margate life-boat - - - - -	52
	„ 13.	11.20 p.m.	S.S. <i>Matra</i> , of Liverpool. Margate life-boat - - - - -	1
	„ 14.	8.0 p.m.	S.S. <i>Georgios</i> , of Piraeus. Humber life-boat - - - - -	22
	„ 14.	9.15 p.m.	H.M. Trawler. Yarmouth (Isle of Wight) life-boat - - -	12
	„ 15.	4.40 a.m.	S.S. <i>Alaska</i> , of Havre. Selsey life-boat saved ship's boat.	
	„ 15.	11.50 a.m.	S.S. <i>Woodstown</i> . Margate life-boat landed 4.	
	„ 16.	5.30 a.m.	S.S. <i>Veloce</i> , of Napoli. Dungeness life-boat stood by vessel.	
	„ 16.	1.10 p.m.	Motor fishing boat <i>Margaret</i> , of Minehead. Minehead life-boat saved boat and rescued - - - - -	3
	„ 17.	12 noon.	Fishing boat <i>Pride</i> and two cobbles, of Scarborough. Whitby No. 1 life-boat escorted boats.	
	„ 19.	4.0 a.m.	Auxiliary smack <i>Charlotte Ellen</i> , of Tollesbury. Clacton-on-Sea life-boat - - - - -	3
	„ 19.	5.17 a.m.	Barge <i>Cetus</i> , of London. Aldeburgh No. 1 life-boat saved barge and rescued - - - - -	2
	„ 19.	8.56 a.m.	Sprit barge <i>Lorna</i> , of London. Clacton-on-Sea life-boat - -	2
	„ 19.	10.58 a.m.	S.S. <i>Roxby</i> , of West Hartlepool. Walmer life-boat landed an injured man.	
	„ 20.	10.45 a.m.	H.M. Minesweeper <i>Mastiff</i> . Margate life-boat landed 4.	
	„ 21.	1.17 p.m.	S.S. <i>Terukuni Maru</i> , of Tokio. Walton and Frinton life-boat saved ship's boat.	
	„ 22.	9.20 a.m.	S.S. <i>Fianona</i> , of Genoa. Walmer life-boat stood by vessel.	
	„ 22.	11.45 p.m.	S.S. <i>Elena R.</i> , of Syra. Weymouth life-boat landed 24.	
	„ 23.	8.25 a.m.	French naval trawler. St. Peter Port life-boat gave help.	
	„ 23.	10.5 a.m.	Margate life-boat warned shipping of dangerous area.	
	„ 23.	12.50 a.m.	Trawler <i>Sulby</i> , of Fleetwood. Tobermory life-boat landed 5.	
	„ 24.	9.12 a.m.	S.S. <i>Mangalore</i> , of Liverpool. Humber life-boat - - - -	58
	„ 24.	12.10 a.m.	S.S. <i>Lightfoot</i> , of Newcastle. Clacton-on-Sea life-boat stood by vessel.	
	„ 24.	10.25 p.m.	S.S. <i>Pegu</i> , of Glasgow. New Brighton No. 1 life-boat - - -	103
	„ 25.	11.30 p.m.	H.M. Trawler <i>Gaul</i> . Lytham St. Annes life-boat - - -	15
	„ 25.	4.30 p.m.	Auxiliary barge <i>Lady Dorothy</i> , of Ipswich. Clacton-on-Sea life-boat stood by boat.	
	„ 26.	7.15 a.m.	H.M. Trawler <i>Gaul</i> . Lytham St. Annes life-boat gave help.	
	„ 26.	9.15 a.m.)	Folkestone light-vessel. Walmer life-boat escorted vessel.	
	„ 26.	9.25 a.m.)	H.M. Trawler <i>Blackburn Rovers</i> . Dover life-boat boarding boat - - - - -	16
	„ 26.	10.0 a.m.	H.M. Trawler <i>Blackburn Rovers</i> . Dover life-boat boarding boat - - - - -	16
	„ 26.	11.5 a.m.	Pilot boat <i>Charles Livingstone</i> , of Liverpool. Blackpool life-boat - - - - -	6
	„ 26.	11.55 a.m.	Barge <i>Five Sisters</i> . Southend-on-Sea life-boat stood by vessel.	
	„ 26.	4.0 p.m.	The Coningbeg light-ship. Kilmore life-boat landed a sick man.	
	„ 27.	9.40 a.m.	S.S. <i>Spaarndam</i> , of Rotterdam. Southend-on-Sea life-boat saved a ship's boat.	
	„ 28.	11.15 a.m.	S.S. <i>Gustaf E. Rueter</i> of Gothenburg. Lerwick life-boat - -	14
	„ 28.	4.30 p.m.	S.S. <i>Rubis Law</i> , of Aberdeen. Margate life-boat landed 4.	
	„ 29.	8.10 p.m.	Fishing boat <i>St. Clare</i> , of Arklow. Arklow life-boat saved boat and rescued - - - - -	4
	„ 30.	10.10 a.m.	S.S. <i>Sheafcrest</i> , of Newcastle. Margate life-boat landed 15.	
	„ 30.	11.35 a.m.	Admiralty S.S. <i>Brichol</i> . Barra Island life-boat gave help.	
	„ 30.	6.15 p.m.	S.S. <i>Ben Glas</i> , of North Shields. Great Yarmouth and Gorleston life-boat saved vessel and rescued - - - - -	10
Dec.	1.	10.0 a.m.	Trawler <i>Pass-o-Leny</i> . Lytham St. Annes life-boat gave help.	
„	1.	11.5 a.m.	S.S. <i>Dalryan</i> , of Newcastle. Margate life-boat - - -	39
„	1.	11.35 a.m.	Fishing boat <i>May</i> , of Sunderland. Sunderland life-boat saved boat and rescued - - - - -	2
„	1.	3.0 p.m.	S.S. <i>Perth</i> , of Dundee. Clacton-on-Sea life-boat stood by vessel.	
„	1.	7.15 p.m.	S.S. <i>Realf</i> , of Moss, Norway. Cromer No. 1 life-boat landed crew of 32 and a prize crew of 10 naval ratings.	
„	2.	12.35 a.m.	Steam trawler <i>Resolvo</i> , of Grimsby. Great Yarmouth and Gorleston life-boat - - - - -	10

		Time of Launching		Persons rescued from shipwreck
1939	Dec. 2.	11.50 a.m.	S.S. <i>San Calisto</i> , of London. Margate life-boat landed 23.	
"	3.	1.47 p.m.	Small boat <i>Skylark</i> , of Shoreham. Shoreham Harbour life-boat saved boat and rescued	3
"	4.	3.10 a.m.	S.S. <i>Hamsterley</i> , of Newcastle. Great Yarmouth and Gorleston life-boat landed 22.	
"	5.	8.17 p.m.	Trawler <i>Quizotic</i> , of Aberdeen. Broughty Ferry life-boat	9
"	5.	8.55 p.m.	Trawler <i>Quizotic</i> , of Aberdeen. Arbroath life-boat stood by vessel.	
"	6.	12.41 p.m.	Fishing boat <i>Skylark</i> , of Shoreham. Shoreham Harbour life-boat escorted boat.	
"	7.	7.45 p.m.	S.S. <i>Louis Sheid</i> , of Antwerp. Salcombe life-boat rescued 62, the crew of the S.S. <i>Tajandoen</i> , of Amsterdam	62
"	7.	9.18 p.m.	S.S. <i>Louis Sheid</i> , of Antwerp. Plymouth life-boat stood by vessel.	
"	8.	9.45 a.m.	Fishing boat <i>John Bull</i> , of Torquay. Torbay life-boat saved boat and rescued	2
"	8.	11.30 a.m.	S.S. <i>Merel</i> , of London. Ramsgate life-boat gave help and saved two boats.	
"	8.	4.0 p.m.	S.S. <i>Kabinda</i> , of Antwerp. Walmer life-boat gave help.	
"	8.	11.20 p.m.	S.S. <i>Corea</i> , of Goole. Cromer No. 1 life-boat	7
"	9.	5.30 a.m.	H.M.S. <i>Susette</i> . Lowestoft life-boat stood by vessel.	
"	9.	3.30 p.m.	Fishing boats <i>Ben Venuto</i> and <i>Vanguard</i> , of Arbroath. Arbroath life-boat escorted boats.	
"	9.	5.0 p.m.	S.S. <i>Kabinda</i> , of Antwerp. Walmer life-boat	44
"	9.	9.0 p.m.	S.S. <i>Middlesbro'</i> , of Newcastle-on-Tyne. Flamborough life-boat landed 15.	
"	10.	12.28 a.m.	S.S. <i>Jotun</i> , of Stavanger. Holy Island life-boat	13
"	10.	2.42 a.m.	S.S. <i>Kabinda</i> , of Antwerp. Ramsgate life-boat	31
"	10.	9.30 a.m.	S.S. <i>Duke of Lancaster</i> , of Barrow, and S.S. <i>Fire King</i> , of Liverpool. Ramsey life-boat landed 12 and took out provisions.	
"	10.	2.40 p.m.	Fishing boat <i>Ben Venuto</i> , of Arbroath. Arbroath life-boat escorted boat.	
"	10.	8.45 p.m.	S.S. <i>Willowpool</i> , of Hartlepool. Great Yarmouth and Gorleston life-boat landed 36.	
"	11.	8.25 p.m.	S.S. <i>Eumaeus</i> , of Liverpool. Dun Laoghaire life-boat gave help.	
"	12.	12.27 p.m.	Motor vessel <i>King Egbert</i> , of London. Great Yarmouth and Gorleston life-boat landed 32.	
"	12.	7.30 a.m.	S.S. <i>Corbrook</i> , of London. Cromer No. 1 life-boat stood by vessel.	
"	12.	12.45 p.m.	S.S. <i>Eumaeus</i> , of Liverpool. Wicklow life-boat gave help.	
"	12.	9.5 p.m.	S.S. <i>Eumaeus</i> , of Liverpool. Dun Laoghaire life-boat gave help.	
"	13.	2.15 p.m.	A ship's life-boat. Kirkcudbright life-boat saved boat.	
"	14.	6.15 a.m.	S.S. <i>Corbrook</i> , of London. Cromer No. 2 life-boat stood by vessel.	
"	14.	6.30 a.m.	Motor ship <i>Cairngorm</i> , of Glasgow. Dunmore East life-boat saved vessel.	
"	16.	1.45 a.m.	S.S. <i>Rubaan</i> , of Glasgow. The Lizard life-boat	8
"	16.	1.45 p.m.	Schooner <i>Henrietta</i> , of Truro. Torbay life-boat	7
"	19.	12.50 a.m.	Steam trawler <i>Junco</i> , of London. Port St. Mary life-boat saved vessel and rescued	10
"	19.	3.40 a.m.	S.S. <i>City of Kobe</i> , of Liverpool. Great Yarmouth and Gorleston life-boat saved two ship's boats.	
"	19.	11.15 a.m.	S.S. <i>Dublin</i> , of Belfast. Girvan life-boat stood by vessel.	
"	20.	11.30 a.m.	Motor fishing coble <i>Brittania</i> , of Flamborough. Flamborough life-boat escorted coble.	
"	20.	3.15 p.m.	S.S. <i>Mars</i> , of Stockholm. Blyth life-boat saved a ship's boat.	
"	21.	2.10 a.m.	Motor vessel <i>Dosinia</i> , of London. Cromer No. 1 life-boat helped to save vessel and rescued	51
"	21.	5.40 p.m.	H.M. Trawler <i>Saxonia</i> , of Grimsby. Lowestoft life-boat gave help.	
"	21.	6.10 p.m.	Motor fishing boat <i>Trustful</i> , of Banff. Peterhead life-boat saved boat and rescued	3
"	21.	8.40 p.m.	H.M. Trawler <i>Sir John Lister</i> , of Larne. Donaghadee life-boat gave help.	
"	22.	4.40 a.m.	S.S. <i>Longships</i> , of Glasgow. St. Mary's life-boat	27
"	22.	2.20 p.m.	S.S. <i>Gryfevale</i> , of Glasgow. Tynemouth life-boat escorted vessel.	
"	23.	3.30 p.m.	Fishing boat <i>Malvina</i> , of Wells. Wells life-boat escorted boat.	
"	23.	7.30 a.m.	Motor trawler <i>Purple Heath</i> , of Lowestoft. Lowestoft life-boat stood by vessel.	

SERVICES 1939

13

1939	Time of Launching	Persons rescued from shipwreck
Dec. 25	6.21 p.m.	Motor boat <i>Salvor</i> , of Ramsgate. Ramsgate life-boat escorted boat.
,, 26	12.30 p.m.	Fishing coble <i>Queen Mary</i> , and two other cobs. Amble life-boat escorted cobs.
,, 27	9.45 a.m.	S.S. <i>Kentwood</i> , of London. Walmer life-boat gave help.
,, 28	10.5 a.m.	S.S. <i>Hanne</i> , of Copenhagen. Blyth life-boat brought ashore a dead body.
,, 29	9.30 p.m.	H.M. Trawler <i>Rutlandshire</i> . Flamborough life-boat gave help.

Summary of the Year's Work

Launches of Life-boats.

(Including those in which no service was rendered.

Launches before the outbreak of war on 3rd September	-	-	-	266
Launches after the outbreak of war	-	-	-	419
Total of launches of life-boats	-	-	-	<u>685</u>

Of the 419 launches after the outbreak of war 200 were to vessels and aeroplanes in distress through attack by the enemy, or on account of the war, and 219 were to vessels in distress from other causes.

Lives Rescued.

Lives rescued by life-boats before the outbreak of war	-	-	-	197
Lives rescued by life-boats after the outbreak of war	-	-	-	1,001
Total of lives rescued by life-boats	-	-	-	<u>1,198</u>

Lives rescued by shore-boats, and in other ways, for whose rescue the Institution gave rewards	-	-	-	209
Total of lives rescued	-	-	-	<u>1,407</u>

Of the 1,001 lives rescued after the outbreak of war 596 were from vessels and aeroplanes in distress through attack by the enemy, or on account of the war, and 405 were from vessels in distress from other causes.

Persons landed.

Persons landed who had been, or might have been, in danger or distress	-	-	-	567
--	---	---	---	-----

Vessels and boats helped.

Vessels and boats which life-boats saved or helped to save from destruction	-	-	-	74
Vessels or boats which life-boats stood by, escorted to safety, or helped	-	-	-	250

Accounts of Services by Life-boats

JANUARY.

Launches 50. Lives Rescued 35.

JAN. 2ND. - WHITBY, YORKSHIRE.

Early in the morning a number of fishing boats went to sea. At about 8.30 A.M. a N.E. gale sprang up and the sea became rough, broken and dangerous between the pier ends and the Rock Buoy. At 9.30 A.M. the No. 1 motor life-boat *Mary Ann Hepworth* was launched, manned by a scratch crew, with the second coxswain of the No. 2 pulling life-boat in charge. The regular members of the crew were at sea in the fishing boats. Some of the boats had a bad time, but by 2 P.M. all the boats, fourteen in number, had reached safety escorted by the life-boat.- Rewards, £7 6s. 6d.

JAN. 2ND. - REDCAR, AND TEESMOUTH, YORKSHIRE.

At about 9.45 A.M. the coastguard at Marske telephoned that a motor fishing vessel was in distress four miles north-east of Huntcliffe. She was the *Success*, of Whitby, with a crew of four. Her engine had broken down. A strong N.E. breeze was blowing, with a rough sea and squalls of hail. The Redcar motor life-boat *Louisa Polden* was launched at 10.23 A.M., and the Teesmouth motor life-boat *J. W. Archer* at 10.30 A.M. The *Louisa Polden* arrived first and found the *Success* riding to a single anchor. Her main cable had parted and she was dragging. Her crew did not wish to abandon her, and the Redcar life-boat stood by until the bigger Teesmouth life-boat arrived. Teesmouth then took the *Success* in tow. The Redcar life-boat returned to her station at 12.35 P.M., and the Teesmouth life-boat, after towing the *Success* to Hartlepool, returned to her station at 3.15 P.M.-Rewards : Redcar, £9 17s. ; Teesmouth, Property salvage case.

JAN. 2ND. - FLAMBOROUGH, YORKSHIRE.

During the morning it was reported that one of the local motor fishing cobsles was at sea. A N.E. gale was blowing, with a very rough sea and squalls of sleet. The motor life-boat *Elizabeth* and *Albina Whitley* was launched at 10.50 A.M., and found the coble, the *Pioneer*, with a crew of three, about one and a half miles north of North Landing. She had just cut away from her gear. The life-boat went alongside and life-belts were thrown to the fishermen. She then escorted her in. The life-boat returned to her station at noon.-Rewards, £15 13s.

JAN. 2ND. - SCARBOROUGH, YORKSHIRE.

Some of the local motor fishing boats were caught at sea by bad weather. A N.E. breeze was blowing, with a rough sea. The *Eagle* came in and reported that the boats still at sea were in danger of being swamped. The motor life-boat *Herbert Joy II* was

launched at 11.45 A.M. and made three trips to the N.E. to escort in the *Hilda*, *Reliance* and *Courage* in turn. She returned to her station at 2.20 P.M.-Rewards, £19 14s. 6d.

JAN. 2ND. - BALLYCOTTON, CO. CORK.

At 8 P.M. the life-boat coxswain saw a flare about three miles south of Ballycotton Light. A moderate W.N.W. breeze was blowing with a heavy swell. The S.S. *Innisfallen* was in sight and as several boats were fishing it was at first thought that the flare was to indicate that drift nets were being used. As the flares continued the motor life-boat *Mary Stanford* was launched at 8.45 P.M. and found the motor drifter *Pre-eminent*, of Ballycotton, with a crew of four, towing the motor drifter *Yankee Girl*, of Ballycotton. The *Yankee Girl* had struck a large shoal of herrings, and while the crew were hauling their nets aboard the water had rushed through the exhaust and disabled the motor. She was still taking in water through her exhaust and was almost level with the water. With the life-boat escorting them, the boats got safely in at 10.20 P.M.-Rewards : life-boat, £13 11s. 6d. ; *Pre-eminent*, £2 10s., with £3 for loss of fishing, and 2s. 6d. for fuel used, together with a letter of thanks to her owner.

JAN. 3RD. - LOWESTOFT, SUFFOLK.

During the morning the sailing boat *Roustabout*, of Lowestoft, left harbour with a crew of four. At 11.30 A.M. the life-boat coxswain, who had gone to the coastguard lookout, saw the boat drifting towards the Inner Shoal of the Newcome Sands, with the crew signalling for help. A strong N.N.W. wind was blowing, with a rough sea. The motor life-boat *Agnes Cross* was launched at 11.35 A.M., and went alongside the sailing boat. The crew jumped into her. Their sailing boat went adrift but, the life-boat picked her up and brought her in. The rescued, who had had a narrow escape from being drowned, expressed their thanks. The life-boat was removed at 12.35 P.M.-Rewards, £20 18s. 6d.

JAN. 3RD. - THE HUMBER, YORKSHIRE.

At 6 A.M. the watchman at the life-boat station reported a steam trawler aground on the Trinity Sands. A N.W. breeze was blowing, with a slight sea. Watch was kept on the trawler, which was the *Spaniard*, of Hull, bound for the White Sea fishing grounds with a crew of sixteen. She was in no immediate danger, but the owners, who had been informed of the position, asked that the life-boat should go out and stand by. At 11.45 A.M. the motor life-boat *City of Bradford II* was launched, went to the trawler, and put on board the owner's representative. Shortly afterwards the trawler was refloated, with the help of a tug, and the life-boat returned to her station at 12.50 P.M.-Property salvage case.

JAN. 7TH - CLACTON-ON-SEA. AND WALTON AND FRINTON ESSEX. At about 4.38 P.M. the Clacton coastguard telephoned that a barge off Holland Sluice appeared to be in difficulties. Soon afterwards they reported that she was burning flares for help, and the Clacton motor life-boat *Edward Z. Dresden* was launched at 5 P.M. A moderate south breeze was blowing, with a moderate sea, and the weather was overcast, with fog and rain. The life-boat reached the barge abreast of Frinton. She was the *Louise*, of Rochester, with two men on board, bound from London to Ipswich with a cargo of cotton seed. She had lost both anchors, her steering-gear had broken down, and she was unmanageable. The Clacton life-boat was unable to get her to a safe anchorage without help so signalled for the Walton motor life-boat *E.M.E.D.*, which put out at 6.50 P.M. Between them the life-boats towed the *Louise* to Harwich. The Walton life-boat returned to her station at 11.49 P.M., and the Clacton boat to hers at 1 A.M. - Property salvage cases.

JAN. 9TH. - DONAGHADEE, CO. DOWN. Early in the afternoon a man reported that his son and two other men who had gone out in the motor fishing boat *Laura* to shoot cod lines had not returned when expected. Strong squalls were blowing from the west, and the sea was choppy. The motor life-boat *Civil Service No. 5* put out at 1 P.M. She found the *Laura* about three miles to the south, and escorted her back to harbour. The motor fishing boat *Prospector*, of Ballywalter, was then seen. She seemed to be in difficulties and she, too, was escorted in. The life-boat returned to her station at 2.15 P.M.-Rewards, £6 17s.

JAN. 9TH. - THURSO, CAITHNESS-SHIRE. Four seine net fishing boats-*Streamlet*, *Lea Rig*, *Fisherboy*, and *Crest*-were overtaken by a sudden N.N.W. gale, with a heavy sea, when fishing about eighteen miles west of Thurso. The motor life-boat *H.C.J.* was launched at 3.25 P.M., with the second coxswain in charge, and met the boats coming home. Against the heavy sea and strong ebb tide the fishing boats made but slow progress. The life-boat escorted them until they reached Scrabster Harbour at 6.30 P.M.-Rewards, £11 3s.

JAN. 11TH. - SUNDERLAND, CO. DUR. HAM. At about 5.30 P.M. a message was received from the South Docks that a vessel close to the shore was burning red flares. A N.N.E. gale was blowing, with a heavy sea and snow showers. The motor life-boat *Edward and Isabella Irwin* was launched at 6 P.M. and about three miles east of Ryhope came up with the 2,700-ton Greek steamer *George J. Goulandris*, of Andros. She had then got out of immediate danger, and wanted a pilot to take her into the Wear. The life-boat guided her to the harbour entrance where a pilot was waiting, and returned to her station at 8.30 P.M. Owing to the state of the sea she could not be rehoused until next day, -Rewards, £17 9s. 6d.

JAN. 16TH. - TORBAY, DEVON. At 6.55 P.M. it was reported that the open motor

fishing boat *Prince*, of Torquay, with three men on board, was overdue on a trip from Torquay to Brixham, and that owing to the poor condition of her engine anxiety was felt for her safety. A moderate south-west gale was blowing, with a rough sea. The motor life-boat *George Shee* was launched at 7.10 P.M., and helped by the searchlight of a sheltering steamer very quickly found the *Prince* in the middle of Tor Bay. Her crew were morsing a distress signal. The life-boat towed her to the inner harbour at Brixham, and returned to her station at 7.40 P.M. A letter of thanks was received from the skipper. -Rewards, £16 7s.

JAN. 17TH. - ANGLE, PEMBROKE-SHIRE. At 3.50 P.M. the St. Ann's Head coastguard reported that a French schooner was in distress two miles south of the Head. She was the *Eglantine*, of Treguier, bound laden from Cardiff for France. A strong south wind was blowing, with a rough sea, and the weather was thick. The motor life-boat *Elizabeth Elson* put out at 4 P.M. and came up with the *Eglantine* off Thorn Buoy. Her cargo had shifted and her mainsail had been blown away. The life-boat escorted her to a safe anchorage off Milford, and returned to her station at 7 P.M.-Rewards, £11 14s. 3d.

JAN. 18TH. - WALMER, KENT. At 5.18 A.M. a message was received from the Deal coastguard that flares had been seen about six miles south-east from Ramsgate. A strong S.W. breeze was blowing, with a heavy sea and squalls of rain. The motor life-boat *Charles Dibdin (Civil Service No. 2)* was launched at 5.50 A.M. and found the ketch yacht *Leigh Hall*, of London, aground on the Goodwin Sands near South West Buoy, and bumping badly. She was bound from Calais for London with a crew of eight. Her engine had broken down, her sails had been blown away, and she was on fire, having been set alight by her distress flares. The Deal motor fishing boat *Rose Marie* came on the scene, and at the coxswain's request she helped. Three of her crew boarded the burning vessel, put out the fire and helped to bale her. The life-boat then got the *Leigh Hall* clear of the sands and took her in tow for Ramsgate, aided by the *Rose Marie*. Ramsgate was reached at 10 A.M., and the life-boat got back to her station at 2.30 P.M.

This was a good service carried out in difficult circumstances without damage to the life-boat. The Committee sent a letter to the branch, commending the coxswain and crew, and an increase in the usual money award on the standard scale was granted to each member of the crew. Rewards were also made to the crew of the motor boat.-Standard rewards to the life-boat crew, £12 16s. 6d.; additional rewards to crew, £5; total rewards to crew and launchers, £27 13s. 9d.; to the crew of the *Rose Marie*, £3 10s.; 12s. for fuel used, and 12s. for damage to tow-rope.

JAN. 19TH. - WHITBY, YORKSHIRE. During the morning the fishing fleet put to sea, and by 2 P.M. all but four boats had returned. At this time a fresh S.E. breeze

was blowing, with a strong sea and a dense fog. These conditions made it dangerous for the boats to enter the harbour, and the No. 1 motor life-boat *Mary Ann Hepworth* was launched at 2.45 P.M. to help them in. She made three trips in different directions before she had found and escorted them all into harbour. She returned to her station at 5.45 P.M.-Rewards, £11 19s. 9d.

JAN. 19TH -. GOURDON, KINCARDINE-SHIRE. At about 3.30 P.M. a report was received from Johnshaven that the local fishing boats *Isa Simpson* and *Sunbeam* were at sea, and that owing to the bad weather they were making for Gourdon instead of their own harbour. A strong S.E. breeze was blowing, with a heavy surf, and the weather was very thick. The motor life-boat *Margaret Dawson* was launched at 4 P.M., and met the fishing boats off Gourdon. Their skippers decided, after all, to run for Johnshaven, and the life-boat escorted them there and saw them safely into harbour. She returned to her station at 6 P.M.-Rewards, £24 14s. 9d.

JAN. 20TH. - THE HUMBER, YORKSHIRE. At about 11.30 P.M. the life-boat watchman reported a vessel ashore on the Middle Binks. She was the motor vessel *Peterborough Trader*, of Wisbech, bound for the Humber. A light, variable breeze was blowing, with a nasty ground sea, and the weather was misty. The motor life-boat *City of Bradford II* was launched at 11.50 P.M., and found the *Peterborough Trader* bumping hard on the bottom. She stood by her until she refloated on the rising tide and went on her way. The life-boat then made for her station, arriving at 3.15 A.M.-Permanent paid crew : Rewards, 18s.

JAN. 21ST.. - PENLEE, CORNWALL. Early in the morning the Belgian trawler *Paul Therese*, of Ostend, broke from her moorings in Newlyn Harbour and drifted out to sea. Her crew of six were asleep and unconscious of their danger. A south-westerly gale was blowing, with a rough sea, and the weather was thick. The news was received from the coastguard, and the motor life-boat *W and S* was launched at 4.35 A.M. She found the trawler near the rocks between Penzance and St. Michael's Mount and one of the life-boat crew boarded her. He roused her crew and the life-boat towed her out of danger. Her crew then got the engine going and she followed the life-boat clear. She returned to Newlyn Harbour, and the life-boat arrived back at her station at 7.15 A.M.-Property salvage case.

JAN. 22ND. - POOLE AND BOURNE-MOUTH, DORSET. At about noon information was received through the coastguard that the motor launch *Snapper*, which was bound from Hamworthy to Southampton, was in difficulties off Boscombe Pier. A S.W. breeze was blowing with a rough sea. The new motor life-boat *Thomas Kirk Wright* put out on her first service at 12.20 P.M. She found that two of the crew of three had left in the dinghy and reached Boscombe Pier. A life-boatman was put aboard the *Snapper*

and she was then towed to Poole by the life-boat which arrived back at her station at 4.15 P.M.-Rewards, £7 15s. 6d.

JAN. 23RD. - WHITBY, YORKSHIRE. During the afternoon a gale was blowing from the N.N.W. with a heavy sea. The motor fishing boat *Pilot Me* was at sea and as she did not return the No. 1 motor life-boat *Mary Ann Hepworth* was launched at 3.20 P.M. She found her about a mile and a half to the north and escorted her through the broken water to the harbour. The life-boat took one tremendous sea, which buried her from stem to stern.-Rewards, £8 5s. 6d.

JAN. 23RD. - TORBAY, DEVON. During the morning the auxiliary ketch *St. Helens*, of London, broke from her moorings in Brixham Outer Harbour in a severe N.W. gale, and drove ashore on the beach near the life-boat station. A motor trawler got her off the beach, but both vessels went aground on the breakwater. During the evening the life-boat coxswain, who was on the breakwater, was hailed by the eight men on board the *St. Helens*. Two were her own crew and the other six were from the trawler, and were attempting to save the *St. Helens*. They had no boat in which to land, and no rockets on board with which to attract attention, and their position was dangerous. The motor life-boat *George Shee* was launched at 8.49 P.M., towed the *St. Helens* into harbour, and returned to her station at 9.10 P.M.-Property salvage case.

JAN. 25TH. - SHOREHAM HARBOUR, SUSSEX. At 11.16 P.M. on the 24th January the coastguard reported a vessel making signals on her siren. The night was misty with a light S.S.E. wind and a moderate swell. Later the coastguard reported that a vessel was off Lancing with all lights extinguished, and at 12.40 A.M. on the 25th the motor life-boat *Rosa Woodd* and *Phyllis Lunn* was launched to investigate. She found the motor vessel *Gerco*, of Delfzijl, laden with bricks for Denmark. The captain had lost his bearings and wanted a pilot. The life-boat escorted the vessel to the harbour, where she took a pilot aboard.-Rewards, £15 7s. 6d.

JAN. 25TH - ILFRACOMBE, DEVON. During the afternoon anxiety was felt for the safety of the motor fishing boat *Rowena*, which had been at sea since 6 A.M. and had not returned with the other boats which had put out with her. A N.N.E. gale was blowing, with a rough and worsening sea. The motor life-boat *Rosabella* was launched at 4.5 P.M., and found the *Rowena* about four miles off Combe Martin. She escorted her back to harbour, and returned to her station at 5.15 P.M.-Rewards, £38 2s. 9d.

JAN. 25TH. - WICK, CAITHNESS-SHIRE. During the afternoon two local fishing boats were caught at sea by a strong easterly breeze, with a rough sea. They were seen making for harbour and the motor life-boat *City of Edinburgh* was launched at 3.30 P.M., and escorted them safely in. She returned to her station at 4.45 P.M.-Rewards, £5 14s.

JAN. 30TH. - TORBAY, DEVON. The Berry Head coastguard reported that rockets had been seen about eight miles to the eastward. A moderate easterly gale was blowing, with a heavy swell. At 8.55 P.M. the motor life-boat *George Shee* was launched, and found the S.S. *Brilliant*, of Glasgow, with a crew of ten on board, bound laden from London to Dublin. Her rudder had been carried away and she needed a tug. The life-boat went to fetch one and met one coming out to the steamer. The life-boat stood by and after two hawsers had parted she was asked to help to get the *Brilliant* in tow. This she did. A third time the hawser parted, when the *Brilliant* was only about 300 yards from the shore, but eventually the tug got her safely into Brixham harbour. The life-boat returned to her station at 2.10 A.M.-Property Salvage Case.

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

JAN. 2ND. - CLACTON-ON-SEA, ESSEX. A flying-boat had been reported down and in distress, but later it was learned that she was safely at anchor, and the life-boat was recalled by wireless.-Rewards, £16 5s. 6d.

JAN. 7TH. - LYTHAM - ST. ANNE'S, LANCAIRE. A small boat was swamped. One of her crew of two got ashore unaided. The other could not be found.-Rewards, £11 14s.

JAN. 8TH. - CROMER, NORFOLK. The steam trawler *Imbrin*, of La Rochelle, had stranded on the Haisborough Sands, but got off without help.-Rewards, £29 6s. 6d.

JAN. 9TH. - SENNEN COVE, CORNWALL. The Seven Stones Light-vessel fired rockets, but it was found that she was signalling for the Trinity House tender.-Rewards, £21 10s.

JAN. 10TH. - YOUGHAL, CO. CORK. Distress flares had been reported, but a long search revealed no vessel in need of help.-Rewards, £16 5s. 6d.

JAN. 13TH. - BOULMER, NORTHUMBERLAND. The Dutch motor vessel *Dritura* had burned a red flare, but it was found that she had done this by mistake when signalling for a pilot.-Rewards, £18 15s. 6d.

JAN. 14TH. - DUNBAR, EAST LoTHIAN. A small sailing boat bound from Leith to Dunbar was overdue. She took shelter at Cockenzie and the life-boat was recalled by wireless.-Rewards, £14 11s. 6d.

JAN. 16TH. - PETERHEAD, ABERDEENSHIRE. A trawler had run ashore on the Scars of Cruden, but she was refloated and taken in tow for Aberdeen by another trawler. Unfortunately she had been damaged and on her way to Aberdeen she foundered with the loss of her whole crew.-Rewards, £13 11s. 6d.

JAN. 17TH. - LOWESTOFT, SUFFOLK. A motor trawler had grounded on the Newcombe Sands, but she refloated unaided.-Rewards, £27 11s. 6d.

JAN. 19TH. - WEYMOUTH, DORSET. Prolonged blowing of a siren had been heard in the direction of the Shambles Light-vessel, but no vessel in distress was found.-Rewards, £13 2s. 6d.

JAN. 19TH. - BLYTH, NORTHUMBERLAND. A local motor fishing boat was overdue, but she got in unaided, after having been delayed by a fouled propeller.-Rewards, £14 9s. 6d.

JAN. 19TH. - BUCKIE, BANFFSHIRE. A motor boat had gone ashore at Lossiemouth, but her crew were able to scramble over the rocks to safety.-Rewards, £10 6s. 3d.

JAN. 21ST. - WALMER, KENT. A steamer had been heading for the Goodwin Sands, but changed her course in answer to warning guns from the East Goodwin Light-vessel.-Rewards, £29 0s. 6d.

JAN. 22ND. - TORBAY, DEVON. A motor fishing boat had gone ashore, but her crew reached safety unaided.-Rewards, £14 18s. 6d. Six days before she had been rescued by the Torbay life-boat.

JAN. 22ND. - KIRKCUDBRIGHT. A steamer had been reported blowing her horn apparently for help, but no trace of any vessel in distress could be found.-Rewards, £23 11s. 6d.

JAN. 22ND. - ABERDEEN. A small boat had been reported capsized at the mouth of the River Don, but nothing could be found.-Rewards, £6 17s. 6d.

SEVEN LIFE-BOATMEN LOST AT ST. IVES

JAN. 23RD. - ST. IVES, CORNWALL. Three minutes before two in the morning, the honorary secretary was rung up by the district officer of coastguard, who told him that a vessel was in a dangerous position two miles north-north-east of Cape Cornwall. Cape Cornwall is eleven miles along the coast from St. Ives in the direction of Land's End. A west-north-west gale of exceptional violence was blowing, with a very heavy sea. The life-boat would have to travel the eleven miles against the gale.

Five minutes later the district officer

again rang up suggesting that the life-boat should not be launched until it was learned if the Sennen Cove life-boat, which was six miles on the other side of Cape Cornwall, could put out. Sennen Cove cannot be launched during the two hours on either side of low water. The tide was low, and the answer came back from Sennen Cove that the launch was impossible. At that the coxswain said at once, "We're off," and at 2.30 he fired the assembly signal. Twenty minutes later the motor life-boat the *John and Sarah Eliza Stych* had been launched. Over eighty helpers took part in the launch.

"MORE HELP NEEDED"

At 4.20 the coastguard at Clodgy Point saw red flares a mile out at sea. They meant, "More help needed." The coastguard life-saving apparatus at St. Ives was ordered out and sent right round St. Ives Bay to Godrevy Point, on the leeward side of the bay. The Portreath apparatus, from the other side of Godrevy Head, was also summoned. At the same time a message was sent to the Penlee life-boat station, on the south coast of Cornwall, nearly thirty miles away, calling out the motor life-boat *W and S*. She was launched at five o'clock.

The people of St. Ives waited for nearly three hours more, and then, just after seven o'clock in the morning, came the message that the life-boat had been wrecked on the rocks near Godrevy lighthouse and that, of her crew of eight men, only one was alive.

What had happened during those four hours since the life-boat had put out we know from the survivor, William Freeman.

THE FIRST CAPSIZE

As she left the shelter of St. Ives Head she met a very heavy sea. She kept well clear of the headland to avoid the heavier seas and strong flood tide closer in, and turned westward. She was then running almost in the teeth of the gale. When about one and a half miles north-north-east of Clodgy

Point, the boat sheered as she came down a sea. The next struck her on her starboard bow, and she capsized. She was a self-righting boat, and she righted herself in a few seconds. When she righted herself, four of the eight men on board were missing, Coxswain Thomas Cocking, the acting bowman, William Barber, the signalman, John Thomas, and one of the crew, Edgar Bassett. William Freeman, who was forward, was in the water before he knew what had happened, but he kept hold of the gunwale and two of the other men dragged him on board again.

PROPELLER FOULED

The engine had shut off when the life-boat capsized, as it was designed to do. Before the motor mechanic restarted it and any attempt could be made to pick up the missing men, some of the boat's gear, which had been washed partly out of her, was cut away for fear that it would foul the propeller. The mechanic then restarted the engine without difficulty, but when he put in the gear, the engine stalled. He restarted it again. Again it stalled. The engine was working, but the propeller must have been fouled. The astern gear was then put in ; attempts were made to clear the propeller ; and the ahead gear was once more put in. Again the engine stalled.

The four men dropped the anchor and veered out all the cable. They then attempted to step the mizzen mast and, with the help of the mizzen sail, to keep the life-boat head to wind and sea, but with half the crew gone it was beyond their power.

While they were at anchor they burned the red flares, "More help needed," which were seen by the coastguard. They also switched on the searchlight, and burned a white flare. They saw the coastguard's answering rocket.

Meanwhile, the life-boat was sheer-ing about. A great strain was put on the cable. It was a new one ; it had not previously been used ; but the strain was so great that it parted, and the life-boat drifted to leeward across the mouth of the bay.

THE SECOND CAPSIZE

As she drifted, the mechanic again started the engine. It stalled again. Again he started it, but again it stalled. The boat continued to drift. When she was two-thirds of the way across the bay, a great sea struck her as she was beam on to it, and capsized her a second time. When she righted herself, the motor-mechanic, Richard Stevens, who was forward, was missing.

William Freeman, who was under the canopy above the engine controls, had jammed one hand in the railing below the canopy. With the other he had grasped the starting handle. When the boat capsized, the pressure of the air trapped under the canopy was sufficient to keep the water out. Even when he was upside down, with the keel of the boat above him, his face was not under water.

THE THIRD CAPSIZE

There were now only three men aboard, and the life-boat continued to drift towards Godrevy. The men were all aft. As she came close to the rocks, Matthew Barber, the bowman, who was acting as second coxswain, shouted, "Look out, a big sea coming." For the third time she was capsized. When she righted herself only William Freeman was on board. Matthew Barber and the assistant mechanic, John Cocking, had gone. He felt them go past him, but he never saw them again.

Three minutes later the life-boat struck the rocks near Godrevy. She was thrown on a fairly level ledge, her stern towards the shore. As the sea receded, William Freeman crawled out and made his way on all fours along the rocks. A sea overtook him, but it did not knock him over. He scrambled up a gap in the cliff, took off his water-logged boots, and made his way to Godrevy Farm. There he was taken in by Mr. and Mrs. Delbridge and put to bed. He was cut and much bruised. Mr. Delbridge then cycled to Hayle. From there he telephoned to Camborne for a doctor, and then telephoned the news of the disaster to the coastguard at St. Ives. It was from

the coastguard that the life-boat station learned, at five minutes past seven, four and a quarter hours after the boat had put out, that she was smashed on the Godrevy rocks with only one of her crew alive.

As soon as the coastguard received the news they started to search the coast for the bodies of the seven other men. The Penlee life-boat was off Land's End, twelve miles from her station at 7.20. There she was signalled by the coastguard to return as her services were no longer needed.

AT THE SCENE OF THE DISASTER

Immediately the news of the disaster reached the headquarters of the Institution, Captain R. L. Hamer, R.N., the deputy chief inspector of life-boats, went down to St. Ives with the inspector of machinery and the chief draftsman (hull), and there met the southern district inspector, Lieut.-Commander H. L. Wheeler, R.N. Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, went down the same day, provided with funds to relieve any immediate necessities among the families of the men who had lost their lives.

PENSIONS

The seven men were all married, and besides the seven widows there were eight children, and one of the widows was expecting a child. On the day of the disaster it was announced that, as from that day, the Institution would give pensions, and allowances for the children, on the same scale as if the men had been sailors, soldiers or airmen killed in action. It also gave pensions and allowances to other dependent relatives who would not, under the pension scheme for the armed forces of the Crown, be entitled to receive them.

The pensions amounted to over £600 a year.

BRONZE MEDALS

The Institution also awarded its bronze medal for gallantry to William Freeman, and bronze medals post-

humously to the seven other men. Freeman's medal was accompanied by a copy of the vote inscribed on vellum, and special certificates were awarded to the widows, recording that their husbands had died on service. The vellum and certificates were signed by H.R.H. the Duke of Kent, K.G., President of the Institution.

Special letters of thanks were sent to Mr. E. Leigh Guppy, the honorary secretary of the station, to the coast-guard, the police, the St. John Ambulance Association, Mr. and Mrs. Delbridge, who took in William Freeman, and others who helped.

The Institution paid all funeral expenses, and gave the widows the money awards for the launch. These amounted to £4 14s. a man. In addition to this reward on the standard scale, the Institution gave a special reward of £10 to William Freeman. The total rewards to the St. Ives crew and launchers amounted to £88 2s.

The rewards to the Penlee crew and launchers were £21 15s.

THE MYSTERY OF THE SHIP IN DISTRESS

What ship it was that was in distress off Cape Cornwall will never be certainly known. It is possible that she got out of danger and went on her way. Or she may have been the 3,000-ton Glasgow steamer *Wilston*, with a crew of over 30 men. The *Wilston* had left Newport, Monmouthshire, on the evening of the 21st of January, bound for the Mediterranean. Two days after the wreck of the life-boat, wreckage began to come ashore at Wicca Cove, some six miles to the east of Cape Cornwall, a life-buoy with the *Wilston's* name on it, and bodies of men who were identified as members of her crew.

The wrecked life-boat was at once placed under guard and was examined the next day. She was on one of the reefs of rock immediately to the south of Godrevy Island. She had been driven through a narrow gully and left well above high-water mark. From the marks on the rocks and the damage to the boat it was evident that she had, at one time, been keel up on the rocks. From the place where she

lay it was impossible to remove her by land or by sea, and she had been so severely damaged that she was beyond economical repair.

The engine was not damaged. It was started without difficulty. The propeller was dented, but nothing was foul of it. The engine was removed, and later the remains of the hull were burned.

THE INQUEST

Four of the bodies came ashore, almost at once : Coxswain Thomas Cocking ; his son, John Bassett Cocking ; Matthew Barber ; and William Barber. The inquest on them was held on 25th January and was attended by the secretary, the deputy chief inspector of life-boats and the district inspector of life-boats. The verdict was " Death by misadventure." The funerals were held next day, the secretary, the deputy chief inspector of life-boats and the district inspector of life-boats, representing the Institution. Nearly all the men of St. Ives were present, and life-boatmen and fishermen from all round the Cornish coast.

In the end all the bodies were given up by the sea, the last of the seven on the 10th of February.

THE MEN

The seven men who lost their lives were :

THOMAS COCKING, aged 65, the coxswain.

MATTHEW STEVENS BARBER, aged 32, bowman and acting second coxswain.

WILLIAM BRYANT BARBER, aged 37, acting bowman, the brother of Matthew.

RICHARD QUICK STEVENS, aged 36, the motor-mechanic.

JOHN BASSETT COCKING, aged 38, assistant motor-mechanic, son of the coxswain.

JOHN THOMAS, aged 42, signalman.

EDGAR BASSETT, aged 29.

JAN. 23RD. - PADSTOW, CORNWALL. On the same day on which the St. Ives motor life-boat was wrecked, the motor life-boat *Princess Mary*, at Padstow, Cornwall, was damaged on service. She is the heaviest life-boat in the Institution's fleet.

At five minutes past two in the morning, just eight minutes after the honorary secretary at St. Ives had been rung up by the coastguard, the Padstow station was also rung up. The message from the coastguard was that distress flares could be seen about a mile north of Trevoze Head. The life-boat put out in a W.N.W. gale, with exceptionally heavy seas and ground swell, and heavy squalls of rain. She found the ex-mine-layer *Medea* just outside the harbour. The *Medea* had parted from her tug and was drifting towards Doom Bar.

As she tried to get alongside, the life-boat was buried by a very heavy sea. It washed overboard a ventilator, a life-buoy and several fenders, and damaged the electric lighting system, putting it out of action. The position of the *Medea* was now such that it was not practicable for the life-boat to reach her, so the coxswain signalled with his hand-flashing lamp to the coastguard of Stepper Point asking him to call out the rocket life-saving appliances. He had lashed a small torch to his compass and put out to sea, to wait for the tide to rise. The mine-layer drifted over the bar, and three of the four men on board her were rescued by the rocket appliances from the shore. The fourth man was drowned.

Meanwhile the life-boat remained at sea until high-water. As she was coming in she was swept by three successive heavy seas which filled the canopy, washed a spare drogue and another life-buoy overboard, and knocked both the coxswain and the second coxswain from the wheel. The life-boat was out for five hours.

Rewards : A letter of appreciation to the coxswain and crew and an increase in the usual money award on the standard scale.

Head. The Penlee motor life-boat *W and S*, which was in Newlyn Harbour at the time, set out at once, but off Land's End she was recalled by the coastguard. She returned to Newlyn again at 8.45 A.M. An increase in the usual money awards on the standard scale was granted to each member of the crew.-Standard rewards to crew, £11 8s. ; additional rewards to crew, £9 ; total rewards, £21 15s.

JAN. 23RD. - BEAUMARIS, ANGLESEY.
A small boat had been reported in distress,

FEBRUARY.

Launches 18. Lives Rescued 7.

FEB. 11TH. - ROSSLARE HARBOUR, CO. WEXFORD. At 9.55 P.M. a telephone message was received that the Coningbeg Light-vessel had signalled a passing steamer that she wanted the life-boat to take ashore a man who was dangerously ill. A S.W. wind was blowing, with a rough sea. At 10.20 P.M. the motor life-boat *K.E.C.F.* put out. She reached the light-vessel at 2.45 A.M. In the rough sea it was impossible for the life-boat to go alongside, so the sick man, with one of the light-vessel's crew, was lowered in one of the light-vessel's boats, and the two men were then taken aboard the life-boat. She landed them at Rosslare Harbour at 7.40 A.M., and the sick man was taken to Wexford by car.-Expenses defrayed by the Irish Lights Commissioners.

FEB. 12TH. - WEYMOUTH, DORSET. At 3.20 P.M. information was received that two boys in a disabled small rowing boat were being carried out to sea, having broken a row-lock. The motor life-boat *William and Clara Ryland* was launched at 3.55 P.M., and found the small rowing boat drifting rapidly on to a rocky lee shore. The two boys were taken on board the life-boat, which returned to her station at 4.40 P.M., with the small boat in tow.-Rewards, £6 13s.

FEB. 14TH. - THE HUMBER, YORKSHIRE. At 5.30 A.M. the life-boat watchman reported that a vessel had run ashore on the end of Spurn Point. The coxswain immediately went to the beach, where he saw the steam trawler *HAUSA*, of Hull, stranded on a steep part of the Point. Although only a light westerly wind was blowing and the sea was smooth, the trawler would be likely to roll on her beam ends as the tide ebbed. The motor life-boat *City of Bradford II* was launched at 6.5 A.M., and stood by the trawler until the tide had ebbed and she was safe. The life-boat then returned to her station. Meanwhile, a tug had arrived and managed to get a wire aboard the trawler. When the tide flowed there was a possibility of the sea going over the *Hausa's* bulwarks, so the life-boat put out again and stood by the trawler until she had been refloated. The life-boat returned to her station at 12.45 P.M.-Permanent paid crew ; Rewards, 13s. 6d.

FEB. 17TH. - FLEETWOOD, LANCA-SHIRE. At 11 A.M. the motor boat *Sister Pat*, belonging to Fleetwood, with two men on board, was seen by the second cox-

swain of the life-boat to be making distress signals. She was being driven by the wind and tide across the Pilling Sands opposite the life-boathouse. A fresh S.W. breeze was blowing, with a choppy sea and rain. The motor life-boat *Frederick H. Pilley* was launched at 11.15 A.M. She found the *Sister Pat* with her engines stopped through lack of fuel, pulled her anchor, and drifting into a dangerous position. The lifeboat towed her into harbour, arriving at 11.55 A.M. The rescued men expressed their thanks, and the angling club of which they were members made a donation to the Institution.-Rewards, £8 13s.

FEB. 18TH. - WHITBY, YORKSHIRE. During the morning a fresh N.W. wind was blowing, with a very rough sea. It was breaking heavily from the Pier Ends to the Rock Buoy, and anxiety was felt for the safety of nine of the local motor fishing vessels which were just returning. The motor life-boat *Mary Ann Hepworth* was launched at 10.15 A.M. She went out to the Rock Buoy and escorted each of the vessels in turn into the harbour. On five occasions it was necessary for the life-boat to use her drogue from the Rock Buoy to the harbour. After escorting the *Endeavour*, *Progress*, *Easter Morn*, *Prosperity*, *Venus*, *Gallilee*, *Provider*, *Success* and *Pilot Me* to safety, the life-boat returned to her station at 2 P.M.-Rewards, £8 5s. 6d.

FEB. 18TH. - FILEY, YORKSHIRE. At about 10.25 A.M. two local fishing cobs were behind Filey Brig, where heavy seas were running. A W.N.W. fresh wind was blowing, with a moderate to rough sea. At 10.45 A.M. the pulling and sailing life-boat *Thomas Masterman Hardy* was launched. She found the fishing coble *Isabella* and escorted her to safety. The other coble reached safety unaided, and the life-boat returned to her station at 12.15 P.M.-Rewards, £16 2s.

FEB. 22ND. - LERWICK, SHETLAND. At 10.45 A.M. a message was received from a trawler agent and the coastguard that the trawler *Jean Edmonds*, of Aberdeen, had broken down with boiler trouble, and had asked for the life-boat. The trawler was reported, but incorrectly, to be thirty-five miles E.S.E. of Bard Head, Bressay. A whole S.S.E. gale was blowing, with a heavy sea, when, at 11.5 A.M., the motor life-boat *Lady Jane and Martha Ryland* was launched. She found the *Jean Edmonds* in tow of another trawler, between Mousa Island and Helliness, and close to a lee shore. Had the tow-rope parted the *Jean Edmonds* would have been in a very dangerous position. The life-boat escorted the two vessels into Lerwick Harbour and returned to her moorings at 5.40 P.M.-Rewards, £10 6s. 6d.

FEB. 26TH. - NEWHAVEN, SUSSEX. At 12.30 P.M. the coastguard reported that a small boat was in distress about half a mile south-east of Newhaven. A light W.S.W. wind was blowing and the sea was choppy. The motor life-boat *Cecil and Lilian Philpott* was launched at 12.40 P.M. and found the

motor boat *Pam*, of Newhaven, with a party of four anglers on board. Her engine had broken down. The life-boat took her in tow and brought her into harbour at 1.15 P.M.-Rewards, £6 5s.

FEB. 27TH. - THURSO, CAITHNESS-SHIRE. During the afternoon the life-boat coxswain, returning from fishing, picked up the motor fishing boat *Janet*, of Thurso, with her engine broken down, about nine miles north-west of the Ruff of Brims. A strong W.S.W. breeze was blowing, with a heavy sea and snow showers. The coxswain took the *Janet* in tow, but after about an hour the tow-rope parted. As no more ropes were available the coxswain went to Scrabster and called out the life-boat crew. At 4.10 P.M. the motor life-boat *H.C.J.* was launched, picked up the *Janet* three miles north of Holborn Head, and towed her into Scrabster Harbour, which was reached at 5.45 P.M.-Rewards, £11 3s.

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

FEB. 6TH. - SHOREHAM HARBOUR, SUSSEX. An aeroplane had been reported down in the sea in flames, but nothing could be found.-Rewards, £7 15s. 6d.

FEB. 8TH. - THE HUMBER, YORKSHIRE. The Greek steamer *Katina Bulgarris*, of Andros, had collided with the American steamer *Meanticut* and sank, but the *Meanticut* rescued her crew. - Permanent paid crew : Rewards, £1 0s. 3d.

FEB. 9TH - THE HUMBER, YORKSHIRE. The German steamer *Gluckauf*, of Rostock, had struck the submerged wreck of the *Katina Bulgarris*, which had sunk the day before, but her crew were saved by the Norwegian steamer *Nayland*. - Permanent paid crew : Rewards, 18s.

FEB. 16TH. - DOVER, KENT. An aeroplane had been reported to have dived into the sea, but it had come down to within a few feet of the sea and had then flown away.-Partly permanent paid crew : Rewards, £1 18s.

FEB. 16TH. - LONGHOPE, ORKNEY. A steam trawler was in distress, but was taken in tow by another trawler.-Rewards, £9 1s.

FEB. 18TH. - STORNOWAY, ISLE OF LEWIS. A rocket had been reported off the Isle of Skye, but later it was thought to have been a meteor, as no vessel in need of help could be found.-Rewards, £8 17s. 9d.

FEB. 26TH. - SOUTHEND - ON - SEA, ESSEX. An aeroplane had come down in the sea, but the pilot was saved by a motor boat.-Rewards, £10 1s. 6d.

FEB. 26TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. A steamer was reported to be aground, but she was found to

be at anchor close to the Scroby Sands. Rewards, £21 6s.

FEB. 28TH. - HOLYHEAD, ANGLESEY. A flare had been reported, but nothing could be found.-Rewards, £11 5s.

MARCH.

Launches 37. Lives Rescued 12.

MCH. 3RD. - ROSSLARE HARBOUR, AND KILMORE, CO. WEXFORD. A the message was received at Rosslare at 4.55 P.M. that an Irish Air Force seaplane had come down in the sea off Carnsore Point. A S.S.E. wind was blowing, with a moderately rough sea. At 5.15 P.M. the Rosslare Harbour motor life-boat *K.E.C.F.* was launched. She found the seaplane ashore at Ballytrent Strand, and signalled the officers on board who replied that they were no longer in danger. The life-boat returned to her station at 6.48 P.M. Meanwhile the information had also reached Kilmore, and at 6 P.M. the motor life-boat *Ann Isabella Pyemont* put out. She damaged her rudder in launching and after calling at the Barrells Light-vessel and Tuskar without getting information, put into Rosslare. Here she learned that her services were not needed, but as her rudder was damaged she waited for the tide, and returned to her station again at 7.30 A.M. on the following morning.

On the 5th March information was received at Rosslare Harbour from the Coast Life-saving Service that the Ministry of Defence wished the life-boat to be launched to stand by while attempts were made to refloat the seaplane. The motor life-boat *K.E.C.F.* was launched at 5.15 P.M., but it was found that the surf on the beach was too heavy for anything to be done at that time. The life-boat returned to her station at 7 P.M. During the night a request was received from an officer of the Irish Air Force that the life-boat should again be launched in the morning when another attempt to refloat the machine at high water would be made. The life-boat put out again at 7.20 A.M. She stood by while the stranded seaplane was refloated at Ballytrent and then escorted her to Wexford Harbour, returning to her station at 1.30 P.M. -Rewards : Rosslare Harbour, Permanent paid crew, 1st launch, £2 6s. 6d ; 2nd launch, £2 6s. 6d.; 3rd launch, £1 3s. 6d. ; Kilmore, £33 3s. 9d.

MCH. 8TH. - GIRVAN, AYRSHIRE. During the morning a strong W.N.W. wind was blowing, with a rough sea, and the fresh water from the flooded river Girvan was making the harbour bar extremely dangerous. Five fishing boats from Girvan and two from Aroch, Moray Firth, were fishing on the Ballantrae Banks, and about ten in the morning the harbour-master reported that they were expected to return to Girvan. The life-boat *Lily Glen-Glasgow*, was launched at 10.20 A.M. and went outside the harbour. As each boat approached she escorted her in. She returned to her station at 11.55 A.M.-Rewards, £6 13s.

MCH. 8TH. - NEW BRIGHTON, CHE: SHIRE. At 11.38 A.M. the Mersey Docks and Harbour Board reported that the Crosby Lightship was adrift. A heavy W.N.W. gale was blowing, with a very rough sea and rain squalls. The No. 1 motor life-boat *William and Kate Johnston* left her moorings at 11.55 A.M. and reached the lightship at 1.10 P.M. By that time she had anchored near the Formby shore. The crew of five signalled for help, but it was only after several attempts that the life-boat got along side and rescued the men. In doing so she was damaged. After reporting the rescue to Docks Board vessel *Vigilant*, she landed the rescued men at New Brighton at 3 P.M. The life-boat had then to be taken off service for repairs. It was an arduous service, carried out in very rough weather, and the Institution granted an increase of £1 in the usual money award on the standard scale of 19s. to each member of the crew.-Standard rewards to crew, £5 14s. ; additional rewards to crew, £8. Total rewards, £15 14s. 4d.

MCH. 11TH. - DOUGLAS, ISLE OF MAN. During the afternoon a strong N.W. gale sprang up, with a heavy sea. Anxiety was felt for the local fishing smacks *Useful* and *Mannin*, which were at sea, and the motor life-boat *Manchester and Salford* was launched at 4 P.M. She found the *Useful* at 4.30 P.M. making for harbour under her own power. From her the coxswain got the position of the *Mannin*, went in search, found her at 5 P.M., and towed her into Douglas, arriving at 6 P.M.-Rewards, £11 13s. 3d.

MCH. 11TH. - PWLLHELI, CAERNARVONSHIRE. The life-boat motor mechanic saw a sailing yacht which appeared to be in difficulties about three miles S.E. of the life-boathouse. A moderate N.N.W. gale was blowing, with a moderate sea and rain squalls. The motor life-boat *William Macpherson* was launched at 4.45 P.M. She found the sailing yacht *Minnie II*, of Pwllheli, with three R.A.F. officers on board. The yacht's head sails had been carried away in a squall and she was unmanageable. The life-boat took her in tow and brought her safely into Pwllheli Harbour at 5.25 P.M. A letter of thanks and a donation were received from one of the rescued.-Rewards, £11 14s. 9d.

MCH. 15TH. - RAMSGATE, KENT. At 6.12 A.M. a message was received from the coastguard that two barges were in need of help to the east of the coastguard station. A moderate N.E. gale was blowing, with a rough sea. The motor life-boat *Prudential* was launched at 6.26 A.M., and found the barge *Cabby*, of Rochester, laden with portland stone and carrying a crew of two. She had lost her anchor. The life-boat towed her into harbour. The other barge, the *Colluna*, of London, was towed in by the motor boat *Salvor II*. The life-boat returned at 7.55 A.M.-Rewards, 11s. 9d. ; Property Salvage Case.

MCH. 15TH. - AMBLE, NORTHUMBERLAND. The motor life-boat *Frederick and*

Emma, which was placed at Amble when that life-boat station was reopened at the beginning of 1939, received her first service call at 8.30 A.M. She put out to the help of the fishing cobsles *Providence* and *Children's Friend*, of Amble, which had been seen to be in difficulties. A moderate northerly wind was blowing, with a heavy swell. The life-boat went first to the *Providence* and escorted her into harbour. She then put out again to the *Children's Friend*, but found that the boat had been beached at Alnmouth. The life-boat returned to her station at 10.45 A.M. -Rewards, £3.

MCH. 15TH. - EYEMOUTH, BERWICK-SHIRE. During the morning several fishing vessels were returning to harbour. A heavy sea was running in the bay, and the motor life-boat *Frank and William Oates* was launched at 9.45 A.M. in readiness to help if needed. She stood by at the pier until the vessels had discharged their catches and left again, and returned ashore at 12.30 P.M. -Rewards, £10 16s.

MCH. 15TH. - WHITBY, YORKSHIRE. During the morning five Whitby fishing vessels put to sea at 5 A.M. A strong N.N.E. wind was blowing, with a heavy broken sea. The sea increased and at 10 A.M. the No. 1 motor life-boat *Mary Ann Hepworth* was launched. She found the *Venus* outside the Rock Buoy and escorted her back into harbour. Putting off again she escorted the *Gallilee*, *Success*, *Pilot Me* and *Provider* separately into harbour. The life-boat returned to her station at 2.15 P.M. -Rewards, £8 5s. 6d.

MCH. 17TH. - SCARBOROUGH, YORK-SHIRE. At 7.50 A.M. the life-boat coxswain noticed that the local motor fishing boat *Hyperion*, which was making for harbour, did not dare attempt to get in. A strong N.E. gale was blowing, with a very rough sea. The motor life-boat *Herbert Joy II* was launched at 8 A.M., reached the *Hyperion* about one and a half miles to the N.E. and escorted her into harbour. -Rewards, £19 5s. 6d.

MCH. 20TH. - NORTH SUNDERLAND, NORTHUMBERLAND. During the morning a message was received from the Sea-houses coastguard that seven fishing boats of Beadnell were outside the harbour, but unable to enter owing to the very heavy swell. A westerly wind was blowing. At 10 A.M. the motor life-boat *W.R.A.* was launched. She stood by at the harbour entrance until five of the boats had entered and then went out and escorted in the other two boats, each in turn. The life-boat returned to her station at 12.15 P.M. -Rewards, £13.

MCH. 20TH. - WICK, CAITHNESS-SHIRE. Shortly before midday the life-boat coxswain reported that several small fishing boats beating in towards the bay were in danger. The weather was squally, with hail showers, and a very strong N.W. wind was blowing, with a rough sea. The motor life-boat *City of Edinburgh* was launched at noon, escorted to safety two small fishing

boats of Wick, and returned to her station at 2 P.M. -Rewards, £6 13s.

MCH. 20TH. - CROMER, NORFOLK. A wireless message sent out by the motor vessel *Fosna*, of Bergen, that she wished to land a sick man at Cromer at 3 P.M., was passed to the life-boat station, through Mablethorpe and the coastguards, at 1.55 P.M. The motor life-boat *Harriot Dixon* was launched at 2.55 P.M. in a smooth sea with a moderate W.N.W. wind. Commander J. M. Upton, the district inspector, Mr. E. P. Hansell, the honorary secretary, Dr. D. Vaughan, and an ambulance man went out. The life-boat reached the *Fosna* at about 3.15 P.M., and found that the man was able to get aboard her without help. He was landed at 3.40 P.M., and taken to the hospital. The owners gave a donation of £14. -Rewards, £13 17s.

MCH. 20TH. - DOUGLAS, ISLE OF MAN. During the afternoon a whole gale sprang up from the N.W., bringing with it a heavy sea. A watch was kept for the local fishing smack *Mannin*, which was at sea. As nothing had been seen of her by 3 P.M., the motor life-boat Manchester and Salford was launched at 3.30 P.M. She found the *Mannin* six miles S.E. by S. from Douglas. As the seas were very heavy, the life-boat towed her to Douglas, arriving at 6.30 P.M. -Rewards, £11 13s. 3d.

MCH. 20TH. - SOUTHEND - ON - SEA, ESSEX. At 8.34 P.M. the R.N. Shore Signal Station reported that rockets had been seen at Warden Point, coming from the Nore and Mouse Light-vessels. The sea was rough, with a strong squally W.N.W. breeze. The motor life-boat *Greater London (Civil Service No. 3)* was launched at 8.55 P.M., and found the barge *British Oak*, of Rochester, with a crew of two and laden with sand, about a mile N.E. of the Mouse Light-vessel. She was in a dangerous position with her mast broken and all gear overboard. With great difficulty the life-boat towed the barge into the fairway, and helped to get her gear aboard. She then put back to her station to report and refuel at about 5 A.M.; returned to the British Oak, and towed her to a safe anchorage at Sheerness. As she set out for Southend again, she saw signals from Sheerness Pier and found the yacht *Don Pat*, of Sheerness, with two people on board, in danger of being broken up against the pier. She towed the *Don Pat* to safety and returned to her station at 12.10 P.M. on the 21st March. -Barge *British Oak*: Property salvage case. Yacht *Don Pat*: Rewards, £9 17s.

MCH. 22ND. - HOLY ISLAND, NORTH-UMBERLAND. At 1.10 P.M. a steamer was reported ashore on the Plough Reef, one mile east of Holy Island. The weather was fine but cold, with a W.N.W. breeze and a choppy sea. The motor life-boat *Milburn* was launched at 1.20 P.M., and found the s.s. *Sphene*, of Glasgow. She had a crew of eleven men on board and was bound for Dublin with a cargo of coal from Blyth. The steamer was leaking badly and the captain

asked the coxswain to stand by. This the life-boat did until the vessel refloated at 2.50 P.M., and the steamer managed to reach Holy Island Harbour under her own power with the life-boat escorting her. The life-boat returned at 3.50 P.M. - Rewards, £8 14s. 6d.

MCH. 24TH. - PETERHEAD, ABERDEENSHIRE. During the morning a heavy sea was rising, with a strong and increasing south-easterly wind. Two small fishing boats were out and shortly before noon it was reported that one of them was showing a distress signal. The motor life-boat *Duke of Connaught* was launched at 12.5 P.M., and escorted both boats to harbour, returning to her station at 1.15 P.M. - Rewards, £6 17s. 6d.

MCH. 25TH. - FILEY, YORKSHIRE. At 7.30 A.M. the life-boat coxswain reported that three fishing cobsles were out north of the Brig. The weather was bad, with heavy snow and showers, and it was decided to keep a look-out. Later the weather became worse and at 8.50 A.M. the pulling and sailing life-boat *Thomas Masterman Hardy* was launched. A rough sea was then running, with a strong N.E. wind. The life-boat escorted the boats to safety and returned to her station at 12.15 P.M. - Rewards, £16 2s.

MCH. 28TH. - ANSTRUTHER, FIFE-SHIRE. At 6.15 A.M. a message was received from the Anstruther coastguard that there was a heavy swell at the harbour entrance and that the fishing fleet was returning. A moderate E.S.E. gale was blowing. The motor life-boat *Nellie and Charlie* was launched at 6.40 A.M. She stood by at the harbour mouth while two steam drifters and live motor boats entered. The life-boat then went to another boat, about a mile off shore, and escorted her in, returning to her station at 8.15 A.M. - Rewards, £12 13s. 3d.

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

MCH. 2ND. - ANSTRUTHER, FIFE-SHIRE. A fishing boat had caught fire, but her crew were taken aboard another fishing boat. - Rewards, £11 7s. 6d.

MCH. 6TH. - WALTON AND FRINTON, ESSEX. The crew of the fishing boat *Marie Suzanne*, of Ostend, had abandoned their sinking vessel in a small boat, but they were picked up by the Dutch motor vessel *Jutland* and landed at Dover. - Rewards, £35 6s. 6d.

MCH. 6TH. - LERWICK, SHETLANDS. A trawler was in distress and her crew had landed on the uninhabited island of Hascosay, but they were taken off by another trawler. - Rewards, £13 6s. 6d.

MCH. 8TH. - BALTIMORE, CO. CORK. A trawler's engine had broken down, but she had put it right and went on her way without help. - Rewards, £21 1s.

MCH. 10TH. - CLACTON - ON - SEA, ESSEX. A barge had sunk, but her crew had already been saved when the life-boat arrived. - Rewards, £6 19s.

MCH. 10TH. - ANSTRUTHER, FIFE-SHIRE. A fishing boat had gone ashore, but she refloated unaided. - Rewards, £17 10s.

MCH. 11TH. - RAMSEY, ISLE OF MAN. A small rowing boat had been reported drifting out to sea, but she succeeded in reaching land without help. - Rewards, £30 16s. 9d.

MCH. 16TH. - WHITBY, YORKSHIRE. A coble had made a signal for help, but she was taken in tow by another coble. - Rewards, £3 6s.

MCH. 18TH. - COURTMACSHERRY HARBOUR, CO. CORK. A motor boat had been reported in distress off the Old Head of Kinsale, but she made safety while the life-boat was searching for her. - Rewards, £13 11s. 6d.

MCH. 20TH. - AMBLE, NORTHUMBERLAND. Signals had been reported to the S.E. of Coquet Island, but nothing could be found. - Rewards, £15.

MCH. 20TH. - WHITEHILLS, BANFFSHIRE, AND FRASERBURGH, ABERDEENSHIRE. A motor salmon-coble was reported overdue, but she was picked up and towed to safety by a motor boat. - Rewards : Whitehills, £9 7s. 9d. ; Fraserburgh, £7 6s. 6d.

MCH. 22ND. - EXMOUTH, DEVON. An aeroplane had come down in the sea, but her crew were saved by a small boat from the shore. - Rewards, £26 15s. (See " Services by Shore-boats," Sidmouth, page 93.)

MCH. 22ND. - THE HUMBER, YORKSHIRE. A steamer had collided with a trawler seventeen miles N.N.E. of the Humber. She was badly damaged and began to sink, but her crew were rescued by the trawler. - Permanent paid crew : Rewards, 18s.

MCH. 26TH. - THE HUMBER, YORKSHIRE. Rockets had been reported seven miles N.E. of Mablethorpe on the Lincolnshire coast, but nothing could be found. - Permanent paid crew : Rewards; 9s.

APRIL.

Launches 27. Lives Rescued 5.

APRIL 9TH. - HOLYHEAD, ANGLESEY. At 1.22 in the morning the coastguard reported that the 7,000-ton S.S. *Hilary*, of Liverpool, was ashore at Carmel Head. She was homeward bound from Brazil to Liverpool with general cargo and over 300 people on board. A slight south-westerly breeze was blowing and the sea was smooth, but there was a dense fog. The motor life-boat *A.E.D.* was launched at 1.45 A.M., and began

her search, but the fog was so thick that the coxswain could not see a boat's length. He decided to anchor. When daylight came the life-boat continued slowly along the land and at 4.50 A.M. found the steamer on Coal Rocks. She took off eighty-four passengers and landed them at Holyhead at 6.45 A.M. At 7.15 A.M. she returned and brought ashore six other passengers and a quantity of luggage, reaching Holyhead again at 10.55 A.M. The life-boat was placed at moorings at 12.40 P.M. The Hilary refloated at the next high tide and made port. One of the passengers made a donation and sent a letter of thanks.-Rewards, £11 5s.

APRIL 12TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. At 9.35 A.M. the coastguard reported that the St. Nicholas Light-vessel was firing guns and flying signals indicating that a vessel was in distress to the E.N.E. A light S.S.W. breeze was blowing with a swell on the sands, and the weather was foggy. The motor life-boat *John and Mary Meiklam of Gladswood* was launched at 9.50 A.M., and found the s.s. *Zeester*, of Kamlen, Holland, on the east side of Scroby Sands. She had been aground but had just refloated with the rising tide. As the *Zeester* was in a dangerous position the life-boat escorted her clear of the sands and as far as the Cockle Light-vessel. She then returned to her station at 12.10 P.M.-Rewards, £7 3s.

APRIL 18TH. - PEEL, ISLE OF MAN. At 8.55 P.M. a message was received from the coastguard that flares had been seen four miles off Orrisdale Head. A light southerly breeze was blowing with a calm sea. The motor life-boat *Helen Sutton* was launched at 9.25 P.M. and found the motor fishing boat *Cicely* of Castletown, with a crew of four. Her engine had broken down. The life-boat towed her into harbour and returned to her station at 1.15 A.M. the following morning.-Rewards, £15 3s. 6d.

APRIL 22ND. - HOYLAKE, CHESHIRE. At 5.30 A.M. the coastguard reported that the s.s. *Mayflower*, of Liverpool, loaded with stone, on passage from Penmaenmawr, North Wales, to Liverpool, had gone aground on East Hoyle Bank at 2 A.M., but that she was in no immediate danger. A moderate N.W. gale was blowing, with a very rough sea. After further investigation it was decided to launch the motor life-boat *Oldham*, and at 11.30 A.M. she went to the *Mayflower* and stood by. An attempt was made by the crew to refloat their vessel, but it was unsuccessful. The life-boat returned to her station at 3.30 P.M. when the tide was ebbing, as at low tide the steamer would be high and dry.-Rewards, £8 12s.

APRIL 22ND. - BEMBRIDGE, ISLE OF WIGHT. Early in the afternoon a sailing yacht was seen making towards Whitecliffe Bay with her sails damaged. She was kept under observation by the coastguard and life-boatmen. A strong N.W. gale was blowing, with a rough sea. At 4.48 P.M. the coastguard reported the yacht to be in distress eight miles south-west from Foreland Look-

out. The motor life-boat *Longhorn* was sent to her help, leaving at 5 P.M. She found the yacht *Marigold*, with a party of three on board, off Dunnose Point, and took her to a safe anchorage in St. Helens Bay. The life-boat returned to her station at 8 P.M. The owner sent a letter of thanks and made a gift to the life-boat crew.-Rewards, £8.

APRIL 22ND. - CLACTON - ON - SEA, ESSEX. The coastguard kept a yacht under observation for some hours. The sea was very heavy, a N.W. gale was blowing, and it was decided to send out help. At 2.25 P.M. the motor life-boat *Edward Z. Dresden* put out and found the yacht to be the *Sprite*, of Leigh-on-Sea, with a crew of two on board. She was near the Swin Bell Buoy and in need of help. The coxswain decided to take her to Harwich. While the skipper of the *Sprite* was making the tow-rope fast he was washed overboard by a heavy sea, but managed to catch hold of a rope and was hauled aboard again. Harwich was reached at 6.15 P.M. and the life-boat left for home two hours later. On her way home, at a signal from the coastguard, she spoke a small yacht off Walton but no help was needed, and the life-boat got back to Clacton at 10.15 P.M. The skipper of the *Sprite* sent a letter of thanks and a donation to the Institution.-Rewards, £15 13s. 6d.

APRIL 22ND. - FLAMBOROUGH, YORKSHIRE. During the morning a heavy N.N.W. gale sprang up while the fishing fleet was at sea. Several boats landed with difficulty and it was decided to send out the motor life-boat *Elizabeth and Albina Whitley*. She put off in a very rough sea at 9.55 A.M. with the second coxswain in charge. The coble *Britannia* was found about two miles to the northward and escorted back to safety. The life-boat then went to Flamborough Head to search for the remaining cobsles. They were not to be seen, so she ran round the head and found that they had arrived safely at the south landing. The life-boat returned to her station at midday.-Rewards, £8 13s.

APRIL 22ND. - WHITBY, YORKSHIRE. At 7.30 A.M. anxiety was being felt for the safety of some of the fishing cobsles, as a very strong N.N.W. wind was blowing, with a rough sea. As both life-boat coxswains, and a number of the life-boat crews, were at sea fishing, an ex-coxswain volunteered to take out the life-boat manned by some of the elder fishermen. The motor life-boat *Mary Ann Hepworth* was launched at 8 A.M. and escorted into the harbour in turn the cobsles, *Ramlah*, *Royal Empire*, *Sarah*, *Guide Me* and *Margaret*. She returned to her station at 10 A.M.-Rewards, £4 16s. 6d.

APRIL 22ND. - SHERINGHAM, NORFOLK. During the morning eight of the local fishing boats were at sea. A strong N.W. gale was blowing, with a rough sea. The boats were running for the shore, when at 10 A.M. the motor life-boat *Foresters Centenary* was launched to stand by. All the boats got in unaided except the *Reliance II*.

She was about a mile and a half to the north. The life-boat escorted her to safety and returned to her station at 10.30 A.M.-Rewards, £17 11s.

APRIL 25TH. - PORT ERIN, ISLE OF MAN. During the afternoon a strong N.E. wind was blowing, with a rough sea. Three fishing boats were out and at 5 P.M. the motor life-boat *Ethel Day Cardwell* was launched to their help. Two of the boats managed to reach safety unaided. The third was a considerable distance out in Port Erin Bay. The life-boat escorted her into harbour, and returned to moorings at 6 P.M.-Rewards, £5 6s.

APRIL 27TH. - SHERINGHAM, NORFOLK. At 8 A.M. a telephone message was received from the Fishery Bailiff asking for help for a fishing boat which was at sea off Weybourne three miles away. A strong, increasing N.E. wind was blowing, with a rough sea. The motor life-boat *Foresters Centenary* was launched at 8.17 A.M., found the fishing boat *Olive*, of Sheringham, and escorted her safely through the surf. She returned to her station at 9 A.M.-Rewards, £16 6s.

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

APRIL 1ST. - FERRYSIDE, CARMARTHENSHIRE. A schooner had been reported in a dangerous position near the Pembury Sands, but no trace of any vessel in need of help could be found.-Rewards, £12 10s. 6d.

APRIL 2ND. - SHOREHAM, SUSSEX. A boat burning flares had been reported off Brighton, but nothing could be found.-Rewards, £7 15s. 6d.

APRIL 5TH. - SALCOMBE, DEVON. A small sailing boat was out in rough weather, but did not need help.-Rewards, £4 10s. 6d.

APRIL 6TH. - ST. HELIER, JERSEY. A French military seaplane had been forced down in the sea, but she was helped by a French fishing boat. Letters of thanks were received from the French Navy and the French Consul-General.-Rewards, £9 14s.

APRIL 9TH. - RAMSGATE, KENT. A Dutch motor vessel had been reported near the Goodwins, but she could not be found.-Rewards, £5 8s.

APRIL 12TH. - DONAGHADEE, CO. DOWN. A raft had got adrift with a boy aboard, but before help came he was drowned.-Rewards, £8 18s. 6d.

APRIL 16TH. - AMBLE, NORTHUMBRLAND. A sailing yacht had been reported in distress, but she went on her way without waiting for help.-Rewards, £5.

APRIL 17TH. - THURSO, CAITHNESS-SHIRE. A fishing boat had not returned,

but was found making her way home without needing help.-Rewards, £5 3s. 6d.

APRIL 20TH. - THE HUMBER, YORKSHIRE. An aeroplane was thought to have crashed into the sea, but it was found that she came down on land.-Permanent paid crew : Rewards, 6s.

APRIL 22ND. - TYNEMOUTH, NORTHUMBRLAND. The Cullercoats motor life-boat had capsized on exercise, but the Tyne-mouth life-boat was unable to find any of her crew, six of whom were lost.-Rewards, £9 3s. (A full account of this disaster was published in *The Life-boat* for June, 1939, page 75.)

APRIL 22ND. - SELSEY, SUSSEX. During the evening the yacht *Brionie* ran aground two miles W.S.W. of Selsey Bill, while on passage from Lymington to Newhaven with a crew of three. A N.W. breeze was blowing, with a moderately rough sea. The yacht's distress was reported by the coastguard and the Selsey motor life-boat *Canadian Pacific* was launched at 7.50 P.M. Seeing that she would have to make a long detour owing to the state of the tide, four men who had answered the maroon but were not needed in the life-boat's crew, put off in a dinghy with an outboard motor. They made for the *Brionie* and when about a quarter of a mile from the wreck they picked up a dinghy with the yacht's crew on board. They towed the dinghy to the life-boat station. The life-boat reached the yacht but found no one on board and returned ashore at 10.20 P.M. - Rewards, Life-boat, £11 5s., Shoreboat £2 10s. and 3s. for fuel used.

APRIL 22ND. -SOUTHEND - ON - SEA, ESSEX. A capsized yacht was found off Shoeburyness, but there was no one on board.-Rewards, £6 10s.

APRIL 25TH. - ST. PETER PORT, GUERNSEY. An aeroplane had been reported missing, but she had landed at Alderney.-Rewards, £4 13s. 6d.

APRIL 26TH. - WALMER, KENT. Red flares had been reported, but a search revealed nothing.-Rewards, £19 7s.

APRIL 30TH. - BEAUMARIS, ANGLESEY. A trawler's engine had broken down, but another trawler took her in tow.-Rewards, £5 6s.

APRIL 30TH. - PORTPATRICK, WIGTOWNSHIRE. A child had drifted away from Girvan on a raft, but was drowned before help could arrive.-Rewards, £4 10s. 6d.

MAY.

Launches 18. Lives rescued 30.

MAY 3RD. - CROMARTY. At 3 P.M. a message was received from the Seaforth Highlanders Depot at Fort George that the

ferry boat *Tim*, running from Fort George to Chanory, with the depot band of twelve men on board, had broken down when half-way across and was drifting towards the Riff Sands. A S.S.W. wind was blowing, with a moderate sea. The motor life-boat *James Macfee* was launched at 3.10 P.M., and found the *Tim* three miles off her course. She was riding at anchor, but the anchor would not have held had the wind increased. The ferryman having gone ashore with one of the bandsmen in a dinghy for help, the life-boat landed the eleven remaining men at Chanory Point. She then put out again and towed the boat to anchorage, arriving back at her moorings at 6.35 P.M.-Rewards, £4 7s. 6d.

MAY 11TH. - YARMOUTH, ISLE OF WIGHT. At 6.16 P.M. a message was received from the coastguard at Cliff End that a motor launch off Barton-on-Sea had broken down, and that its occupants were waving clothing to attract attention. As the sea was smooth, the weather fine, and the launch near to the shore it was decided to wait and see whether she could get in herself or whether some other boat would go to her help. At 7.3 P.M. a further message was received that the launch was still in difficulties, and the motor life-boat *S.G.E.* was launched at 7.12 P.M. She found the launch, with two men on board, off Becton Cliffs, towed her in, and returned to her station at 9.10 P.M.-Rewards, £7 16s.

MAY 16TH. - WHITBY, YORKSHIRE. During the morning a strong N.E. wind was blowing with a very rough sea. About 10.15 it was learnt that two small fishing boats were returning. Then just as the motor life-boat *Mary Ann Hepworth* was about to put out, at 10.40 came a message from Staithes that the fishing vessel *Gallilee* had broken down off Skinningrove and that another fishing vessel was attempting to tow her. The life-boat first escorted in the fishing cobs *Royal Empire* and *Silver Line*. She then went in search of the *Gallilee* and found her four miles north of Whitby. The attempt of the other vessel to tow her had failed as all her ropes had parted. The *Gallilee* had then managed to get her engine started again, but the fly-wheel was loose. The life-boat escorted her into Whitby and returned to her station at 12 noon.-Rewards, £5 9s.

MAY 23RD. - HYTHE, KENT. At about 8.15 P.M. the motor life-boat *Viscountess Wakefield* was off Beachy Head on passage from Cowes to her station after overhaul. There she saw the motor cruiser *Mary*, of Chichester, with her engine broken down. There were two men on board. The sea was smooth and the weather fine. The *Mary* was bound for the East Coast and the life-boat towed her to Folkestone, arriving at 3.20 A.M., on the 24th May. She reached her station at 4.30 A.M.-No rewards. Crew paid for bringing boat from Cowes.

MAY 26TH. - WALMER, KENT. At 12.10 A.M. a message was received from the South Goodwin Light-vessel through the

Deal coastguard that a vessel was ashore on the sands to the N.E. by E. A N.N.E. breeze was blowing, with a moderate sea. The motor life-boat *Charles Dibdin* (*Civil Service No. 3*) was launched at 12.44 A.M. She found the trawler *Louci Gougy*, of Dieppe, aground and stood by until 2.10 A.M., when the trawler refloated with the rising tide. After escorting her clear of the sands the life-boat returned to her station at 3 A.M.-Rewards, £19 7s.

MAY 28TH. - WALTON AND FRINTON, ESSEX. At 5.15 A.M. a message was received from Gunfleet Lighthouse through the coastguard that a vessel had gone aground on the Gunfleet Sands. A moderate N.N.W. breeze was blowing, with a slight sea. The vessel was kept under observation and at 6.25 A.M. red flares were seen. The reserve motor life-boat *Mary and John Meiklam* of Gladswood, on temporary duty at the station, was launched at 6.55 A.M. She found the yacht *Our Laddie*, of London, with thirteen people on board, four of them women. The yacht was on a pleasure cruise from Southend-on-Sea. The life-boat took all the passengers on board, except two men who stayed with the crew. Two life-boatmen boarded the yacht and the life-boat towed her clear of the sands and anchored abreast of Walton Pier. There she landed nine of the passengers, who were exhausted. She then towed the yacht into Harwich Harbour and returned to Walton at 2.20 P.M.-Rewards, £7 11s. 6d.

MAY 29TH. - LOWESTOFT, SUFFOLK. The life-boat coxswain was told by the coastguard at about 8 P.M. that a motor vessel was in difficulties about a mile to the S.S.E. The weather was fine, but the sea was rather rough with a fresh N.E. wind. The motor life-boat *Agnes Cross* put out at 8.10 P.M. and found the motor vessel *Joy*, of Lowestoft, out on a pleasure cruise, with a crew of three and fourteen passengers. Her engines had become overheated and failed, and there was a danger of fire. She was drifting across the Newcombe Sands where the seas were rough. The life-boat took her in tow and brought her safely into harbour at about 9 P.M.-Rewards, £25 2s. 6d.

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

MAY 9TH. - CLOUGHEY, CO. DOWN. The *Arantzazu-Mendi*, a steamer of Bilbao, had stranded, but was in no immediate danger.-Rewards, £10 11s. 6d. (For another service to this steamer, see page 31.)

MAY 9TH.. - THE HUMBER, YORKSHIRE. An aeroplane had crashed into the sea off the Lincolnshire coast, but only wreckage was found. Two shoreboats also took part in the search. (See "Services by Shoreboats," Mablethorpe, page 93.)-Permanent paid crew : Rewards, 6s.

MAY 13TH. - WICKLOW. A yacht had run on the rocks, but all attempts to refloat her failed.-Rewards, £5 5s. 6d.

MAY 21ST. - SHOREHAM HARBOUR, SUSSEX. A rocket and lights had been reported, but nothing could be found.-Rewards, £10 5s.

MAY 23RD. - DOVER, KENT. A vessel had been reported on fire, but it was found that it was only her funnels sending out dense smoke.-Partly permanent paid crew : Rewards, £2 17s.

MAY 27TH. - HOYLAKES, CHESHIRE. Distress signals at sea had been reported but were found to be fireworks on land.-Rewards, £20 11s. 6d.

MAY 29TH. - ALDEBURGH, SUFFOLK. A yacht had gone ashore in a dangerous position but she was refloated without the life-boat's help.-Rewards, £29 15s. 6d.

MAY 29TH. - PEEL, ISLE OF MAN. A competitor in the Manx Air Races had crashed into the sea, but he was picked up by a fishing boat.-Rewards, £7 13s.

MAY 30TH. - WALTON AND FRINTON, ESSEX. A yacht had gone ashore on the Buxey Sands, but she got off without help.-Rewards, £14 5s.

MAY 30TH. - SHOREHAM HARBOUR, AND WORTHING, SUSSEX. During the afternoon a sailing boat, with a crew of two, father and son, capsized about two miles off Goring. A moderate N.E. breeze was blowing, with a moderate sea.

At the request of the Worthing Beach Inspector a motor fishing boat put out, rescued the two men and landed them. The Shoreham motor life-boat *Rosa Woodd* and *Phyllis Lunn*, had also been summoned and put out at 3.5 P.M. A speed-boat put out from Shoreham to tell her that the men had been rescued.

Another motor boat, from Ferring, had also put out with two men on board. She picked up the derelict boat and took her in tow, receiving help from the life-boat which returned to her station at 6.5 P.M.-Rewards, Life-boat, £5 2s. 6d. ; Shoreboats, a Letter of Thanks and £1 5s., together with 5s. for fuel.

MAY 31ST. - THE HUMBER, YORKSHIRE. A motor fishing boat of Bridlington had broken down, but was towed into Bridlington by a Whitby fishing boat.-Permanent paid crew : Rewards, 6s.

JUNE.

Launches 29. Lives rescued 54.

JUNE 1ST. - LLANDUDNO, CAERNARVONSHIRE. H.M. Submarine *Thetis* dived, while on trials in Liverpool Bay about fifteen miles from Llandudno, and did not come to the surface. On the following morning four survivors escaped by means of the Davis apparatus and a request was received from the Hoylake coastguard for a doctor. The weather was fine, with a northerly wind

and a moderate sea. At 1 P.M. the motor life-boat *Thomas and Annie Wade Richards* put out with Dr. Maddock Jones on board. She took him to the destroyer *Somali* and remained alongside for some hours, returning to her station at 10.30 P.M.

Ninety-nine lives were lost in this the biggest submarine disaster of all time.-Rewards, £24 11s. 6d.

JUNE 3RD. - DOVER, KENT. During the morning six children belonging to the Dover garrison were cut off by the tide under Shakespeare Cliff. A moderate N.E. gale was blowing, with a rough sea. The motor boarding boat *William Myatt*, attached to the Dover life-boat, put out about midday with a crew of six and a dinghy in tow. Meanwhile a police sergeant had been lowered down the cliffs to the children. The dinghy was sent in but the first attempt failed as there was great danger of the dinghy being smashed. The dinghy went in again, with an anchor and cables from the motor boat, and this time she was able to get near enough for the police sergeant to pass the children to her and then to board her himself. Sergeant and children were got safely from the dinghy to the boarding boat and she brought them ashore.-Partly permanent crew : Rewards, £2 2s. 6d.

JUNE 10TH. - MARGATE, KENT. At about noon a yacht was seen by a life-boatman ashore on the Margate Sands. A light S.E. breeze was blowing, the sea was smooth. The motor life-boat *Lord Southborough* (Civil Service No. 1) was launched at 12.20 P.M. with the honorary secretary, Mr. P. E. W. Gellatly, on board. She found the auxiliary yacht *Morn*, of the Royal Air Force Yacht Club, near the North Spit Buoy, with three people on board. The life-boat towed her clear of the sands into deep water, and returned to her station at 2 P.M.-Property salvage case.

JUNE 11TH. - FLEETWOOD: LAN-CASHIRE. At 1.30 P.M. the lighthouse-keeper reported that a small motor boat was aground on the east side of the Wyre Channel. A strong N.W. breeze was blowing with a rough sea. Two other motor boats could be seen attempting to reach her, but were unable to do so. The motor life-boat *Ann Letitia Russell* was launched at 2.15 P.M. She found the motor boat *Roma*, of Fleetwood, a converted ship's life-boat, with three people in her, wet and exhausted. She took them on board, put a life-boatman in the *Roma* and towed her to harbour. The life-boat returned to her station at 3.15 P.M. A letter and a donation were received in gratitude for this service.-Rewards, £5 5s. 6d.

JUNE 11TH. - NEW BRIGHTON, CHESHIRE. At 9.10 P.M. a message was received from the police that a motor boat was in difficulties off Seacombe Stage and needed immediate help. A moderate northerly breeze was blowing with a choppy sea. The No. 2 motor life-boat *Edmund and Mary Robinson* was launched at 9.26 P.M. and found the motor boat *Sally*, of Birkenhead, out fishing, with three men on board.

Her rudder and stern post had been broken ; she was leaking badly ; her crew were unable to cope with the flow of water. The life-boat took the men on board and towed the *Sally* to New Brighton, returning to her station at 10.30 P.M.-Rewards, £10 5s.

JUNE 14TH. - WALTON AND FRINTON, ESSEX. At 10.25 P.M. a message was received from the Felixstowe coastguard, through the Walton-on-Naze coastguard, that a vessel was in distress one mile east of the Cork Light-vessel. A S.W. gale was blowing, with a rough sea. The motor life-boat *John and Mary Meiklam of Gladswood*, on temporary duty at the station, was launched at 10.50 P.M. She found the motor vessel *Kentish Hoy*, of Chatham, with a crew of three, laden with 150 tons of sugar, on passage from Great Yarmouth to Chatham. Her engine had broken down. She was being swept by heavy seas. The life-boat waited for the seas to ease. She then towed the *Kentish Hoy* into Harwich Harbour arriving at 6.30 A.M. the next morning. The life-boat returned to her station at 9.30 A.M.-Property salvage case.

JUNE 15TH. - CLACTON - ON - SEA, ESSEX. At 9.39 P.M. on the 14th June a message was received from the coastguard that the motor yacht *Mayflower* of Great Yarmouth, was ashore at Jaywick. As the yacht was not then in a dangerous position the life-boat was not launched. The following morning, at 9.36 A.M., a message was received that the *Mayflower* was flying a distress signal. A moderate S.W. breeze was blowing, with a rough sea. The motor life-boat *Edward Z. Dresden* was launched at 9.50 A.M. and found the *Mayflower* with a crew of two aboard. The life-boat towed the yacht to Brightlingsea, returning to her station at 3.30 P.M.-Property salvage case.

SILVER MEDAL SERVICE' AT CLOUGHEY

JUNE 17TH. - CLOUGHEY, CO. DOWN. The S.S. *Arantzazu-Mendi*, of Bilbao, had gone aground on Butter Pladdy shoals, outside Kearney Point, Co. Down. Efforts were made to save her, and there was a salvage party on board on 17th June. A strong south-south-west wind was blowing that day, with a very heavy sea on the shoals, and at 9.30 in the evening the salvage party sent up distress signals. They were seen by the coast-guard, and at ten o'clock the Cloughey motor life-boat, *William Maynard*, was launched. She reached the wreck an hour later, having had to drive into a head sea all the way.

Seas fifteen feet high were breaking over the steamer from abreast of the

bridge and were sweeping clean over her after part, from which everything movable had already been washed away. The eleven men were on the fore-deck, knee-deep in water.

As the steamer was taking the seas head on there was no lee for the life-boat to get under, so the coxswain anchored 150 yards ahead of her and veered down on his cable stern first. As he did so a heavy sea broke right on top of the life-boat. All her crew were knocked down ; the anchor began to drag ; and if the coxswain had not at once gone full speed ahead on his engines, the life-boat herself might have been wrecked. The anchor held after it had dragged about 40 yards ; the life-boat veered down again ; a line was thrown to her from the steamer. But a wave flung the life-boat away and the line snapped. A second line was thrown, and snapped. A third line was thrown. This held, and the life-boat was pulled alongside the steamer. Then a fourth line was thrown, and down this line the salvage men dropped, one or two at a time, into the life-boat.

It took three-quarters of an hour for the eleven men to get aboard her. Each wave flung the life-boat ten or twelve yards away from the steamer, and the coxswain had to go full speed ahead to prevent her being caught broadside on by the waves. Then he had to work her back close enough to the wreck for the men to slide down the rope into her. Again and again this manoeuvre was repeated. All the time waves were breaking in the life-boat, and the mechanic, kneeling under the canopy at his controls, was up to his chest in water.

About 11.45 that night the last of the men had been rescued, and half an hour later the life-boat landed them.

The coxswain handled the life-boat with unerring skill. Any mistake on his part might well have meant disaster. All his crew ably supported him in a fine piece of seamanship, and the motor-mechanic in particular managed his engines very smartly in very trying conditions.

The Institution made the following awards :

To Coxswain ROBERT YOUNG, the

silver medal for gallantry, accompanied by a copy of the vote inscribed on vellum ;

To GEORGE YOUNG, the motor-mechanic, the bronze medal for gallantry, and a copy of the vote inscribed on vellum ;

To the coxswain and each of the six members of the crew a reward of £2 in addition to the ordinary scale reward of £1 5s. Standard rewards to crew and launchers, £13 17s. 6d. ; additional rewards to crew, £14; additional rewards to launchers, £3 4s. ; total rewards, £31 1s. 6d.

JUNE 18TH. - NEWHAVEN, SUSSEX. During the morning four men were cut off by the tide under the Seven Sisters Cliffs, near Seaford. One of them swam to Cuckmere. There the police informed the Newhaven coastguard who passed the news to the life-boat station. A fresh S.W. breeze was blowing, with a moderate sea. The motor life-boat *Cecil and Lilian Philpott* was launched at 12.13 P.M. and with a small boat in tow she went to Cuckmere Haven. The men were got into the small boat and then taken on board the life-boat, which landed them safely at Newhaven. The life-boat returned to her station at 2.15 P.M.-Rewards, £6 8s.

JUNE 18TH. - CROMER, NORFOLK. During the morning a small boat with five boys on board was seen two miles N.N.E. from the life-boat station. A moderate S.S.W. breeze was blowing, with a choppy sea. The boat was kept under observation and at 1.25 P.M. the coastguard reported that the boys appeared to be exhausted. The No. 1 motor life-boat *H. F. Bailey* was launched at 1.30 P.M. She took the five boys on board and with the boat in tow arrived back at her station at 2.15 P.M.-Rewards, £8 14s.

JUNE 21ST. - SOUTHEND - ON - SEA, ESSEX. At about 2.35 P.M. a message was received from the Shoeburyness Garrison that a small yacht appeared to be in difficulties off Shoebury. Then a second message came that the yacht had capsized. A strong N.E. wind was blowing, with a rough sea. The reserve motor life-boat *The Brothers*, on temporary duty at the station, was launched at 2.55 P.M. She found the yacht to be the *Redshank*, of Shoeburyness. There was no sign of her crew. The life-boat righted the yacht and towed her ashore, returning to her station at 4.45 P.M. It was learnt later that the *Redshank's* crew of two had been picked up by a boat from Shoebury.-Rewards, £6 10s.

JUNE 22ND. - MONTROSE, ANGUS. At 9.40 AM. a strong N.E. wind was blowing, the sea was rough and the tide ebbing. It was evident that two motor fishing boats, *Rosa* and *Widgeon*, which were out would have great difficulty in crossing the bar and the No. 1 motor life-boat, *John Russell*, put out at 9.50 A.M. She escorted the two boats into

harbour and returned to her station at 11 A.M.-Rewards, £4 16s. 6d.

JUNE 22ND. - REDCAR, YORKSHIRE. At 10.55 P.M. a message was received from the Staithes coastguard that a three-masted vessel had fired distress rockets three and a half miles to the N.N.W. A strong N.N.E. breeze was blowing, with a heavy sea. The motor life-boat *Louisa Polden* was launched at 11.30 P.M. She found the vessel to be the S.S. *Ernrix*, of Hull, loaded with wheat, on passage from Hull to Thornaby-on-Tees. She had sprung a leak, and was sinking when the life-boat arrived and rescued her crew of ten. The life-boat returned to her station at 3 A.M. Later the tug *King's Cross* attempted to tow the *Ernrix* in, but she sank.-Rewards, £12 19s.

JUNE 25TH. - HARTLEPOOL, CO. DURHAM. At 2.30 P.M. a message was received from the coastguard that the motor coble *Ben My Chree*, with two men on board, was then two and a half miles N.E. of Heugh. With a northerly breeze blowing and a very heavy sea, anxiety was felt for her safety. A pilot cutter had gone to her help, and at 3.46 P.M. the two boats were seen to be returning. As a very heavy sea was breaking at the breakwater and bar the motor life-boat *Elizabeth Newton* was launched at 3.50 P.M. and escorted the *Ben My Chree* to safety. She returned to her station at 4.30 P.M.-Rewards, £4 16s. 6d.

JUNE 28TH. - NEW QUAY, CARDIGANSHIRE. At 4 P.M. the crew and helpers had assembled for an exercise launch when the small sailing boat *Idle Hour*, of New Quay, with a crew of two, was seen drifting to the east of the harbour. A strong S.W. breeze was blowing, with a choppy sea. The pulling and sailing life-boat *William Cantrel Ashley* was launched at 4.15 P.M. She took the two men on board and tried to tow the *Idle Hour*, but the boat was soon swamped, so she was lifted into the life-boat. The life-boat returned to her station at 5.40 P.M.-Rewards, £11 9s. 6d.

JUNE 28TH. - CLACTON - ON - SEA, ESSEX. At 7 P.M. a message was received from the coastguard that a motor yacht two miles to the S.W. was drifting, and was flying distress signals. A fresh S.W. breeze was blowing, with a rough sea. The motor life-boat *Edward Z. Dresden* was launched at 7.10 P.M. and found the yacht to be the *Alanfred*, of Benfleet, with four on board. She had run out of fuel and was leaking badly. The life-boat took off the four people, towed the yacht to Brightlingsea, and arrived back at her station at midnight. Gifts were sent to the Institution and to the crew in gratitude for this service.-Rewards, £11 6s.

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

JUNE 1ST. - SHOREHAM HARBOUR, SUSSEX. A sailing boat had capsized off Worthing, but the man on board was rescued by another boat.-Rewards, £5 2s. 6d.

JUNE 1ST. - TENBY, PEMBROKE-SHIRE. Two girls had been cut off by the tide at Llanelly, but they reached safety without the life-boat's help.-Rewards, £2 5s.

JUNE 2ND. - SELSEY, SUSSEX. An aeroplane had come down in the sea, but another boat reached her first and picked up two of the crew.-Rewards, £15 13s. 6d.

JUNE 4TH. - SOUTHEND - ON - SEA, ESSEX. A yacht was in distress off Foulness Island, but she was taken in tow by another vessel.-Rewards, £13 6s.

JUNE 4TH. - DONAGHADEE, CO. DOWN. An aeroplane had been reported to have fallen into the sea, but later news was received that she was safe.-Rewards, £4 10s.

JUNE 6TH. - SHOREHAM HARBOUR, SUSSEX. Smoke which appeared to come from a burning boat had been reported, but nothing could be found. The honorary secretary, Captain C. T. Keigwin, R.N.R., also put out in a speed-boat and took part in the search.-Rewards, £5 2s. 6d.

JUNE 12TH. - TORBAY, DEVON. A small boat had capsized, but a motor boat rescued the crew. A donation and a letter of thanks were received in gratitude for the launching of the life-boat.-Rewards, £2 16s.

JUNE 14TH. - YARMOUTH, ISLE OF WIGHT. An aeroplane had been reported down in the sea off Barton-on-Sea, but nothing was found, nor was any aeroplane reported missing.-Rewards, £3 18s.

JUNE 17TH. - MARGATE, KENT. A rowing boat was overdue and believed to be in difficulties, but later a report was received that the boat had been found and was safe. Mr. P. E. W. Gellatly, the honorary secretary, went out in the life-boat.-Rewards, £9 8s.

JUNE 18TH. - YARMOUTH, ISLE OF WIGHT. A motor boat had been reported, showing distress signals, but nothing was found.-Rewards, £7 16s.

JUNE 21ST. - WALTON AND FRINTON, ESSEX. The Kentish Knock Light-vessel had reported that a yacht had carried away her mast, but the yacht cleared herself and went on her way.-Rewards, £4 15s. 6d.

JUNE 27TH. - SHOREHAM HARBOUR, SUSSEX. An aeroplane had crashed into the sea, but a fishing boat rescued the pilot. The life-boat towed in the aeroplane.-Rewards, £5 2s. 6d. (For a full account, see "Services by Shore-boats," Shoreham, page 95.)

JULY.

Launches 47. Lives rescued 31.

JULY 5TH. - YARMOUTH, ISLE OF WIGHT. At 7.20 P.M. the coastguard reported two men were in danger on a pile-driver at Milford-on-Sea. A moderate

squally S.S.W. gale was blowing, with a rough breaking sea. The motor life-boat S.G.E. was launched at 7.32 A.M. and went to the pile-driver, which was then two hundred yards from the shore. The life-boat anchored to windward, veered down and with some difficulty rescued the two men. They were given stimulants and taken to Yarmouth.-Rewards, £7 16s.

JULY 6TH. - WALMER, KENT. At 12.50 P.M. a message was received from the Deal coastguard that a sailing boat with five people on board was flying an oilskin in her rigging near Deal Bank Buoy. A strong S.W. wind was blowing, with a rough sea. The motor life-boat *Charles Dibdin* (Civil Service No. 2) was launched at 1.5 P.M. She found the sailing boat shipping heavy water, and escorted her to Ramsgate. She returned to her station at 3.40 P.M.-Rewards, £9 13s. 6d.

JULY 10TH. - CAISTER, NORFOLK. At 7 P.M. a yacht was seen to strike the Caister Shoal, near the south end of Caister Beach, knock off, and drift ashore. A slight northerly breeze was blowing, with a heavy ground swell. The pulling and sailing life-boat *Charles Burton* was launched at 7.25 P.M. She found the yacht *Sarah Ann*, of Maldon, shipping water, with nobody on board. Her crew of two had swum ashore. The life-boat ran out the *Sarah Ann's* anchor and left her in charge of the Great Yarmouth coastguard, returning to her station at 9 P.M.-Rewards, £29 5s.

JULY 13TH. - PETERHEAD, ABER-DEENSHIRE. At 2.25 P.M. a message was received from the Ratray Head coastguard, through the Peterhead coastguard, stating that a steam drifter was ashore at Ratray Head. A light E.N.E. breeze was blowing, with a slight sea, and the visibility was very poor. The new motor life-boat *Julia Park Barry of Glasgow* was launched at 2.30 P.M. She found the steam drifter *Ocean Harvest*, of Great Yarmouth, with a crew of ten and 100 crans of herrings on board. She was rolling, and striking very heavily on her port side. The life-boat stood by the drifter until about 5 P.M. when it was evident that she would not refloat with the flood tide. The life-boat then took aboard her crew, with their personal belongings, and returned to her station at 6.30 P.M.-Rewards, £4 11s.

JULY 13TH. - LYNMOUTH, DEVON. At about 7.30 P.M. a motor yacht was seen flying a distress signal. A squally southerly wind was blowing, with a choppy sea. The pulling and sailing life-boat *Prichard Frederick Gainer* was launched at 7.50 P.M. She found the motor yacht *Doric*, of Upton-on-Severn, a quarter of a mile off Lynmouth beach, with a crew of three on board. One of her engines had broken down and the dinghy that she was towing had been swamped. A life-boatman was put on board her and her engine was started. The life-boat then escorted her into Lynmouth and returned to her station at 8.45 P.M. The owner of the *Doric*, who was on board her, has made a donation to the Institution's funds.-Rewards, £30 14s.

JULY 15TH. - CLACTON - ON - SEA, ESSEX. During the evening a message was received from the coastguard, that a yacht was ashore on the Buxey Sands, but was not showing any distress signals. A gentle S.E. breeze was blowing, with a slight sea. The motor life-boat *Edward Z. Dresden* was launched at 6.45 P.M. with the honorary secretary, Mr. J. S. Potter, on board. She found the auxiliary yacht *Marosa*, of West Mersea, with a crew of two, on passage to Sudbury, Suffolk. The life-boat spoke to her and was informed that help was not needed. The life-boat stood by until the *Marosa* refloated, and returned to her station at 9.50 P.M.-Rewards, £10 14s.

JULY 16TH. - PETERHEAD, ABERDEENSHIRE. At 4.15 A.M. a message was received from the coastguard that a vessel had gone ashore at North Head. A light N.E. breeze was blowing, with a slight sea, and there was a thick fog. The motor life-boat *Julia Park Barry of Glasgow* was launched at 4.25 A.M. She found the S.S. *St. Ninian*, of Aberdeen, on passage from Wick to Leith, with passengers and crew numbering thirty-four and a general cargo. As she was lying in a dangerous position and the tide was ebbing the life-boat, at her captain's request, took off eighteen passengers and three of the crew. She landed them at Peterhead at 5.10 A.M. and then returned and stood by until the *St. Ninian* refloated. The life-boat escorted her until it was known what water she was making. When her captain was satisfied that she could go on her way in safety, the life-boat returned to her station, arriving at 11.45 A.M. The owners of the steamer, the North of Scotland and Orkney and Shetland Steam Navigation Co., Ltd., sent a donation of £20 in gratitude for this service.-Rewards, £6 14s. 6d.

JULY 16TH. - STROMNESS, ORKNEY. At about 6.10 P.M. a message was received from the Broughness coastguard that distress signals had been heard in the Pentland Firth. This was confirmed by a wireless message from a trawler saying that she was ashore in the firth. A light N.E. breeze was blowing, with a moderate sea. There was a dense fog. The motor life-boat *J.J.K.S.W.* was launched at 6.30 P.M. Owing to the fog she was guided by wireless. She found the steam trawler *Lynx*, of Grimsby, anchored near Swona. She had refloated after going ashore and had lost her propeller blades. The steam trawler *Beaumaris Castle* was standing by her. The life-boat stood by until midnight, when the *Beaumaris Castle* took the *Lynx* in tow. The life-boat escorted the two trawlers to safety and returned to her station at 3 A.M.-Rewards, £11 17s.

JULY 17TH. - LOWESTOFT, SUFFOLK. At 8.21 P.M. a message was received from the coastguard that a canoe, with a boy on board, had capsized oil Ness Point. A gentle S.W. breeze was blowing, but the sea was rough. The reserve motor life-boat *John and Mary Meiklam of Gladswood*, on temporary duty at the station, was launched at 8.20 P.M. Within seven minutes the life-boat reached

the canoe and found that a young woman had swum out to the boy, who could not swim, and was holding him up. They were hanging on to the bottom of the canoe, both exhausted and suffering from shock and cold. The life-boat took them on board, recovered the canoe and returned to her station at 9.10 P.M. The Royal Humane Society awarded the young woman, Miss Ethel Steward, its bronze medal and certificate.-Rewards, £25 2s. 6d.

JULY 19TH. - HOLY ISLAND, NORTH-UMBERLAND. At 8.15 P.M. a message was received from the Seahouses coastguard that distress signals had been heard from the direction of Longstone Lighthouse. A light easterly breeze was blowing, with a smooth sea and fog. The motor life-boat *Milburn* was launched at 8.25 P.M. She found the S.S. *Helmsdale*, of Ipswich, loaded with 750 tons of cement, on passage from Greenhithe to Aberdeen, aground on the Crumstone Rock. The life-boat stood by for a while to see if the *Helmsdale* could be refloated, but as she was half sunk the captain decided to abandon her and the life-boat took on board her crew of eleven. She landed them at Seahouses and returned to her station at 7 A.M.-Rewards, £12 18s.

JULY 23RD. - THE HUMBER, YORKSHIRE. While returning to Hull after a visit to Spurn, the small sailing yacht *Pinta*, of Hull, manned by five sea scouts, was forced to put back by a rising wind. The sea was moderate, but a fresh westerly breeze was blowing with heavy gusts. The scouts were in difficulties with the sails so they dropped anchor, but the anchor dragged and the yacht was in danger of going ashore. At 1.45 P.M. the motor life-boat *City of Bradford II* was launched, and towed the yacht to Grimsby, which was reached at 3.25 P.M. After her crew had been given a meal by the Royal National Mission for Deep Sea Fishermen the life-boat returned, arriving at 8.30 P.M. Thanks and donations were sent to the Institution.-Permanent paid crew : Rewards, 9s.

JULY 29TH. - WALMER, KENT. At 1 P.M. the coastguard informed the life-boat station that the South Goodwin Light-vessel had reported a small open boat with a crew of two, drifting on to the Goodwin Sands. A strong S.W. wind was blowing and the sea was rough. The motor life-boat *Charles Dibdin (Civil Service No. 2)* was launched at 1.10 P.M. and going towards the South Goodwin saw the boat near the "race" over old wrecks on the sands. Before the life-boat could reach her she capsized, and the life-boat rescued the two men from the sea. Then she took in tow their boat, the *Lou Mani*, and got back to her station at 3.25 P.M. The two men were reported to be German refugees who had set out to row to England from Belgium.-Rewards, £9 13s. 6d.

JULY 30TH. - BALLYCOTTON, CO. CORK. At 1.20 P.M. a man reported to the life-boat coxswain that the motor fishing boat *Point Girl*, of Ballycotton, which was out with anglers, was flying a distress signal about

two miles S.W. of Ballycotton Light. The motor life-boat *Mary Stanford* was launched at 1.34 P.M. She found the boat, with her propeller fouled by a rope, drifting to sea and shipping water. She had a crew of four. As a strong westerly breeze was blowing, with a rough sea, it was not considered safe to take the life-boat alongside, so a rope was passed to the *Point Girl* and the life-boat towed her into harbour, arriving at 3.10 P.M. -Rewards, £5 10s.

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

JULY 1ST. - SHOREHAM HARBOUR, SUSSEX. A sailing canoe was thought to have been blown out to sea, but later it was learned that she had returned.-Rewards, £5 2s. 6d.

JULY 1ST. - MARGATE, KENT. Rockets had been reported between Warden Point and the Reculvers, but nothing could be found. Mr. P. E. W. Gellatly, the honorary secretary, went out in the boat.-Rewards, £12 8s.

JULY 2ND. - SOUTHEND - ON - SEA, ESSEX. A rowing boat had got into difficulties and a motor boat which went to her aid broke down, but both boats got in unaided.-Rewards, £10 10s. 6d.

JULY 2ND. - PWLLHELI, CAERNARVONSHIRE. The Danish schooner *Sif*, of Marstal, appeared to be in difficulties, but she was only waiting for a pilot.-Rewards, £5 15s. 6d.

JULY 3RD. - TORBAY, DEVON. A small motor yacht had caught fire, but another yacht rescued the only person on board. A donation was received in gratitude for the launching of the life-boat.-Rewards, £2 16s.

JULY 6TH. - HASTINGS, SUSSEX. A boat had been reported off Bexhill, partly submerged, but she could not be found.-Rewards, £31 16s. 6d.

JULY 6TH. - PENLEE, CORNWALL. Flares had been reported and the French motor ketch *Ster Vras* was found, but she did not need help.-Rewards, £14 15s.

JULY 9TH. - YARMOUTH, ISLE OF WIGHT. An aeroplane had come down in the sea off Milford-on-Sea, but no trace of her could be found. She is believed to have sunk with her pilot.-Rewards, £3 18s.

JULY 9TH. - NEWHAVEN, SUSSEX. A canoe had capsized with two people on board, but the police rescued them from the shore with lines.-Rewards, £5 13s.

JULY 13TH. - MARGATE, KENT. An aeroplane was reported as having come down in the sea a few miles out, but though the life-boat searched over a wide area she could find nothing.-Rewards, £6 4s.

JULY 16TH. - ROSSLARE HARBOUR, CO. WEXFORD. Signals of distress were

heard, but the life-boat could find nothing.-Permanent paid crew : Rewards, £4 7s.

JULY 17TH. - CLACTON-ON-SEA, AND WALTON AND FRINTON, ESSEX. A message had been received from the coast-guard that an aeroplane had crashed in the sea between Walton pier and Gunfleet Light-house and that a man had come down from it by parachute. Royal Air Force speedboats and aeroplanes also took part in the search, and the pilot was picked up alive by one of the aeroplanes. A letter of thanks was received from the Royal Air Force.-Rewards: Clacton-on-Sea, £5 13s.; Walton and Frinton, £7 2s. 6d.

JULY 19TH. - DUNBAR, EAST LOTHIAN. A steamer had stranded on the South Carr Rock in a fog, but she got off at high water and went on her way.-Rewards, £5 10s.

JULY 20TH. - WHITBY, YORKSHIRE. News had been received from the coastguard that a trawler was in distress twenty-eight miles away, but she was picked up by a steamer.-Rewards, £16 10s.

JULY 21ST. - THURSO, CAITHNESS-SHIRE. Distress signals had been reported between Stroma and Pentland Skerries, but the life-boat could find nothing.-Rewards, £9 11s.

JULY 21ST. - FENIT, CO. KERRY. The life-boat put out at 8.45 P.M. in a dense fog to the help of a trawler which was reported to have struck Sibyl Head and to be making for Blasket Sound in a sinking condition. Mr. T. Barrett, the honorary secretary, was on board the life-boat. A later message said that the trawler was making for Valentia, but it was not possible to recall the life-boat until she reached Sibyl Head. She arrived back at her station at five o'clock next morning having had a very difficult passage in the fog. The trawler sank before reaching Valentia and her crew were rescued by another trawler.-Rewards, £10 6s.

JULY 21ST. - SUNDERLAND, CO. DURHAM. A vessel had gone ashore, but she refloated without needing help and went on her way.-Rewards, £12 18s.

JULY 22ND. - TORBAY, DEVON. A motor launch with a number of passengers on board was overdue, but she was towed in by a motor trawler.-Rewards, £4 13s.

JULY 23RD. - SOUTHEND - ON - SEA, ESSEX. A message had been received that a yacht was flying distress signals two miles off the Nore Light Vessel, but no yacht in distress could be found.-Rewards, £6 10s.

JULY 23RD. - WESTON-SUPER-MARE, SOMERSET. News had been received that an up-turned boat could be seen on Stert Flats, apparently drifting out to sea, with two people clinging to her. The boat, however, grounded on a mud bank and the two men got ashore.-Rewards, £5 8s. 6d.

JULY 23RD. - EYEMOUTH, BERWICK-SHIRE. A raft with two boys on board was drifting seawards, but one of the boys succeeded in swimming ashore. The other was drowned, and his body recovered by a boat. - Rewards, £10 11s. 6d.

JULY 23RD. - DUNGENESS, KENT. A small yacht had capsized, but her crew of two were rescued by a motor boat from Rye Harbour. - Rewards, £11 3s. 6d.

JULY 23RD. - HOLYHEAD, ANGLESEY. A small yacht had gone aground in a dangerous position, but she refloated with the rising tide. - Rewards, £7 10s.

JULY 24TH. - HASTINGS, SUSSEX. An aeroplane had been reported to have come down in the sea. Another aeroplane and a motor boat joined the life-boat in the search, but nothing could be found and no aeroplane was reported as being missing. - Rewards, £16 18s. 6d.

JULY 25TH. - MARGATE, KENT. A small rowing boat was drifting out with a boy in it, but before the life-boat arrived it was found by a motor boat. The boy was exhausted and, after he had been given water and chocolate from the life-boat, the motor boat took him to Herne Bay. (See "Services by Shore-boats," Herne Bay, page 96.) - Rewards, £15 12s.

JULY 27TH. - FALMOUTH, CORNWALL. Two steamers had been in collision in the morning, one an oil tanker which had caught fire. Ten of her crew lost their lives. The other twenty-four had been rescued by another steamer. At 8 P.M. it was reported by the coastguard that the tanker was still on fire, and the life-boat was launched, but she found no survivors. - Rewards, £9 1s.

JULY 27TH. - NEWHAVEN, SUSSEX. A yacht was on fire. but the people on board were rescued by a fishing boat. - Rewards, £10 15s. 6d.

JULY 28TH. - FLEETWOOD, LANCASHIRE. An aeroplane which had on board the Air Minister, Sir Kingsley Wood, making for Belfast, was reported as missing. She had last been seen out at sea three miles S.E. of Walney Light. After searching for three and a half hours without success the life-boat put into Heysham, and there learnt that the aeroplane, which had been compelled to return by bad weather, had made a forced landing at Kirby-in-Furness. - Rewards, £12 5s.

JULY 28TH. - RAMSGATE, KENT. A man who had put out in a speed-boat was reported as missing, but he had returned safely. - Rewards, £10 11s.

JULY 30TH. - NEW BRIGHTON, CHESHIRE. A motor boat had been reported in distress, but she was picked up by a pilot boat. - Rewards, £7 15s.

JULY 30TH. - MARYPORT, CUMBERLAND. A motor fishing boat had been

reported in distress, but she made Whitehaven safely. - Rewards, £12 7s.

JULY 30TH. - EASTBOURNE, SUSSEX. A small sailing yacht with three people on board was reported as missing, but she got in safely. - Rewards, £9 15s. 6d.

JULY 30TH. - HOYLAKE, CHESHIRE. A red flare had been reported by a fisherman, but the life-boat could find nothing. - Rewards, £15 14s. 6d.

AUGUST.

Launches 37. Lives rescued 13.

AUG. 1ST. - MOELFRE, ANGLESEY. Three men, visitors to Moelfre, who were out in a rowing boat, got into difficulties in the strong tide. They signalled for help. The weather was fine, with a moderate S.W. wind and a slight sea. At 1.30 P.M. the motor life-boat G.W. was launched, picked up the boat when she was about one mile off Moelfre Island, and brought her to safety at 2.30 P.M. - Rewards, £5 5s. 6d.

AUG. 1ST. - GALWAY BAY, GALWAY. At 6 P.M. a message was received from Inishere that a Connemara boatman had reported that he had passed an upturned curragh half a mile north of Sandhead. A moderate S.W. breeze was blowing, with a choppy sea. The motor life-boat K.E.C.F. was launched at 6.30 P.M. She found the curragh, took it in tow, and made a wide search for the three men believed to have been on board, but could not find them. she returned to her station at 8 P.M. - Rewards, £5 14s.

AUG. 5TH. - TOBERMORY, ISLE OF MULL. During the evening a doctor asked for the life-boat to take a woman to Oban, to be sent thence to the Maternity Hospital, Glasgow. No steamer was available and he was afraid that she would bleed to death. The motor life-boat *Sir Arthur Rose* left at 6.45 P.M., and, after a smooth passage, reached Oban at 9.45, arriving back at her station at 1.40 A.M. next morning. A nurse, who went with the patient, stated that everything was satisfactory, and the latest report received was that the woman was as well as could be expected. - No expense to the Institution.

AUG. 6TH. - SWANAGE, DORSET, AND YARMOUTH, ISLE OF WIGHT. At 6.10 P.M. the coastguard informed the life-boat station at Swanage that a sailing yacht had capsized off Christchurch Ledge Buoy, and the motor life-boat *Thomas Markby* was launched at 6.34 P.M. The sea was rough, with a strong W.S.W. breeze blowing. The life-boat found the sailing dinghy *Thais* empty, and took her to Swanage. Her crew of two had been picked up before the life-boat arrived. The life-boat reached Swanage again at eleven o'clock.

Information of the launching of the Swanage life-boat was sent to Yarmouth, Isle of

Wight, but was misunderstood, and the motor life-boat *S.G.E.* put out at 7.15 P.M. Her services were not needed and she returned at 8.35 P.M. - Rewards : Swanage, £8 14s. ; Yarmouth, £7 16s.

AUG. 9TH. - PEEL, ISLE OF MAN. Shortly before six in the evening information was received through the coastguard that the sailing yacht *Annie Alice*, of Port Erin, had been making signals for help about seven miles to the S.W. of Peel. A strong S.S.W. wind was blowing, with a rough sea. The motor life-boat *Helen Sutton* was launched at 6.10 P.M. and found the *Annie Alice*, with a crew of five, lying at anchor. Two life-boatmen were put on board and the life-boat towed her into Peel Harbour, arriving at 9.15 P.M. - Rewards, £15 3s. 6d.

AUG. 9TH. - MINEHEAD, SOMERSET. During the evening a message was received from the Hurlestone Point coastguard that the motor yacht *Viking* was on fire six miles north of Porlock Weir and that the motor yacht *Loch Maree*, of Greenock, was standing by. A strong S.W. breeze was blowing, with a very rough sea. The new motor life-boat *Kate Greatorex* was launched at 7 P.M. with the second-coxswain in command. She found the motor yacht *Loch Maree*, but the *Viking* had sunk and the six people who had been on board her had been taken off by the *Loch Maree*. The *Loch Maree* herself now needed help as her engines had become overheated and the owner had been overcome by the fumes. Two life-boatmen boarded the *Loch Maree*, and the life-boat towed her to Minehead, landing her crew of two and the six people from the *Viking*, at 9.30 P.M. The owner of the *Viking* made a donation of £5.- Rewards, £13 8s.

AUG. 11TH. - PORTRUSH, CO. ANTRIM. At about 4 P.M. the second coxswain of the life-boat reported that the motor fishing boat *Dunluce*, of Portrush, with a crew of four on board, was in need of help off Curran Point. A moderate westerly wind was blowing, with a choppy sea and strong ebbing tide. The reserve motor life-boat *Duke of Connaught* on temporary duty at the station, was launched at 4.15 P.M., and found the boat with her engine broken down. She towed her into the salmon fishing harbour.-Rewards, £3 11s. 6d.

AUG. 14TH. - SWANAGE, DORSET. At 9.5 P.M. a message was received from the coastguard that a small speed-boat was showing distress signals off the Anvil Point Lighthouse. The weather was fine and the sea was smooth. The motor life-boat *Thomas Markby* was launched at 9.27 P.M., and found the speed-boat with one man on board. She took her in tow and arrived back at Swanage at 9.51 P.M. - Rewards, £11 4s.

AUG. 16TH. - WEYMOUTH, DORSET. At 2 A.M. a message was received from the Wyke Regis coastguard that a small yacht was showing red flares a quarter of a mile east of Portland Bill. The weather was fine and the sea calm. The motor life-boat *William*

and *Clara Ryland* was launched at 2.25 A.M. She found the motor yacht *Jane*, of Poole, with a crew of two, her engine broken down. She took her in tow and retuned to Weymouth at 5.30 A.M. - Rewards, £10.

AUG. 17TH. - NORTH SUNDERLAND, NORTHUMBERLAND. During the evening a message was received from the coastguard that the steam drifter *Excel IV* was aground on Gun Rock, Fame Islands. A light S.E. breeze was blowing. The sea was smooth. The motor life-boat *W.R.A.* was launched at 7.15 P.M., and found the *Excel IV* in a dangerous position on a submerged rock. At low tide she was left lying on the rock amidships with her stern and stem overhanging the water. The life-boat stood by until she refloated with the next tide, and returned to her station at 5.45 A.M.-Rewards, £15 3s. 6d.

AUG. 20TH. - BLACKPOOL, LANCA-SHIRE. At 7.30 P.M. a message was received from the police stating that some boys in an open boat were missing and had been last seen drifting to sea. A moderate E.N.E. breeze was blowing. The sea was smooth. The motor life-boat *Sarah Ann Austin* was launched at 7.45 P.M. and found the boat with four boys on board. She took off the boys and towed in the boat, arriving at Blackpool at 9.50 P.M. Learning that a pleasure boat, which had also put out to help the boys, had not returned the life-boat set out again, and found the boat returning. They got back at 10.30 P.M.- Rewards, £11 13s.

AUG. 22ND. - THE HUMBER, YORK-SHIRE. At 2.20 A.M. the watchman reported that a trawler had gone ashore on the Inner Binks. A light N.N.W. breeze was blowing, with a slight swell, and the weather was foggy. The motor life-boat *City of Bradford II* was launched at 2.45 A.M. She found that the steam trawler *Cape Palliser*, of Hull, with a crew of eighteen, had gone aground while returning to Hull from Bear Island. The life-boat coxswain advised the *Cape Palliser* and stood by until she had been refloated by a tug and was out of danger. She returned to her station at 9.30 A.M.-Permanent paid crew : Rewards, 18s.

AUG. 26TH. - PETERHEAD, ABER-DEENSHIRE. At 12.30 A.M. a message was received from the relatives of two men on board the motor fishing boat *Sarah Ross*, of Peterhead, that they were overdue. A light N.W. breeze was blowing, with a ground swell, and the weather was very foggy. As the fog was clearing it was decided to wait and see whether the *Sarah Ross* could make harbour, but as she was still missing at 2 A.M. the motor life-boat *Julia Park Barry of Glasgow* was launched. She was unable to find anything, and returned to harbour at 6.45 A.M. The boat had not arrived. The life-boat left again at 7.30 A.M., and this time found the missing boat, with her engine broken down, eight miles south of Buchan-ness. She towed her into harbour, arriving at 11 A.M.-Rewards, £12 19s.

AUG. 29TH. - ANSTRUTHER, FIFE. SHIRE. At 3.10 A.M. the coastguard reported a vessel ashore on May Island. The weather was very thick, with a light easterly breeze and a smooth sea. The motor life-boat *Nellie and Charlie* was launched at 3.31 A.M. and found the S.S. *Hilda*, of Luvia Finland, ashore on North Ness. The crew of seventeen wished to remain on board, so the life-boat took the mate ashore to communicate with the vessel's brokers. She then returned to the *Hilda* and stood by. An Admiralty tug failed to refloat the *Hilda*, but at about 2.30 P.M. she got off under her own power. She was holed and had a list but the captain said that he needed no help so the life-boat left and reached her station again at 3.30 P.M. - Rewards, £16 19s.

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

AUG. 4TH. - SCARBOROUGH, YORK. SHIRE. A motor boat was seen flying a distress signal, but she was towed in by another boat.-Rewards, £13 12s. 6d.

AUG. 6TH. - ST. ABBS, BERWICK-SHIRE. A bather had been reported in difficulties by the pilots, but the life-boat could find no sign of him. He was already drowned. - Rewards, £5 11s. 6d.

AUG. 8TH. - ALDEBURGH, SUFFOLK, AND WALTON AND FRINTON, ESSEX. A message had been received from the Colchester Air Observers' Post, through the coastguard, that three Royal Air Force aeroplanes had crashed into the sea, seven or eight miles S.E. of Aldeburgh. Both life-boats searched a wide area, but found nothing, and returned to their stations after information had been received that the search would be continued by Government vessels.-Rewards : Aldeburgh No. 1, £29 15s. 6d. ; Walton and Frinton, £14 5s.

AUG. 11TH. - EXMOUTH, DEVON. A ship had been reported by the coastguard as apparently on fire, but nothing could be found, and it was presumed that the ship had gone on her way. - Rewards, £17 17s. 6d.

AUG. 12TH. - HOWTH, CO. DUBLIN. The civic guard had reported that a man was in the sea and was urgently in need of help. The life-boat put out with Mr. H. McCracken, a member of the committee, on board, and

AUG. 23RD. - BARRY DOCK, GLAMORGANSHIRE. It had been reported that an over-turned boat could be seen with someone clinging to it, but it was found to be a tree trunk. - Rewards, £5 11s.

AUG. 26TH. - THE HUMBER, AND BRIDLINGTON, YORKSHIRE. Rockets had been seen, but the life-boats could find nothing. On her way back the Humber life-boat found the small racing yacht *Asia*, of Brough, which had lost her bearings, and towed her in. - Rewards : The Humber, permanent paid crew, 12s. ; Bridlington,

AUG. 14TH. - PENLEE, AND COVERACK, CORNWALL. A French trawler had been reported in difficulties off the Lizard, but neither life-boat could find any sign of her. - Rewards : Penlee, £12 1s. ; Coverack, £10 6s.

AUG. 16TH. - BEMBRIDGE, ISLE OF WIGHT. A dinghy, with two men on board, had been reported as being carried out to sea by the strong tide. The motor life-boat put out in charge of Captain Sir Charles Campbell, Bt., in the absence of the coxswains, and searched a wide area before she was recalled by wireless, after a message had been received by the coastguard that the dinghy had returned safely. - Rewards, £4 0s. 6d.

AUG. 18TH. - HYTHE, KENT. It had been reported that a canoe was being carried away by the wind and tide, but the life-boat could find nothing, and it was learnt later that the canoe had come safely ashore.-Rewards, £23 16s.

AUG. 19TH. - SELSEY, SUSSEX. It had been reported that a rowing boat was drifting out to sea with a man on board shouting for help, but the life-boat could find nothing.-Rewards, £11 15s.

£13.

AUG. 26TH. - KILMORE, CO. WEXFORD. Flares had been reported, but the life-boat could find nothing. - Rewards, £20 11s. 6d.

AUG. 28TH. - PETERHEAD, ABERDEENSHIRE. A trawler had gone on the rocks, but she refloated unaided. - Rewards, £4 11s.

AUG. 28TH. - FRASERBURGH, ABERDEENSHIRE. A motor fishing boat had been reported ashore, and the life-boat put out in a dense fog, but she was recalled as her help was not needed. - Rewards, £9 13s.

AUG. 29TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. Guns had been heard in a fog, but the life-boat could find nothing. It was learnt later that a steam drifter had been sunk in a collision, but the

crew had been rescued by another vessel.- Rewards, £7 13s.

AUG. 31ST. - CLACTON - ON - SEA, ESSEX. A small sailing yacht with two men on board had broken adrift and was being carried out to sea in a dense fog, but when the motor life-boat found her she was safely at anchor and did not need help. - Rewards, £11 9s.

AUG. 31ST. - TENBY, PEMBROKE-SHIRE. A cry for help had been heard by three boys from the Lydstep Caves. The motor life-boat was launched, and a coast-guard search party went by car along the top of the cliff, and got down it by the light of the life-boat's searchlight, but nothing could be found. - Rewards, £13 17s.

SEPTEMBER.

Launches 52. Lives rescued 115.

SEPT. 2ND. - WICK, CAITHNESS-SHIRE. At 6.36 A.M. the coastguard informed the life-boat authorities that the trawler *Washington*, of Grimsby, was ashore near Duncansby Head. The weather was very foggy, with a fresh southerly breeze and a rough sea. The motor life-boat *City of Edinburgh* was launched at 7 A.M. and found the trawler, but she had already got off. She was making a lot of water and the skipper decided to make for Wick, accompanied by another trawler and the life-boat. The *Washington* was safely berthed at twelve noon. - Rewards, £4 10s. 6d.

SEPT. 2ND.- WICK, CAITHNESS-SHIRE. At about 11.20 P.M. information was received from the coastguard that the trawler *Navarre*, of Grimsby, was ashore about five miles south of Duncansby Head. A fresh southerly wind was blowing, with a moderately rough sea. The weather was foggy. In the absence of the coxswain, who was ill, and second-coxswain, who was on naval service, a pilot took charge of the motor life-boat *City of Edinburgh* when she put out at 11.40 P.M. She found the *Navarre* on the rocks at Skirza Head. Another trawler was attempting to get her off. This was unsuccessful. The weather became worse and the trawler began to break up. Her skipper signalled for help and the life-boat immediately went to her and took off nine of the crew of eleven. As the life-boat drew away, she twice bumped on sunken rocks. The other two members of the crew were rescued from the shore by the coastguard life-saving apparatus. The life-boat returned to her station at 5.40 A.M. - Rewards, £8 15s.

War declared at 11 a.m. on the 3rd of September.

SEPT. 3RD. - ILFRACOMBE, DEVON. Shortly before 6 P.M. information was received from the police that a small boat

was in difficulties outside the breakers in Woolacombe Bay. A squally W. by S. wind was blowing, with a heavy ground sea. The motor life-boat *Rosabella* was launched at 6.11 P.M. and found the small boat with a man and two boys on board. They were keeping her afloat by baling. All three were wet through, and the boys were distressed and exhausted. They had been out since ten in the morning. The life-boat took them on board and towed the boat to Ilfracombe, arriving at 8.40 P.M. The rescue was witnessed from the shore at Woolacombe by a large crowd of visitors and residents.- Rewards, £19 6s.

SEPT. 3RD. - WALTON AND FRINTON, ESSEX. At about 4.10 A.M. it was reported that a vessel was showing distress signals about one and a half miles south of Walton Pier. The weather was clear with a strong breeze. The sea was rather rough. The motor life-boat *E.M.E.D.* was launched at 4.50 A.M. and found the barge *Eureka*, of Harwich, with three men on board. Her main sail was damaged and she was completely unmanageable. At her skipper's request, life-boatmen boarded the *Eureka*. The life-boat then towed her to Harwich, arriving at 7.35 A.M. She arrived back at her station at 10.15 A.M. - Property salvage case.

SEPT. 7TH. - LONGHOPE, ORKNEYS. At 10 P.M. the life-boat station was informed by the coastguard that the steam trawler *Commander Nasmith* was ashore on the north side of Stroma. A later message said that the vessel was ashore on the Lowther Rock, South Ronaldshay. A strong S.E. wind was blowing, with a moderate sea. The night was very dark, with rain. The motor life-boat *Thomas McCunn* put out at 10.45 P.M. The skipper of the trawler asked her to stand by until high water. She did so. The trawler refloated and went on her way, and the life-boat returned to her station, arriving at 8.30 A.M.-Rewards, £14 9s. 6d.

SEPT. 9TH. - HASTINGS, SUSSEX, AND DUNGENESS, KENT. At 9.29 P.M. the coastguard at Fairlight reported that an aeroplane had come down in the sea a mile to the east. The weather was clear and the sea was calm. At 9.35 the Dungeness life-boat station was told by the observer post at Dungeness that an aeroplane had come down in the sea about seven miles W.S.W. of Dungeness. At 9.40 Mr. R. Cooke, volunteer-in-charge of the life-saving corps at Pett, was told that an aeroplane had come down about one and a half miles south of Pett. The Hastings life-boat, *Cyril and Lilian Bishop*, was launched at 9.47 P.M.; the Dungeness motor life-boat, Charles Cooper Henderson, at 9.45 P.M. Mr. Cooke called for a crew to man his motor boat, and put out with three men. He was the first to find the aeroplane. Her crew, four in number, were on the top of the machine. Mr. Cooke landed them at Pett. At 10.40 the Hastings life-boat found the aeroplane, abandoned by her crew, and towed it into Hastings, arriving at 1.30 A.M. The Dungeness life-boat

cruised about, using her searchlight, for an hour and a half, but found no trace of the aeroplane. Later she learned from a destroyer that the crew had been saved, and returned to her station, arriving at 1 A.M. Rewards : Hastings, £28 14s. 6d. ; Dungeness, £22 2s. ; the four men who manned the motor boat, £2, and 5s. for the use of the boat.

SEPT. 10TH. - ALDEBURGH, SUFFOLK. While bound for Newcastle the S.S. *Magdapur*, of Liverpool, a vessel of 8,640 tons, carrying a crew of eighty, was sunk by a U-boat off Aldeburgh. Information reached the life-boat station at 3.20 P.M. from the coastguard, and seventeen minutes later the motor life-boat was on her way. The sea was smooth, with a light S.W. wind. The life-boat found three steamers standing by the *Magdapur*, which was sinking, with her back broken. The water round her was covered with black oil. Some twelve survivors, most of them injured, were first rescued from the sea with the help of the ship's boat. The remainder were then taken on board the life-boat from the steamers. The injured were treated, and artificial respiration given by two of the life-boatmen. The honorary secretary, Mr. Walter Riggs, watched the rescue from the shore and when he saw the life-boat returning with a large number on board, he at once arranged for first-aid help. Dr. Robin Acheson, honorary surgeon to the branch, took charge when the boat reached the shore, and with the able and willing help of the St. John Ambulance, the Shipwrecked Mariners Society and local first-aid organizations, gave help to all who needed it. Nine had to be brought ashore on stretchers. The others, though much exhausted, were able to walk.

The rescued were 18 white men and 56 lascars. All were smothered from head to foot in black oil. The second officer was brought ashore dead. Five other members of the crew were missing.

The service was carried out in fair weather, but it was marked by the prompt launching of the life-boat and the efficient co-operation of all who could in any way help.

The life-boat returned to her station at 5.30 P.M., two hours after putting out. She was covered with oil and blood, but she was cleaned, refuelled, and ready for service by 8 P.M.

A letter of thanks was sent to Dr. Robin Acheson, and in view of the fact that the life-boat crew's clothes were badly damaged by oil, an increase in the usual money award on the standard scale was granted to each member of the crew. Standard rewards to the crew, £16 3s. ; additional rewards to crew, £5 ; total rewards, £21 3s.

SEPT. 10TH. - SHOREHAM HARBOUR, SUSSEX. The coastguard reported that the sailing yacht *Wisp*, of Shoreham, had capsized about one and a half miles to the southward of the harbour entrance. A fresh westerly wind was blowing, with a rather rough sea. The motor life-boat *Rosa Woodd* and *Phyllis Lunn* was launched at 5.21 P.M. and rescued the crew of two. They were exhausted and had to be revived. She then

took the yacht in tow and brought her into Shoreham, arriving at 6.10 P.M. - Rewards, £4 19s. 6d.

SEPT. 15TH. - COURTMACSHERRY HARBOUR, CO. CORK. A telephone message was received from the Superintendent of the Coast Life-Saving Service at about 6.30 A.M., asking that the life-boat should be sent out to meet the Norwegian motor vessel *Ida Bakke*, which had on board the crew of a steamer which had been sunk by enemy action. The motor life-boat *Sarah Ward* and *William David Crossweller* was launched in a calm sea at 6.45 A.M. and went to the Old Head of Kinsale. There she took on board the crew of forty-two of the oil tanker *British Influence*, of London. She then returned to her station and landed them at Courtmacsherry at 10 A.M. - Rewards, £4 10s. 0d.

SEPT. 15TH. - WEYMOUTH, DORSET. At 7.20 P.M. the coastguards telephoned that four boats were adrift near the Shambles Lightship with the crew of a Belgian steamer on board. The weather was fine. The motor life-boat *William* and *Clara Ryland* was launched at 7.40 P.M., and found that the steamer was the *Alex Van Opstal*, of Antwerp, and that she had been sunk by a British mine. Her crew had got away in the ship's boats, and the life-boat found them in tow of a Greek steamer. She stood by the steamer until she reached a safe anchorage in Weymouth Bay, and then returned to her station arriving at 11.45 P.M. - Rewards, £8 15s.

SEPT. 16TH. - COURTMACSHERRY, CO. CORK. At 3.20 A.M. a telephone message was received from the Superintendent of the Coast Life-Saving Service that the motor vessel *Cheyenne*, a tanker of Newcastle, had been sunk by enemy action 200 miles off the Fastnet Lighthouse on the previous day, and that her crew had been picked up by the Norwegian vessel, *Ida Bakke*. The life-boat was asked to meet the *Ida Bakke* off the Fastnet, and bring the rescued crew ashore. The motor life-boat *Sarah Ward* and *William David Crossweller* was launched at 4.30 A.M. A strong E. wind was blowing with a rough sea. The life-boat fell in with the *Ida Bakke* at 8.30 A.M., took on board the thirty-seven rescued men, and landed them at Baltimore, returning to her station at 4.55 P.M. - Rewards, £14 16s. 6d.

SEPT. 22ND. - HOLY ISLAND, NORTH-UMBERLAND. At 8.8 P.M. it was reported by the coastguard that a vessel was showing signals of distress near the Plough Seat Rocks. A fresh N.E. wind was blowing, with a heavy swell. The motor life-boat *Milburn* was launched at 8.18 P.M. and found the S.S. *Miltrap*, of Newcastle, with her engine broken down. The life-boat towed her to a safe anchorage in Holy Island Harbour, and returned to her station at 10.30 P.M. - Property salvage case.

SEPT. 22ND. - THE HUMBER, YORKSHIRE. At 8.45 P.M. the Royal Naval Shore Signal Station reported that red flares

had been seen in an easterly direction. A fresh northerly wind was blowing, with a very rough sea. At 8.48 P.M. the motor life-boat *City of Bradford II* was launched. The steam trawler *Kopenes*, of Grimsby, was found aground on the Middle Binks, with a broken propeller. Signals were made to the shore for a tug, and the life-boat stood by until she arrived. The tug took the trawler in tow, and the life-boat escorted her to safety, returning to her station at 12.40 A.M. - Paid permanent crew : Rewards, 12s.

SEPT. 24TH. - ALDEBURGH, SUFFOLK. A message was received from the coastguard at 8 A.M. that a steamer was sinking through enemy action, three or four miles E. by N; from the look-out. A N.W. breeze was blowing, with a heavy swell. The No. 1 motor life-boat *Abdy Beauclerk* was got away in nine minutes. In the meantime the crew of the steamer, some of them injured, had taken to the ship's boats. She was the *Phryne*, of Caen, of 3,500 tons, bound from Immingham to Bayonne, with coal, and carrying a crew of twenty-four. After taking on board the whole of the crew the life-boat took the two boats in tow, and in response to a signal from the shore made a good landing to leeward of the slipway which had been badly scoured away. The life-boat was ashore at 9.40 A.M. and the injured members of the *Phryne's* crew were sent by ambulance to Ipswich Hospital. A letter of thanks was received from the owners. In 1945, after the liberation of France, a letter of appreciation was received from the Radio Officer.- Rewards, £16 18s.

SEPT. 25TH. - REDCAR, YORKSHIRE. While homeward bound for Grimsby, the steam trawler *Oswaldian*, laden with Ash and carrying a crew of eleven, ran ashore on the Salt Scar Rocks off Redcar. The weather was hazy with a heavy swell from the northward. She burnt flares and the motor life-boat *Louisa Polden* was launched to her help at 9 P.M. She took off four members of her crew. Four of the remaining men were taken off and landed by a boat which had put out from the shore, and the other three got away in their own boat and made for the life-boat. The life-boat then stood by for some hours, and as the weather had improved, she put the seven men on board the trawler again. At 1 A.M. they were able to refloat her under her own steam, and the life-boat returned to her station at 1.20 A.M.-Rewards, £14 4s.

SEPT. 27TH. - STROMNESS, ORKNEYS. At 1.30 A.M. the Kirkwall coastguard reported that a Norwegian steamer was ashore at Burness, Sanday, nearly fifty miles away. The weather was fine, with a light N.E. windblowing. The motor life-boat *J.J.K.S.W.* was launched at 2.35 A.M., and, going through Hoy Sound, found the motor vessel *Sardinia*, of Oslo, at 7.30 A.M. The life-boat stood by until the vessel refloated and said that she did not need further help. The life-boat set out on her return journey at about 8.40 A.M., by way of Holm Sound, and reached her station again at 2 P.M. - Rewards, £14 18s. 6d.

SEPT. 27TH. - WALMER, AND RAMSGATE, KENT. At 6.45 A.M. the Deal coastguard reported a motor barge drifting ashore to the N.E. of their station. A heavy sea was running with a strong easterly wind. At 7.5 A.M. the motor life-boat *Charles Dibdin* (Civil Service No. 2) was launched. She found the motor barge *Halcyon*, of Hull, with a crew of three. She was then gradually drawing away from the shore, and the life-boat escorted her into deep water. The life-boat returned to her station at 8.20 A.M. Eight minutes later another coastguard message was received that the *Halcyon* was again drifting ashore. The life-boat put out a second time at 9 A.M. Six minutes later the Ramsgate motor life-boat *Prudential*, also put out in response to a message from the coastguard that the *Halcyon* was driving ashore a mile north of Sandown Castle. She found the barge striking the ground, got ropes aboard her, with considerable difficulty ; and took her in tow. Shortly afterwards the Walmer life-boat arrived on the scene, but, as her help was not needed, she returned to her station, which she reached at 11.30 A.M. The Ramsgate life-boat, with the barge in tow, reached Ramsgate at 10.57 A.M.- Rewards : Walmer, first launch, £9 13s. 6d., second launch, £9 13s. 6d. ; Ramsgate, Property salvage case.

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

SEPT. 1ST. - SENNEN COVE, CORNWALL. A bather had got into difficulties in a rough sea, but the life-boat could find no sign of him and he was believed to have been drowned. - Rewards, £6 7s. 6d.

SEPT. 3RD. - SUNDERLAND, CO. DURHAM. A ship had gone ashore but refloated under her own steam. - Rewards, £10 5s.

SEPT. 3RD. - LONGHOPE, ORKNEYS. A small vessel had been reported flying distress signals, and the life-boat searched a wide area but found nothing. It was learned later that the vessel had been taken in tow by a drifter. - Rewards, £4 11s. 6d.

SEPT. 4TH. - HELVICK HEAD, CO. WATERFORD. What looked like a burning aeroplane was reported to have been seen to drop into the sea, but nothing was found.- No rewards ; launch treated as exercise.

SEPT. 4TH. - APPLIEDORE, DEVONSHIRE. A motor boat had been reported on fire, but nothing could be found.- Rewards, £7 17s. 9d.

SEPT. 4TH. - PORTRUSH, CO. ANTRIM. A small boat out fishing had been kept under observation and, as the wind increased, the life-boat was launched at 9.20 P.M., but in the darkness failed to find the boat, which got in unaided. - Rewards, £7 3s.

SEPT. 5TH. - ST. HELIER, JERSEY. It was reported shortly after eleven at night that Veréy lights had been seen. The life-

boat put out, with Lieut.-Commander T. Le B. Pirouet, the honorary secretary, on board. She made a wide search, but as nothing had been found by daybreak she returned to her station, arriving at 9.15 next morning. - Rewards, £15 8s. 6d.

SEPT. 6TH. - SHOREHAM HARBOUR, SUSSEX. Information had been received that a steamer appeared to have blown up seven miles off Shoreham Harbour, but although the life-boat made a wide search she found nothing. - Rewards, £7 11s.

SEPT. 6TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. An explosion had been reported in the neighbourhood of the Corton Light-vessel, but the life-boat found that the light-vessel itself was all right, and there was no sign of any ship in distress. - Rewards, £6 10s. 6d.

SEPT. 7TH. - BROUGHTY FERRY, ANGUS. Shortly after 10 P.M. information was received that an aircraft had dived into the sea three miles N.E. of the North Carr Light-vessel. The life-boat found nothing, spoke the light-vessel, and learned that the position was four miles N.N.E. She searched again, without success, and it was not until day came that she found oil on the sea. It was assumed that the aircraft had been lost. The life-boat returned to her station at 8.40 next morning. - Rewards, £13 1s.

SEPT. 8TH. - ARKLOW, CO. WICKLOW, AND ROSSLARE HARBOUR, CO. WEXFORD. Shortly before midnight reports had been received that flares from a vessel ashore on Blackwater Bank had been seen. Both life-boats searched without success, and the coxswains came to the conclusion that a mistake had been made in reporting flares. - Rewards : Arklow, £12 10s. 6d. ; Rosslare Harbour, permanent paid crew, £4 13s.

SEPT. 9TH. - MARGATE, KENT, AND SOUTHEND-ON-SEA, ESSEX. An aeroplane had been reported down in the sea off Leysdown. The Margate life-boat was launched just after eleven at night in a thick fog and reached Leysdown two hours and twenty minutes later. Owing to the fog she anchored until 5.15 in the morning and then made a search, but found nothing. Meanwhile the Southend-on-Sea life-boat had been launched at 11.30 and had searched a wide area. The two life-boats met at 6.30 next morning. At 7.50 a morse signal from the RAF was received to say that all were saved. The Margate life-boat reached her station at 10.30 in the morning, and the Southend-on-Sea at 8.50. - Rewards : Margate, £18 12s. ; Southend-on-Sea, £18 3s. (See "Services by Shore-boats," Herne Bay, page 97.)

SEPT. 10TH. - LYTAM - ST. ANNES, LANCASHIRE. Information had been received that a yacht was in difficulties on the North Bank and a small motor launch aground. Both vessels were on a lee shore, with a strong S.W. gale blowing, and a heavy

sea. Before the life-boat arrived the yacht had bumped clear over the bank and no longer needed help, and when the life-boat reached the motor boat she found that she had been abandoned. - Rewards, £9 11s.

SEPT. 10TH. - TORBAY, DEVONSHIRE. A small sailing dinghy, which had left Paignton at two in the afternoon had not returned at ten that night, but it was learned later that she had got in safely. - Rewards, £9 13s.

SEPT. 13TH. - LOWESTOFT, SUFFOLK, AND GREAT YARMOUTH AND GORLESTON, NORFOLK. Early in the morning information was received that two vessels had been in collision off Lowestoft. A N.E. gale was blowing with a rough sea, and it was very dark with heavy rain squalls. Both life-boats searched for some time and in the end found H.M. Destroyer *Wallace* badly damaged, but not then in any need of help. - Rewards : Lowestoft, £16 3s. 6d. ; Great Yarmouth and Gorleston, £18 19s. 6d.

SEPT. 13TH. - RAMSEY, ISLE OF MAN. A steamer had been reported ashore, but when the life-boat arrived she found that she had refloated without help and was able to go on her way. - Rewards, £11 5s.

SEPT. 14TH. - BALLYCOTTON, CO. CORK. At 2.20 P.M. the civic guard at Cork reported that a man had picked up a wireless S O S call from the S.S. *Vancouver City*, of Bideford. She was a vessel of about 5,000 tons and had been torpedoed and sunk by a U-boat about sixty miles S.E. by S. of Ballycotton Light. The position was outside the normal range for the reserve motor life-boat *William Evans*, which was on temporary duty at the station, but she took a reserve supply of petrol on deck and set out. With her went Dr. Ted O'Connell, in case his services were needed. The life-boat picked up the coxswain, who was out fishing, four miles off, and went on until at 1.30 A.M. on the 15th the coxswain reckoned that he had reached the position given. Several destroyers were in the neighbourhood. The life-boat could obtain no definite news, but it was reported that several of the steamer's crew had been killed, and that the remaining thirty had been picked up by a Dutch tanker.

At 2.30 A.M. the life-boat turned for home, but when she was about fifty-two miles S.E. of Mine Head her engine broke down. Nothing could be done in the way of temporary repairs, and sail was set. The steam trawler *Gwmaho* was sighted at about 9.30 A.M., when the life-boat was thirty-two miles S. by E. of Ballycotton, and she towed the life-boat home. They arrived at 2 P.M., over twenty-one hours after the life-boat had set out. The captain of the trawler said that he would make no claim for his services as he did not know when he might need a life-boat himself. Letters of thanks were sent to the captain of the trawler, to his owners and to Dr. O'Connell, and an increase in the usual money awards on the standard scale was made to each member of the crew.-

Standard rewards to crew, £18 10s. ; additional rewards to crew, £12 ; total rewards, £30 10s.

SEPT. 15TH. - ABERDEEN, ABERDEENSHIRE. A message had been received that a vessel was in distress through enemy action, but the life-boat found that her help was not required. - Rewards, £5 15s. 6d.

SEPT. 16TH. - MARGATE, KENT. A vessel had been reported with a bad list, which was thought to be the result of enemy action, and the life-boat put out in charge of the bowman, as both the coxswain and second coxswain were at sea fishing, but nothing could be found. - Rewards, £6 4s.

SEPT. 16TH. - RAMSGATE, KENT. The Italian steamer *Liana* had been seen aground near the Goodwin Knoll, but by the time the life-boat arrived she had refloated. - Rewards, £5 3s.

SEPT. 17TH. - TORBAY, DEVONSHIRE. A motor boat, with ten passengers on board, had not returned and the life-boat put out to search for her, but she got in without help. - Rewards, £9 7s.

SEPT. 18TH. - ANGLE, PEMBROKE-SHIRE. At one in the morning it was reported that an aeroplane had crashed in the sea. She sank just after the life-boat reached her. There was no sign of her crew. The life-boat again searched in the daylight but found nothing except wreckage and this was handed over to the R.A.F. - Rewards, £15 8s. 6d..

SEPT. 18TH. - SHOREHAM HARBOUR, SUSSEX. A rowing boat with a boy and girl on board had been reported as missing and the life-boat put out, but was recalled as the boat had been found. - Rewards, £10 5s.

SEPT. 18TH. - SENNEN COVE, CORNWALL. An aeroplane had been reported down in the sea, but the life-boat was recalled by the coastguard as her services were not needed. - Rewards, £12 5s.

SEPT. 24TH. - COURTMACSHERRY, CO. CORK. A message had been received that a steamer was in distress, as a result of enemy action, about fifteen miles south of Fastnet Lighthouse. She was the steamer *Hazleside*, of Newcastle-on-Tyne, bound from British Columbia to Garston with a crew of thirty-four. As the Baltimore motor life-boat was off service the Courtmacsherry motor life-boat put out. She found nothing and put into Baltimore. There she learned that a shore-boat had two boats in tow. She put out again, with a local pilot on board, to help them, but by this time they had reached the Schull. After returning to Baltimore for food and rest the life-boat made for her station, arriving at 12.30 P.M. on 25th September. She had then been out for over twenty hours. - Rewards, £20 10s.

SEPT. 25TH. - HASTINGS, SUSSEX. An aeroplane had been reported down in the

channel between Hastings and Le Treport. No position was given. The life-boat and two aeroplanes searched for some time. In the meanwhile the distress call had been cancelled and the life-boat was recalled. - Rewards, £12 12s. 6d.

SEPT. 26TH. - SUNDERLAND, CO. DURHAM. A fishing coble had been reported in distress, but a pilot cutter took her in tow. - Rewards, £5 2s. 6d.

SEPT. 27TH. - NEWHAVEN, SUSSEX. A motor yacht had been reported broken down, but a tug took her in tow. - Rewards, £5 16s.

SEPT. 28TH. - DOVER, KENT. A small boat had been reported as capsized six miles from Dover in a rough sea, but the life-boat could find nothing. - Partly permanent paid crew : Rewards, £1 17s. 6d.

OCTOBER

Launches 107. Lives rescued 107.

OCT. 3RD. - WALTON AND FRINTON, ESSEX. At about 4 P.M. the coastguard reported that a motor yacht, lying about two miles S.W. by S. of Walton Pier, was flying distress signals. A moderate easterly gale was blowing, and the sea was very rough. The motor life-boat *E.M.E.D.* was launched at 4.25 P.M. and found the motor yacht *Herga*, of Guernsey, with a crew of six, in difficulties with her engine. At the request of her crew the life-boat started to escort her to Harwich, but very soon had to take her in tow. After berthing the yacht at Parkeston Quay the life-boat returned to Walton at 9.40 P.M. - Property salvage case..

OCT. 4TH. - BOULMER, NORTHUMBERLAND. At 9.45 A.M. the Craster coastguard reported that the motor fishing coble *Onward* was disabled a mile off the harbour. A strong E.S.E. breeze was blowing, with a rough sea. At 9.57 A.M. the motor life-boat *Clarissa Langdon* was launched. The life-boat came in towards the Cullernose Watch Station, which semaphored to her that the coble had reached harbour. On her way back the life-boat fell in with three fishing cobbles of Amble, and as the weather was very bad off Boulmer Steel she escorted them to Amble. She returned to her station at 1.5 P.M. - Rewards, £9 10s.

OCT. 4TH. - WALMER, KENT. At 4.20 P.M. the Deal coastguard reported that the S.S. *Noordam*, of Rotterdam, lying off Deal, had signalled for a boat to take a man ashore for an immediate operation. A strong E. by S. wind was blowing with a rough sea and squalls of rain. No other suitable boat being available the motor life-boat *Charles Dibdin* (Civil Service No. 2) was launched at 4.45 P.M., after a second urgent signal had been made. The patient was brought ashore, accompanied by two members of the ship's crew, and sent to hospital, the life-boat reaching her station again at 5.45 P.M. The

owners, The Holland-America line made a donation of £25 in gratitude for this service.
- Rewards, £21 18s. 9d.

OCT. 5TH. - CAMPBELTOWN, ARGYLL-SHIRE. At 2.10 P.M. the Southend coastguard reported that a vessel had stranded on the Skerryvore Reef, Machrihanish. It was thought that the services of a tug might be needed, and the tug *Englishman* was warned. A moderate E. gale, veering to S.S.E., was blowing, with a rough sea. At 3.40 P.M. the motor life-boat *City of Glasgow* was launched. The tug also went out. The vessel in distress was the *Sonja*, of Helsingborg. The tug could not get near her, and the life-boat passed ropes between the two. The tug then made several attempts to tow the *Sonja* off, but without success. Life-boat and tug stood by the *Sonja* until early morning. The tug then succeeded in towing her off, and she was able to go on her way. The life-boat returned to her station at 10.30 A.M. the following morning.
- Property salvage case.

OCT. 5TH. - FRASERBURGH, ABER-DEENSHIRE. Early in the morning the assistant harbour master saw distress signals coming from the bay. A strong E.S.E. wind was blowing with a choppy sea. The motor life-boat *John* and *Charles Kennedy* was launched at 6.40 A.M., and found the small fishing boat *Pioneer*, of Peterhead, dragging her anchor. Fishing gear had fouled her propeller and she was in danger of being driven ashore. The life-boat towed her into the harbour, and returned to her station at 7.25 A.M. - Rewards, £7 6s. 6d.

OCT. 5TH. - FRASERBURGH, ABER-DEENSHIRE. Information was received that the small fishing boats of Fraserburgh, *Violet*, *Promote II*, *Boy George*, *Union*, and *Victory*, had put out at 2.30 P.M. but had not returned by 6.40 P.M., and the coastguard at Kinnaird reported that they were making their way eastwards towards Fraserburgh Harbour. A very strong S.E. wind was blowing, with a rough sea which made the harbour entrance dangerous. At 6.55 P.M. the motor life-boat *John* and *Charles Kennedy* was launched. She met the boats, warned them of the state of the harbour entrance and escorted them in. She returned to her station at 9 P.M. - Rewards, £14 9s. 6d.

OCT. 6TH. - THE MUMBLES, GLAMORGANSHIRE. At 6 P.M. the coastguard informed the life-boat station that the motor vessel *Lochgoil*, of London, had been sunk by enemy action five miles S. by W. of the Scarweather Lightship. She was a steamer of 10,000 tons with sixty-four crew and passengers on board, and was bound from Newport, Monmouthshire, to Vancouver. A slight breeze was blowing, with a moderate sea. At 6.10 P.M. the reserve motor life-boat *J. B. Proudfoot*, on temporary duty at the station, was launched, and found that the crew of the *Lochgoil* had already been taken off by the S.S. *Philip M*. The life-boat stood by this steamer and piloted her to Mumbles

Roads, where she landed forty-five of the rescued people, of whom twenty were injured. The Shipwrecked Mariner's Society, the Red Cross and the St. John Ambulance Brigade had already been informed, and when the survivors were landed they at once received medical attention, and accommodation was found for them. The life-boat returned to her station at 11.5 P.M. - Rewards, £14 17s. The Royal Mail Line, owners of the *Lochgoil*, gave £25 to the Mumbles branch.

OCT. 7TH. - RAMSGATE, KENT. Two vessels were seen to be ashore on Goodwin Sands. One of them was the Admiralty trawler *Cape Barracouta*. A light E.N.E. wind was blowing, with a moderate sea. At 1.45 A.M. the motor life-boat *Prudential* was launched. As it was difficult for tugs to approach the *Cape Barracouta* owing to the shallow water, the life-boat carried hawsers and lines to her and enabled her to refloat without damage. The life-boat returned to her station, arriving at 8.24 P.M. Rewards, £23 5s. 6d.

OCT. 7TH. - WEYMOUTH, DORSET. At 11.15 P.M. the coastguard informed the life-boat station that signals of distress had been seen near Grove Point. A message was received a few minutes later that a ship was in distress, through enemy action, near the Shambles Light-vessel. A light E. wind was blowing with a smooth sea. The motor life-boat *William* and *Clara Ryland* was launched at 11.52 P.M. She reached the vessel at 12.30 A.M., and found her to be the S.S. *Binnendijk*, of Rotterdam, of 6,873 tons, bound laden from New York to Rotterdam. Her crew of forty-one had already been taken off by an Admiralty examination steamer, but the life-boat stood by until the steamer sank, and then returned to her station at 3.15 A.M. A little while before the life-boat's return the coastguard reported that a very heavy explosion had occurred near the Shambles Light-vessel at 3 A.M. They thought that another vessel was in difficulties. At 3.50 A.M. the life-boat was again launched, on instructions from the senior naval officer at Portland. She searched the position given, found only wreckage, and returned at 8.15 A.M. - Rewards : first launch, £13 2s. 6d. ; second launch, £16 9s.

SILVER MEDAL SERVICE AT CROMER

OCT. 9TH. - CROMER, NORFOLK. At 6.25 in the morning the Cromer coxswain learned through the Humber radio and the coastguard that a vessel had gone ashore on Haisborough Sands, thirteen miles to the east. A breeze was blowing with increasing force from south-east-by-east. A very heavy sea was running. The tide was at half ebb. There was mist and rain.

At 6.45 the No. 1 motor life-boat *H. F. Bailey* was launched. Before launching the coxswain had asked the coastguard to get the position of the vessel. and shortly after eight o'clock the life-boat heard on its wireless the coastguard asking the Haisborough Light-vessel to tell her that the vessel had grounded on the Ower Bank. She was nowhere near the Haisborough Sands, but another nineteen miles further on.

At this time the life-boat was near the North Middle Haisborough Buoy. She went south towards Middle Haisborough Buoy and then across the sands to the gap between that buoy and the East Haisborough Buoy. From there she set a course for the Ower, to the north-east. About one o'clock she crossed the Leman Bank, and shortly afterwards saw the vessel aground on the Ower. She was a Greek steamer, the *Mount Ida*, of Piraeus, of 4,275 tons, loaded with grain and timber, and on her way from Vancouver to Hull. She had a crew of twenty-nine on board.

The steamer was lying nearly head on to the seas, so that she offered the life-boat no lee. She had a list to starboard. Part of her bridge had been smashed. Her starboard life-boats had been carried away. A very heavy sea was running on the bank.

A DOZEN ROPES SNAPPED

It was now about 12.30, and the coxswain approached her on the port side, but before a rope could be thrown the life-boat was struck by two heavy seas and flung back. The coxswain made a second attempt to go along side, but he found that the ship had set up such strong cross currents in the tide as made it impossible for the life-boat to remain alongside her. He decided to wait until slack water before making another attempt. He took the life-boat clear of the sands and signalled to the ship what he intended to do.

At 2.15 in the afternoon the coxswain decided that the tide had slackened enough for another attempt to be made. Wind and sea, however, had by this time considerably in-

creased. The life-boat went alongside and ropes were thrown to her from the wreck, but they snapped almost at once from the strain put upon them by the heavy seas. At least a dozen ropes were snapped. There was no hope of being able to keep the life-boat alongside the steamer by ropes. Instead the coxswain used the life-boat's engines. He drove ahead as the seas broke alongside the ship, and so prevented them from sweeping the life-boat away from her.

A rope ladder was dropped over the steamer's side and six men climbed down into the life-boat. A seventh man began the attempt, but when about half-way down he hesitated. The life-boat's crew shouted to him to jump. Instead he started to climb back, but before he could get aboard the steamer again a big sea lifted the life-boat right to the top of the ladder and the man's leg was crushed between her and the steamer's side. His comrades pulled him aboard and did their best to stop the flow of blood from his mangled leg. Then they tied him in blankets and lowered him by ropes from the steamer's port life-boat into the life-boat.

While the injured man was being attended to, no other members of the steamer's crew would come down the ladder. Then only about six of the remaining twenty-two would venture to use it. The others slid down a rope from the port life-boat.

TWENTY-NINE RESCUED

It was not until about 3.30 in the afternoon that the last of the twenty-nine men had been rescued. The life-boat had been alongside the steamer, held in position there by her engines, for well over an hour. She had been swept almost continuously by heavy seas. She had been flung against the wreck and badly damaged. Only the bold seamanship of the coxswain, the care with which the mechanics had handled the engines, and the promptness with which they had carried out the coxswain's orders had made it possible to keep alongside the steamer at all.

When the last man had been rescued,

the coxswain decided that his best way of clearing the sands was to drive straight ahead through the seas. This was safely accomplished, and he made for Cromer as the best place to land the injured man and to get him medical help as soon as possible.

A LAUNCHING MISHAP

There the life-boat arrived at eight in the evening, but, with the sea that was running, it was impossible to land the man on the slipway. The coxswain thereupon called out the No. 2 life-boat *Harriot Dixon*, which is launched by tractor off the open beach. The *Harriot Dixon* was launched at 8.25, with Dr. D. Vaughan on board. Unfortunately, as she was being launched, a throttle wire broke, the engine stalled, and the life-boat was thrown right across the carriage. A hole was knocked in her port quarter, the carriage was broken, and the life-boat was launched stern first. In spite of this mishap she got safely away, and brought ashore the injured man, the other twenty-eight rescued men, and the *H. F. Bailey's* crew. The motor mechanic of the *H. F. Bailey* stayed on board her, with four members of the *Harriot Dixon's* crew, to look after her while she lay at anchor.

The injured man was taken at once to the Cromer and District Hospital, but there he died of his injuries the next night.

The coxswain sent his crew home at once to get dry clothes and a meal. They had then been out for fourteen hours.

A SECOND CALL

Meanwhile, the tractor and the carriage of the *Harriot Dixon* had been completely submerged. They had to be hauled out by means of the winch and a wire hawser, a difficult task in the darkness, wind and rain. The coxswain remained on the beach until this had, been done. He then went home, but he had only just got inside when news was brought him that a vessel was in distress off Bacton, nearly ten miles south-east of Cromer. He called out the crew again, stayed only to put on dry clothes himself, and

went to the boat-house intending to refuel the *H. F. Bailey* from the slipway. This was found to be impossible. It was impossible also, owing to the mishap to the tractor, to launch the *Harriot Dixon* again, so the biggest shoreboat available was loaded with forty tins of petrol, and she took them and the crew out to the *H. F. Bailey*. Two of the life-boatmen brought the shoreboat in again. They narrowly escaped being capsized in the broken water. The *H. F. Bailey* stood by until they had signalled that they were, safely ashore, and then made for Bacton. A strong wind was blowing from the south-east. There was haze and heavy rain, but the sea was now moderate.

The vessel in distress was the steam drifter *Vera Creina*, of Lowestoft, with ten men on board. She was on her way home from the fishing grounds and had run aground.

The life-boat reached her at one o'clock next morning. She was hailed from the shore and told that the drifter's crew had already been rescued by the coastguard life-saving apparatus. The drifter herself was refloated two days later.

As the life-boat had been damaged, during the service to the *Mount Ida*, the coxswain, instead of returning to Cromer, made for Lowestoft, twenty-five miles further south, where repairs could be started at once. The life-boat arrived there at 6.30 in the morning and her crew returned by road arriving at midday. It was then, thirty hours since they had set out to the help of the *Mount Ida*. During those thirty hours they had been at sea nearly twenty-one hours and had travelled over 100 miles.

THE DAMAGED LIFE-BOATS

The smaller life-boat, *Harriot Dixon*, was found to have six planks in her skin fractured on the port side and a hole in one of the air-cases. She was temporarily repaired with a patch of copper on the outside, and strengthened with timber on the inside. These repairs were completed by the 12th, and the life-boat was then again ready for service.

The larger life-boat, the *H. F. Bailey*, was found to have her stem badly damaged at the forefoot. Four inner skin planks, two ribs and two deck beams had been fractured. Twenty feet of the fender on the starboard side had been broken to splinters. The footwale was badly split all along the starboard side. Stanchions had been bent and the guard chains broken. The repairs were completed late on the night of 20th October. The life-boat was launched next day. She returned to Cromer, ready for service again, on the 22nd October

THE REWARDS

This was a very fine service, carried out in very severe weather, and the Institution made the following awards:

To COXSWAIN HENRY G. BLOGG, a second clasp to his silver medal for gallantry, and a copy of the vote inscribed on vellum ;

To SECOND-COXSWAIN J. J. DAVIES, SENIOR, a second clasp to his bronze medal for gallantry, and a copy of the vote inscribed on vellum ;

To H. W. DAVIES, motor-mechanic, a clasp to his bronze medal for gallantry, and a copy of the vote inscribed on vellum ;

To J. W. DAVIES, assistant motor-mechanic, a clasp to his bronze medal for gallantry, and a copy of the vote inscribed on vellum ;

To H. T. DAVIES, boat signalman, and to each of the seven other members of the crew, R. C. DAVIES, F. DAVIES, J. J. DAVIES, JUNIOR, W. H. DAVIES, R. DAVIES, R. COX and G. COX, the thanks of the Institution inscribed on vellum ;

To the coxswain and each of the eleven members of the crew of the *H. F. Bailey*, who went out to the *Mount Ida*, a reward of £3 in addition to the ordinary scale reward of £3 6s. Standard rewards, £41 6s. 6d. ; additional rewards, £36 ; total rewards, £77 6s. 6d.

To the coxswain and crew of the *Harriot Dixon* who, owing to the accident with the tractor were on duty for eleven hours, £1 17s. 6d. each ; total rewards, £33 ;

To the Coxswain and crew (some of whom had manned the *H. F. Bailey* and some the *Harriot Dixon* in the service to the *Mount Ida*) who went out to the *Vera Creina*, £1 17s. 6d. each ; total rewards, £23 2s. ;

Total rewards for the services to the *Mount Ida* and the *Vera Creina*, £133 8s. 6d.

The owners of the *Mount Ida* gave £50 to the Institution.

OCT. 9TH - HELVICK HEAD, CO. WATERFORD. A W. by S. wind was blowing, with a heavy sea. At 2 P.M. the motor life-boat *Elsie* was launched to the help of the motor vessel *West Coaster*, of London, which was in distress in the bay. She found that the vessel's engine had broken down and that her anchors were not holding. The life-boat attempted to take the *West Coaster* in tow. but in the heavy sea the ropes broke and the life-boat's stern bollard was damaged. She then went to Dungarvan where she got a local steamer to bring the *West Coaster* into harbour. She returned to her station at 7 P.M. - Rewards, £12 1s. 6d.

SILVER MEDAL SERVICE AT THE HUMBER

OCT. 10TH.- THE HUMBER, YORKSHIRE. At 4.20 in the morning the watchman saw a vessel heading for the beach. He gave the alarm and the motor life-boat *City of Bradford II* was launched at 4.55. A gale had been blowing. It had dropped to a fresh wind, from the south-south-west, but it had left a very heavy sea running. Twenty minutes after she launched the life-boat found the steam trawler *Saltaire*, of Grimsby, aground on the Inner Binks. She was rolling, her gunwales right under, and the seas were breaking over her. The trawler was lying head off shore, so the coxswain anchored to windward, and dropped down on his cable. By the light of his searchlight, he came alongside and held the life-boat there while the nine men of the trawler's crew jumped aboard. One of the men fell between the trawler and the life-boat, but he was pulled aboard before the seas had flung them together again. At 6.30 the rescued men were landed.

IN PERIL A SECOND TIME

At low water it was possible to walk out to the *Saltaire*, and by now the wind had dropped. Her crew, with the owner's agent, returned to her, and a wire was run out, to seaward for a tug to pick up. It was hoped to tow her off at high tide, but as the tide rose the wind went round to the eastward and freshened. The sea got up rapidly and the *Saltaire* was swung broadside on to the seas and fell over to seaward. She lay at an angle of 40 degrees, with seas breaking right over her. Her crew took shelter in the wheelhouse. The life-boat crew had been watching and they launched at once. It was then two in the afternoon.

There was not enough water between the *Saltaire* and the shore for the life-boat to get to leeward of her, and on the windward side it was impossible to approach because, lying at an angle as she was, her masts were in the way. The only way to rescue her crew was to haul them through the water in a breeches buoy. The coxswain anchored to windward ; paid out a little cable ; made fast another rope to the cable from the starboard quarter ; and then, by going ahead and astern on his engines, he kept the ropes taut and held life-boat steady while a line was fired over the wreck. Ropes, a tail block and a lifebuoy from the life-boat were then hauled across by the trawler's crew, but they had very great difficulty in finding a point sufficiently high for fastening the block.

A DIFFICULT RESCUE

In the end, with the seas breaking over them, they succeeded in making it fast to the top of the wheelhouse. Then came another great difficulty, to get into the buoy with the deck at so sharp an angle and seas smashing over it. Three of the men had succeeded, and had been hauled through the surf to the life-boat, when some nets and other gear were washed out of the trawler and fouled the ropes and buoy. Another line had to be fired ; another block sent over to the wreck and made fast ; then the work of rescue began again, and another four

men were hauled into the life-boat. Three were still on the wreck.

It was now over an hour since the life-boat had anchored. The strong flood tide, the wind blowing across the tide, the shallow water, the heavy seas—all this had made it extraordinarily difficult to keep the life-boat close enough to the wreck for the buoy to be drawn backwards and forwards, and at the same time to prevent the life-boat from being flung on to her. At times they were thirty yards apart, at times nearly touching. But the coxswain was most skilful in handling the life-boat, and his crew most skilful in working the buoy through the breaking seas, and hauling the rescued men aboard. It was the proof of their skill that not one of the seven men was hurt. But the other three, who for over an hour had watched their comrades being hauled through the seas, could not face it themselves. They preferred to be rescued from the shore, and a party of soldiers hauled them through the surf. Two of them were badly hurt. At 3.30 the life-boat left the wreck and twenty minutes later was landing the rescued men.

The Institution made the following awards :

To COXSWAIN ROBERT CROSS, a second clasp to his silver medal for gallantry, a copy of the vote inscribed on vellum, and £5 ;

To JOHN S. MAJOR, the motor-mechanic, the bronze medal for gallantry, a copy of the vote inscribed on vellum, and £5 ;

To each of the other six members of the crew, SECOND-COXSWAIN WILLIAM R. JENKINSON, WILLIAM J. T. HOOD, bowman, SAMUEL CROSS, assistant motor-mechanic, SAMUEL F. HOOPELL, GEORGE F. HOOPER and WALTER BIGLIN, the thanks of the Institution inscribed on vellum, and £5. Permanent paid crew : Standard rewards, £1 7s. ; special rewards £40 ; total rewards, £41 7s.

OCT. 11TH. - GREAT YARMOUTH AND GORLESTON. NORFOLK. At 6.46 A.M. the Gorleston coastguard reported a message received from Yarmouth that a vessel had apparently grounded on the Scroby Sands. A light S.W. wind was blowing, with a smooth sea. At 7.10 A.M. the motor life-boat *Louise*

Stephens was launched. She found the S.S. *Commarr*, of Panama, on the sands, about a mile from the St. Nicholas Light-vessel. Help was declined by the pilot of the steamer, but the life-boat stood by until high water. The *Commarr* refloated and went on her way, and the life-boat returned to her station, arriving at 11 A.M. - Rewards, £8 4s. 6d.

OCT. 12TH. - HOLY ISLAND, NORTH-UMBERLAND. At 5.33 A.M. the coastguard reported a ship ashore on the Goswick Sands. The weather was wet and cold, with a moderate easterly breeze and a heavy swell. At 5.57 A.M. the motor life-boat *Milburn* was launched. She found the Norwegian steamer *Royal*, of Arendal, ashore on Sand Ridge. The *Royal* was a ship of 1,000 tons, bound in ballast from Langesund to the Tyne, with a crew of fifteen. Her crew declined to leave her, and the captain asked the coxswain to wait for the next tide. The life-boat returned to her station at 8.45 A.M. and put out again at 1 P.M. to stand by the *Royal* until high water. As the *Royal* did not get off the captain signalled the life-boat to leave, and she reached her station again at 4.15 P.M. At low tide the steamer was high and dry on the sands. - Rewards, £11 13s. 3d.

OCT. 12TH. - CROMER, NORFOLK. - At about 11.10 P.M. the coastguard reported that a vessel was believed to be in distress a mile S.E. of the station. The report was confirmed, and the No. 2 motor life-boat, *Harriot Dixon*, was launched by tractor at midnight. Rain was falling heavily, and a moderate N.W. wind was blowing, with a moderate sea. The life-boat found the S.S. *Linwood*, of Middlesbrough, of 500 tons. She was bound from Ipswich to Hartlepool, in ballast, with a crew of twelve. She had been in collision and had been beached to prevent her sinking. The life-boat took off her crew and arrived back at her station at 1 A.M. - Rewards. £29 12s.

SILVER MEDAL SERVICE AT WALTON AND FRINTON

OCT. 14TH. - WALTON AND FRINTON, ESSEX. The barges *Esterel* and *Yampa*, of London, were on their map from London to Norwich with cargoes of maize. When nearly opposite Orfordness they were caught by an easterly gale. Both barges turned back. They struck the Cork Sands. The *Esterel* succeeded in getting off. with her sprit carried away. She was out of control ; the heavy seas stove in her hatches ; she was driven ashore east of Walton Pier. It was then nine in the morning, and the tide was at half flood.

The barge was lying 100 yards from the shore, aground in about six feet of water. She was surrounded by heavy breaking seas, which were smashing the bathing huts on the shore. The coastguard life-saving rocket apparatus was quickly on the scene, and managed to send a line to her, but she swung round, and the line got under her bottom and was useless.

At 9.50 the Walton and Frinton motor life-boat *E.M.E.D.* was launched, and a quarter of an hour later she reached the barge.

A CLEVER MANOEUVRE

The coxswain anchored to windward and dropped down stern first towards the bow of the barge. When he was off her bow he moved the cable from the forward post of the life-boat to the starboard after bollard and then steamed in under the lee side of the barge. By this manoeuvre, which brought his cable tight round the barge's bow, he drew the stern of the life-boat against the barge. Lines were thrown from the life-boat to the barge, fore and aft, and by keeping the boat still steaming ahead, the coxswain held her long enough alongside for the master, his wife, the mate and the dog to jump aboard her.

A DANGEROUS MOMENT

Now came the most dangerous moment. The life-boat was not more than fifty yards from the rocks, and the water was so shallow that she struck the bottom several times. The coxswain dared not risk going any nearer the shore and, with so small a space in which to manoeuvre, it was most difficult and hazardous to get away from the barge. He moved the life-boat carefully astern, hauling on his cable at the same time, and thus brought her clear of the bows of the barge. Heavy seas were breaking over her the whole time. The slightest mistake would have put her ashore. When the life-boat, going astern, was far enough from the shore, the coxswain shifted the cable again from the after bollard to the forward post, went

ahead on his engines, and picked up his anchor.

The life-boat arrived back at her station at 11.30, an hour and forty minutes after putting out. As soon as she had landed the rescued she put out again for, fifty minutes before, the coastguard had received from the Cork Light-vessel a signal that a vessel was in distress. The honorary secretary of the station, Captain William J. Oxley, went out with her. There was a very big swell running, with a confused sea, and the gale was blowing fresh from the north-east.

A LONG SEARCH

The coxswain made straight for the Cork Sands, as he could see a barge ashore there. He reached her in an hour and twenty minutes and found her completely submerged. She was the *Yampa*, the sister barge to the *Esterel*, which had been with her when she put back off Orfordness. Nothing could be seen of her crew. Very heavy seas were running on the sands, and to make certain that no one was in the rigging, the life-boat made two complete circles of the barge. Then she made a call on the light-vessel, spoke a mine-sweeper, and searched the Wallet, the channel between the mainland and Gunfleet Sound, for six miles, but she could neither learn nor find anything of the men. Finally, the coxswain spoke the Walton coastguard, but they had no information to give. It was clear that the men were drowned, and the life-boat returned to Walton arriving at three in the afternoon.

The rescue of the crew of the *Esterel* was a very fine service, carried out under very difficult conditions, and it was only through the great skill and fine seamanship of Coxswain T. H. Bloom that the crew were rescued and the life-boat brought out again from her perilous position practically undamaged. The coxswain's manoeuvre in shifting his cable was a clever idea very skilfully carried out. The assistant motor mechanic, F. Bacon, who was in charge of the engines in the absence of the motor

mechanic, managed them very skilfully, and the signalman, F. Williams, kept in touch with the coastguard throughout the rescue by means of the searchlight, a very difficult thing to do in the heavy seas.

The Institution made the following awards :

To COXSWAIN T. H. BLOOM, the silver medal for gallantry, and a copy of the vote inscribed on vellum ;

To SECOND COXSWAIN WALTER J. OXLEY, the bronze medal for gallantry, and a copy of the vote inscribed on vellum ;

To F. BACON, the assistant motor-mechanic, the bronze medal for gallantry, and a copy of the vote inscribed on vellum ;

To F. WILLIAMS, the boat signalman, the bronze medal for gallantry, and a copy of the vote inscribed on vellum ;

To each of the other five members of the crew, E. OXLEY, A. HALLS, G. ALDRICH, A. E. COOK, and G. SHARMAN, the thanks of the Institution inscribed on vellum ;

To the coxswain and each of the eight members of his crew a reward of £3 for the service to the *Esterel*, in addition to the ordinary scale reward of 19s. Standard rewards, £10 16s. ; additional rewards, £27 ; total rewards, £37 16s. ; rewards for the launch to the *Yampa*, £10 16s.

OCT. 14TH. - WEYMOUTH, DORSET. At 9.20 P.M. the coastguard reported that the Shambles Lightship had fired guns and rockets. A strong E. wind was blowing, with a moderate sea and rain. At 10 P.M. the motor life-boat *William and Clara Ryland* was launched, and learnt from the lightship that an aeroplane had come down two miles to the north-east. The lightship's boat had already put off to the rescue, manned by four men. The life-boat found this boat two miles away. She had already succeeded in rescuing the crew of four of the aeroplane—a very fine piece of work in the darkness and rain with a strong wind blowing—and was putting them aboard a destroyer. She was herself waterlogged, so the life-boat took on board the four men and brought them back to the lightship, returning to her station at 2.15 A.M. - Rewards, £13 2s. 6d.

OCT. 14TH. - MARGATE, KENT. -During the morning a sailing barge was seen dragging her anchor off Margate Jetty. A northerly gale was blowing, with a very rough sea, and it was decided to send out the motor life-boat

The Lord Southborough (Civil Service No. 1). She was launched at 11.25 A.M. Mr. P. E. W. Gellatey, the honorary secretary of the station, went with her. She reached the barge five minutes later. The barge was the *Celtic*, of London, with a crew of two, bound, laden, from London to Newport, Isle of Wight. She was dragging into a very perilous position, and her master asked for help. With great difficulty four life-boatmen boarded the *Celtic* got a tow rope aboard, and hove up the anchor. The life-boat then took the barge in tow to Ramsgate. Off Broadstairs the tow rope parted. Another rope was made fast. As the two boats were nearing Ramsgate this also parted. Yet, another rope was put aboard the barge ; and the life-boat got her into Ramsgate Harbour without further mishap arriving at about 4.30 P.M. As the weather and tide would make it impossible to house the life-boat at Margate it was decided to leave her moored in Ramsgate Harbour. The crew returned to Margate by road. The Institution sent, a letter to the branch expressing appreciation of the way in which the life-boat saved the *Celtic*. - Property salvage case

OCT. 14TH. - BRIDLINGTON, YORK-SHIRE. The coastguard reported that a steam trawler was ashore on the Smithic Sands. A fresh N.E. wind was blowing, with a heavy sea. At 2.15 P.M. the motor life-boat *Stanhope Smart* was launched and found the trawler *Erillus*, of Grimsby, labouring in the heavy seas, which were breaking over her stern. Her rudder and propeller were damaged. The life-boat took her in tow, with the help of a motor fishing vessel. The water in the trawler's cabin was two feet deep and all available pumps had to be kept working. The life-boat towed her to Bridlington and returned to her station at 5.30 P.M. - Property salvage case.

OCT. 15TH. - MARGATE, KENT. At. 2.15 A.M. the coastguard telephoned the coxswain that he believed a vessel was burning flares. The coxswain went to the coastguard look-out and was satisfied that they were distress signals. An answering rocket was fired by the coastguard, and the crew went by car to Ramsgate, where they had left the life-boat the night before after the service to the *Celtic*. At 3.20 A.M. they set out. A N.E. breeze was blowing, with a moderately rough sea. It was not until daylight that the life-boat found the sailing barge *Yarana*, of London, with two men on board. They had not been able to make more signals as they had burnt everything on board that would burn. The barge was rolling very heavily, and the men, who expected the mast and sprit to go overboard at any moment, were about to abandon her. Four life-boatmen were put aboard the barge and the life-boat towed her to Whitstable, arriving at 11.0 A.M. She then returned to her station at two in the afternoon.

The Institution sent a letter to the branch expressing appreciation of the promptitude

with which the life-boat got away to the help of the *Yarana* from Ramsgate Harbour. - Property salvage case.

OCT. 17TH. - THE HUMBER, YORK-SHIRE. - At about 1 A.M. the life-boat watchman reported that a vessel was standing into danger near the Middle Binks. A light, variable wind was blowing. The sea was smooth. At 1.15 A.M. the motor life-boat *City of Bradford II* was launched, and found the steam trawler *Dane*, of Hull, aground. She laid out an anchor and with the help of it the trawler refloated later and went on her way to Hull. The life-boat returned to her station at 6.30 A.M. - Property salvage case.

OCT. 18TH. - WALMER, KENT. At 6.30 P.M. a message was received from a doctor that he had been requested by the senior naval officer at Ramsgate to go to the Dutch steamer *Mirza*. A gale was blowing, with a very rough sea. As no motor boat would take the doctor, the motor life-boat *Charles Dibdin (Civil Service No. 2)* was launched at 6.55 P.M. She got from the guard-ship the position of the *Mirza*, but in the very heavy rain she was unable to find the steamer, although she searched for over four hours. She returned at midnight and waited for daylight. At 8.30 the following morning she put out again ; found the steamer; put the doctor on board; stood by, and brought him ashore again, at 10 A.M. She had been out altogether for nearly seven hours. A donation of £45 was received in appreciation of this service. - Rewards : first launch, £29 0s. 6d. ; second launch, £14 12s. 6d.

OCT. 19TH. - WALMER, KENT. At 5.50 P.M. a message was received from a doctor that the senior naval officer, Ramsgate, wished him to go out to the Greek steamer *Panachrandos*. A strong N.N.E. wind was blowing, with a heavy sea. The weather was still too rough for ordinary boats, and the motor life-boat *Charles Dibdin (Civil Service No. 2)* was again launched. She left at 6.15 P.M. Although the position of the steamer had been given as a mile from the Goodwin Fork Buoy, the life-boat could not find her. She cruised among neighbouring vessels, and spoke to the guard-ship, but without result. She abandoned the search and returned to her station at 9 P.M. At 8.10 A.M. the following morning the doctor said that he must make another attempt and, as the weather was still rough, the life-boat was again launched at 8.45 A.M. This time she found the steamer. The sick man had acute appendicitis, and the doctor said he must be taken at once to hospital. He was put on board the life-boat and signals were made to the guard-ship to arrange for an ambulance to be ready on shore to receive him. He was landed ; operated on ; and his life saved by a margin of a few hours. The life-boat returned to her station at 10.40 A.M. She had been out for nearly five hours. A donation of £45 was received in appreciation of this service. - Rewards : first launch, £29 0s. 6d. ; second launch, £14 12s. 6d.

OCT. 19TH. - NEWBIGGIN, NORTH-UMBERLAND. During the morning the second coxswain reported that six fishing cobbles had not returned from the night fishing. A gentle N.E. breeze was blowing. The sea was moderate, but was growing stronger. At 11.55 A.M. the motor life-boat *Augustus and Laura* was launched, found the cobbles, escorted them into harbour, and returned to her station at 1.10 P.M. - Rewards, £12 7s.

OCT. 20TH. SELSEY, AND SHOREHAM HARBOUR, SUSSEX. At 1.13 A.M. a message was received from the coastguard that the Bognor police had reported a naval aeroplane down in the sea off Bognor. A northerly breeze was blowing. The sea was smooth. The motor life-boat *Canadian Pacific* was launched at 1.55 A.M. and found the aeroplane close to the beach off Felpham. Owing to a failure in her engine the life-boat was unable to reverse. She could not reach the aeroplane and went aground herself on a sandy bottom. The crew of four men on the aeroplane swam ashore. The Selsey honorary secretary asked for the help of the Shoreham Harbour motor life-boat, the *Rosa Woodd and Phyllis Lunn*. She was launched at 4.25 A.M. ; reached the Selsey life-boat at 7.30 A.M. ; found her high and dry; and stood by until high water. She then passed a warp to her and towed her off. The Selsey life-boat arrived back at her station at 6 P.M., and the Shoreham Harbour life-boat at 8.5 P.M. - Rewards : Selsey, £27 18s. 3d. ; Shoreham Harbour, £35 3s.

OCT. 20TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. - At 2.40 A.M. the Gorleston coastguard reported that a vessel north of the St. Nicholas Light-vessel had fired distress signals. The light-vessel also fired signals. A strong N.N.W. breeze was blowing, with a rough sea. At 2.54 A.M. the motor life-boat *Louise Stephens* was launched. She spoke the light-vessel ; was told that the vessel was to the S.E. ; and found her to be the Admiralty trawler *Kirkella*, disabled near the Scroby Sands: Her anchor and propeller were fouled. Her master asked the life-boat to stand by, which she did. By 6.30 A.M. the trawler had cleared her propeller and the life-boat escorted her towards the St. Nicholas Light-vessel, to a safer position. The life-boat returned to her station at 8.30 A.M. - Rewards, £24 6s.

OCT. 20TH. - LERWICK, SHETLANDS. At 2.10 P.M. a message was received from the senior naval officer that the S.S. *Sea Venture*, of London, had been sunk by enemy action fifteen to twenty miles east of Flugga, and that the crew were in the ship's boat. A light S.W. wind was blowing. The sea was smooth. The motor life-boat *Lady Jane and Martha Ryland* was launched at 2.35 P.M. and went to the position given. She flashed her signal lamp and an answering red flare was seen, but no further signal. The life-boat continued to search until midnight. She then went into Balta Sound. At day-break she searched to the north and east of

Flugga and when fifteen miles from the light-house received a message that the crew of the steamer had landed on the beach at the Island of Skaw. The life-boat went there, took them on board, and landed them at Lerwick. She found that the men had made no further signals, as they had thought that the life-boat, whose engines they heard, was a submarine. The life-boat returned to her station at 5.35 A.M. the next morning. She had been away for twenty-seven hours. - Rewards, £30 13s.

OCT. 20TH. - SWANAGE, DORSET. At 8.18 A.M. the Swanage coastguard reported that the Greek steamer S.S. *Turkia* had grounded one mile and a half N.W. by W. of St. Albans Head, but was not flying distress signals. About 9.25 A.M. a tug was sent from Portland, and a trawler also went out to stand by. The naval authorities had given orders to the tug to take off the crew, but they refused to leave. A moderate breeze was blowing with a heavy swell. At 7.11 P.M. the motor life-boat *Thomas Markby* was launched, permission having been obtained from the naval authorities. It had been the intention of the coxswain to return when help reached the steamer, but the Naval Salvage Officer asked him to remain during the salvage operations.

On reaching the *Turkia* the life-boat found her bumping heavily, and stood by until 4 P.M. the following day when she returned to refuel and enable her crew to get food. At 6 P.M. she put out again and stood by until 11 A.M. on the morning of the 22nd, when a tug arrived from Portland with a working party. As the tug was unable to yet alongside, the life-boat put the party on board. A signal was then made for the life-boat to pick up Lloyd's agent at Kimmeridge and take him to the steamer. This was done, and later the life-boat put the working party back on the tug. She again returned to her station between 6 and 7 P.M., and put back to the steamer at 11 P.M. On the 23rd October the tug arrived at 9.30 A.M., and the life-boat again put the working party on board the steamer, and continued to stand by. At 6 P.M. she took the working party back to the tug and then went alongside the steamer and took off her crew of twenty-six with their personal belongings. She finally returned to her station at 8.30 P.M., after being on service seventy-four hours, a fine example of the determination of the crew. - Rewards, £87 6s.

OCT. 21ST. - GREAT YARMOUTH AND GORLESTON, NORFOLK. Just after four in the afternoon a police inspector and ambulance men arrived at the life-boat station, and shortly afterwards a message was received from the coastguard that the S.S. *Gwynwood* had entered the roadstead and was flying signals for a doctor and two stretchers to be taken out. A moderate N.W. breeze was blowing. The sea was smooth. The motor life-boat *Louise Stephens* was launched at 4.20 P.M., taking with her a doctor, ambulance men and stretchers. Three injured men, two of them on stretchers, and nine other men, all survivors of the Norwegian steamer S.S.

Deodata, which had been sunk by enemy action at 7.45 in the morning, were taken into the life-boat and brought ashore. The injured men were sent to hospital and the others to the sailors' home. The life-boat was ready for service again at 6.20 P.M.-Rewards, £14 8s.

OCT. 22ND. - RAMSGATE, KENT. At 2.35 A.M. the Deal coastguard reported by telephone that the Dutch steamer *S.S. Alphald*, of Rotterdam, was aground near the N.W. Goodwins Buoy, close to the wrecked *S.S. Mahratta*. A moderate N.E. breeze was blowing. The sea was smooth. After consultation with the senior naval officer at Ramsgate the motor life-boat *Prudential* was launched at 3.33 A.M. She found that the steamer had refloated with the rising tide, but was in need of a pilot. The life-boat arranged this with the pilot cutter, and then returned to her station at 8.15 A.M.-Rewards, £19 7s. 3d.

OCT. 23RD. - SOUTHBEND - ON - SEA, ESSEX. At 1.45 P.M. the signal station reported that a vessel was ashore on the Shoebury Sands. The weather was calm, and the sea smooth. At 2 P.M. the motor life-boat *Greater London (Civil Service No. 3)* was launched, and found the *S.S. Copeland*, of Glasgow, a vessel of 1,500 tons, aground. The life-boat stood by until she refloated, and then returned to her station at 9.30 P.M.-Rewards, £28.

OCT. 24TH. - CLOVELLY, DEVON. SHIRE. At 3.45 A.M. a message was received from the Croyde Coastguard station that a vessel was in distress fifteen miles S.W. of Lundy Island. A strong W.N.W. wind was blowing, with a moderate sea. At 4 A.M. the motor life-boat *City of Nottingham* was launched and found the *S.S. Argos Hill*, bound for Swansea, with her engine broken down. The life-boat stood by at the master's request until a tug arrived and took the steamer in tow for Swansea. The life-boat returned to her station at 12.15 P.M. - Rewards £34 13s. 6d.

OCT. 24TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. - At, 12.28 P.M. a message was received from the senior naval officer through the Gorleston coastguard that *H.M.S. Wanderer* expected to arrive in Yarmouth Roads at 1.30 P.M. and that a doctor and stretchers might be needed. A moderate W.N.W. wind was blowing. The sea was smooth. At 1.30 P.M. the motor life-boat *Louise Stephens* was launched, met *H.M.S. Wanderer* abreast the Britannia Pier, and took off sixteen survivors of the Greek steamer *S.S. Konstantinos Hadjipateras*, of Chios, which had been sunk by enemy action. The life-boat landed the men, who were uninjured, and returned to her station at 3.38 P.M. The captain of *H.M.S. Wanderer* told the life-boat coxswain that other survivors were on the *S.S. Crossbill*, which would arrive in the roadstead at about 6 P.M. The life-boat remained afloat and at 6.50 P.M. went out to *S.S. Crossbill*. She brought ashore

seven men from her and returned to her station at 8.15 P.M. - Rewards, £28 11s. 6d.

OCT. 25TH. - CLACTON - ON - SEA, ESSEX. At 2.45 P.M. the coastguard reported having received a message from a resident of Holland-on-Sea, that a small rowing boat with three men on board appeared to be in difficulties about two miles out. A moderate breeze was blowing and the sea was smooth. At 3.20 P.M. the motor life-boat *Edward Z. Dresden* was launched and found the rowing boat *Mon Ami*. The three men on board were fishing. They had not noticed that a strong off-shore wind was carrying them out to sea. The life-boat towed the boat to Clacton and returned to her station at 5.15 P.M. A letter of thanks was received from the rescued men. - Rewards, £13 4s. 9d.

OCT. 25TH. - DOVER, KENT. The motor life-boat *Sir William Hillary* was launched at 4.50 P.M. at the request of the chief of staff of H.M. Naval Base at Dover. A strong E.N.E. wind was blowing, with a moderate sea. As the service was of a secret nature, no information was given by the naval authorities. The life-boat returned to her station at 9.15 P.M. - Expenses met by naval authorities.

OCT. 25TH. - REDCAR, AND TEESMOUTH, YORKSHIRE. At 6.32 P.M. a message was received from the Saltburn coastguard that a resident at Skinningrove had seen three red flares showing well out to sea. A strong W.N.W. wind was blowing, with a heavy sea. The report was confirmed, and the motor life-boat *Louisa Polden* was launched at 7.55 P.M. She went six miles off the coast and then turned southward. At about 9.30 P.M. her engines broke down. She hoisted sail and continued the search, but found nothing. At 10 P.M. she anchored. As there seemed no prospect of repairing the engine, she burnt red flares. These were seen at Teesmouth, and at 10.25 P.M. the motor life-boat *J. C. Archer* was launched. When she arrived, however, the Redcar boat had got her engines working again. As a precaution, Teesmouth escorted her to Redcar which was reached at 11.30 P.M. The Teesmouth life-boat returned to her own station at 12.30 A.M. - Rewards, £19 3s. 6d. ; Teesmouth, £19 9s. 6d.

OCT. 25TH. - WICK, CAITHNESS-SHIRE. Shortly before 9 A.M. the coastguard reported that the trawler *Star of Victory*, of Aberdeen, was ashore off Keiss, in Sinclair Bay. A light N.E. wind was blowing. The sea was smooth. The motor life-boat *City of Edinburgh* was launched at 9.7 A.M. and found the trawler hard aground, but in no immediate danger. She had a crew of ten. At the skipper's request the life-boat put out a kedge anchor for her forward. This dragged home. Another anchor was put out, this time aft, and the trawler waited for the next high tide to refloat herself. The life-boat returned to Wick Harbour at 2 P.M.

At 10.30 A.M. on the morning of the 26th

October, the coastguard reported that the *Star of Victory* needed immediate help. Five minutes later the life-boat put off again and found that the crew wished to be taken off. A fresh E.N.E. gale was blowing, with squalls, the sea was rough and conditions were getting worse. The life-boat rescued the crew of ten and returned to her station at 1 P.M. - Rewards : first service, £6 13s. ; second service, £6 13s.

OCT. 26TH. - FILEY, YORKSHIRE. In the early morning the fishing fleet put to sea. By 8.10 A.M. several of the boats had returned. A fresh to strong breeze was blowing, with a rough sea, and some of the boats had had to leave their lines. The weather was getting worse, and at 8.30 A.M. the pulling and sailing life-boat *Thomas Masterman Hardy* was launched and stood by the other boats as they came in. She returned to her station at 11.25 A.M. - Rewards, £17 7s.

OCT. 26TH. - EYEMOUTH, BERWICKSHIRE. A whole N.E. by N. gale was blowing, with a very rough sea in Eyemouth Bay. Four local fishing boats were waiting to enter the port. The motor life-boat *Frank and William Oates* was launched at 11 A.M. and stood by at the harbour entrance until they had got in safely. She returned to her station at 1 P.M. - Rewards, £10 17s.

OCT. 26TH. - NEWBIGGIN, NORTH-UMBERLAND. - At 10.45 A.M. the coastguard informed the life-boat station that the fishing coble *Humility*, of Newbiggin, was out. A strong northerly breeze was blowing, with a moderately rough sea, and the weather was getting worse. The motor life-boat *Augustus and Laura* was launched at 11.5 A.M., and found the coble two miles to the E.S.E. She had left three of her lines and was running for shelter. The life-boat escorted her to the beach and returned to her station at 11.50 A.M. - Rewards, £8 6s. 6d.

OCT. 26TH. - BLACKPOOL, LANCASHIRE. At 1.30 P.M. the coxswain telephoned that he had had a fishing boat under observation since noon. She was trying to beat up from about three miles south of the Central Pier, and seemed to be in difficulties. A moderate northerly gale was blowing, with a rough sea. At 2.15 P.M. the motor life-boat *Sarah Ann Austin* was launched, and found the motor boat *Albion*, of Fleetwood, with a crew of three on board, unable to beat up against the wind. The life-boat towed her to Lune Deep, and returned to her station at 7.30 P.M. The owner sent a letter of thanks. - Rewards, £16 1s. 6d.

OCT. 27TH - TORBAY, DEVONSHIRE. It was reported to the senior naval officer, Weymouth, by an observer on a R.A.F. aeroplane, engaged on reconnaissance over West Bay, that a motor boat was drifting about ten miles north-east of Berry Head. The information was passed to the life-boat station by the coastguard. A strong north wind was blowing, with a moderate sea. At 8 A.M. the motor life-boat *George Shee* was

launched and found the motor boat *Olive*, but she had no one on board. The life-boat returned to her station at 1 P.M., bringing the boat with her. - Rewards, £7 6s. 6d.

OCT. 28TH. - WALMER, KENT. At 7.55 P.M. the Deal coastguard reported that two steamers had been in collision near the Fork Buoy. A strong squally N.N.E. wind was blowing, with a rough sea. The motor life-boat *Charles Dibdin* (Civil Service No. 2) was launched at 8.15 P.M. She found that the Italian steamer *Manzoni* had been run into by the American steamer *Cranford*. The *Manzoni* had been damaged on the starboard side, and her boats had been smashed. The life-boat put one man on board her and stood by until 7.45 A.M., when the captain said that he did not need her help any longer. The *Cranford* had already gone on her way. Returning to her station, the life-boat spoke the schooner *Katie*, which was riding heavily and dragging her anchors, but she needed no help. She reached her station at 8.30 A.M. The owner of the *Manzoni* gave £20 to the life-boat crew. - Rewards, £36 6s. 9d.

OCT. 29TH. - WICK, CAITHNESSSHIRE. The Aberdeen trawler *Star of Victory* had stranded near Keiss on the 15th October, 1939, and the Wick life-boat *City of Edinburgh* helped her on that day and rescued her crew of ten on the following day. At 11.55 A.M. on the 29th October, a boatman at Keiss telephoned that owing to a shift of wind and a rising sea he was unable to get alongside the *Star of Victory*, and that a salvage crew of seven were marooned on board. A fresh E.S.E. breeze was blowing, with a choppy sea. The life-boat went to the wreck, rescued the seven men and returned to Wick at 2.15 P.M. - Rewards, £6 13s.

OCT. 30TH. - PETERHEAD, AND ABERDEEN. At 11.15 P.M. a message was received at Peterhead from the coastguard that a vessel was sinking three miles east of Rattray Head, and that two vessels were standing by. A light easterly breeze was blowing, but there was a heavy ground swell. At 11.30 P.M. the motor life-boat *Julia Park Barry of Glasgow* was launched. She found the S.S. *Cairnmona*, of Newcastle, bound from Montreal to Leith. The steamer had been sunk by enemy action and had gone down in less than twenty minutes. Three of her crew had been killed and the remainder, forty-two in number, had taken to the boats, and had been picked up by the trawler *Strathlossie*. They were transferred to the life-boat and landed at Peterhead. The life-boat returned to her station at 1.15 A.M.

The Aberdeen station had also been informed. As it knew that Peterhead had launched, its crew stood by. At 1.30 next morning the No. 1 motor life-boat *Emma Constance* was launched. She searched but found nothing, and putting into Peterhead learnt that the forty-two survivors had been landed. She returned to her station at 10.42 A.M. - Rewards : Peterhead, £12 19s. ; Aberdeen, £23 5s. 6d.

OCT. 31ST. - SCARBOROUGH, YORKSHIRE. A strong easterly wind was blowing, with a rough sea. Two local fishing boats *Premier* and *Pride* were out, and anxiety was felt for their safety. The life-boat crew and helpers assembled at 10.30 A.M. Later the coastguard reported that the *Premier* was coming in from the eastward, and at 3.45 P.M. the motor life-boat *Herbert Joy II* was launched. She met the *Premier* at 4 P.M., passed life-belts to her crew, and escorted her to harbour. Putting out again, and going in a S.E. direction, she picked up the *Pride* and escorted her to safety. She returned to her station at 5 P.M. - Rewards, £19 9s.

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

OCT. 1ST. - PETERHEAD, ABERDEENSHIRE. A small trawler had been reported in a sinking condition fifty miles away, but another vessel took her in tow. The life-boat returned after being out for over nine hours. - Rewards, £16 2s. 9d.

OCT. 3RD. - ILFRACOMBE, DEVON. A large lighter had been reported broken away from her tow in a heavy sea, with half a gale blowing. After two hours the life-boat came up with her, about twelve miles from Ilfracombe, but found that there was no one on board. - Rewards, £34 3s. 5d.

OCT. 4TH. - BLYTH, NORTHUMBERLAND. A motor fishing boat had shown distress signals, but was towed in by a tug. - Reward, £6 7s. 6d.

OCT. 4TH. - FLEETWOOD, AND LYTHAM - ST. ANNES, LANCASHIRE. A motor fishing boat, with two on board, was, long overdue. A strong wind was blowing, and the sea was rough. Both life-boats searched all night, but found nothing, and it was learned later that the boat got in unaided, although her engine had broken down and her sails had been blown away. - Rewards, Fleetwood, £12 16s. ; Lytham, £14 1s. 6d.

OCT. 4TH. - PORTRUSH, CO. ANTRIM. Distress signals had been reported but nothing could be found. The life-boat was out for fifteen hours. - Rewards, £21 16s.

OCT. 4TH. - ABERDEEN. In the evening the Bridge of Don coastguard reported that the steam trawler *Stromness*, of Aberdeen, had stranded on the beach, abreast of Broad Hill. The pulling surf life-boat *Robert and Ellen Robson* was taken by tractor to the scene and launched at 9.45 P.M. A S.E. gale was blowing, with a heavy surf. The coastguard life-saving apparatus had also arrived and fired a line across the trawler. The life-boat had almost reached the trawler when she grounded on a sandbank, and a sea swept her past. Two oars were broken and the rocket line fouled the crew and oars. After getting clear, the crew tried

to pull back to the trawler, but without success, and ran the life-boat on the beach. The coastguard then fired another line across the trawler and landed her crew by breeches buoy. Meanwhile, the life-boat had been replaced on her carriage, stood by until the rescue had been completed, and then returned to her station, arriving at 3 A.M. - Rewards, £32 7s.

OCT. 5TH. - LERWICK, AND AITH, SHETLANDS. In the morning of the 4th October a Royal Air Force aeroplane came down on the sea about twenty-five miles N.E. of the N.E. corner of Unst Island, and a pinnacle went out to her help. On the following day at 5.10 P.M. the Air Wing-Commander asked through the Senior Naval Officer that the life-boat should search for the pinnacle which had not returned. A whole S.E. gale was blowing, with a very heavy sea. The night was cold and very dark. The Aith motor life-boat was asked to keep a wireless watch, and the Lerwick motor life-boat *Lady Jane and Martha Ryland* was launched at 5.50 P.M. The weather was too bad for aeroplanes to take part in the search. The life-boat searched all the night, without finding the pinnacle, and was recalled by wireless from Aith at 8.20 A.M. the following morning, 6th October. She arrived back at 2.50 P.M. on that day. She had been out for twenty-one hours. Meanwhile, at 11.45 A.M. on the same day, 6th October, the coastguard had reported to the Aith life-boat station that the pinnacle had been seen several miles off Flugga. The North Unst Lighthouse undertook to act as shore radio station, and as efforts to get into touch with the Lerwick boat failed, the Aith motor life-boat *The Rankin* was launched at 12.5 P.M. After a sixty miles run she began her search, but without result. By arrangement the life-boat was recalled at 8 A.M. on the morning of the 7th October, as Admiralty craft and the Royal Air Force had started an extensive search. The life-boat reached her station at 3.30 P.M. She had been out for over twenty-seven hours. The aeroplane which was the cause of the launches was found and towed to safety, and the pinnacle eventually arrived at Lerwick on the 8th October, after having been seen by an aeroplane ninety miles off the land. - Rewards : Lerwick, £20 14s. ; Aith, £27.

OCT. 5TH. - CROMER, NORFOLK. An aeroplane was reported to have sent out a distress signal, but nothing could be found. - Rewards, £26 2s.

OCT. 7TH. - STROMNESS, ORKNEYS. Distress signals had been reported, and the life-boat was out for nine hours in a strong gale, with a rough sea, but found nothing. - Rewards, £18 6s. 6d.

OCT. 8TH. - RAMSGATE, KENT. A Belgian steamer lying in the Downs was flying a signal for immediate medical aid, and the life-boat went out with two doctors. Before she arrived the steamer had gone on her way, and it was found that she had been

flying the medical help signal by mistake. - Rewards, £11 14s. 9d.

OCT. 9TH. - AITH, SHETLANDS. Information was received through the coastguard at 1.45 P.M. that the S.S. *Vistula*, of Gothenburg Sweden, had been sunk by enemy action on the previous day twenty-five miles off Unst, that nine of her crew had been landed near Flugga Lighthouse from a boat, but that the captain and the seven remaining members of her crew were missing in another boat. A whole S.E. gale was blowing, with an extremely heavy sea and rain squalls. The motor life-boat was launched at 2.25 P.M. and went to the position given, seventy miles away. There she searched over a wide area, but without success. In the end she was recalled by wireless from North Unst Light-house which acted as shore radio station for the life-boat during this service. The life-boat returned to her station at 4.30 P.M. on the following day, having been out for over twenty-six hours. - Rewards, £26 19s.

OCT. 10TH. - ALDEBURGH, SUFFOLK. A steamer had gone ashore, but refloated without help. - Rewards, £65 17s.

OCT. 10TH. - BROUGHTY FERRY, ANGUS, AND ABERDEEN. The Swedish vessel *Solstad*, of Karlstad, had been reported in distress with her steering gear disabled, about fifteen miles S.E. of Montrose, and the Montrose motor life-boat was unable to launch owing to low water. A south-easterly gale was blowing. The Broughty Ferry motor life-boat searched but found nothing and was recalled when a message was received that the steamer no longer wanted help. The life-boat was out for over seven hours. Meanwhile, the Aberdeen life-boat crew stood by for four hours. Later a message was received that the Swedish steamer was making for Aberdeen, and the Aberdeen No. 1 life-boat was launched, as the pilot cutter could not cross the heavy breaking sea on the bar. The life-boat searched in all directions for several hours but found nothing and later it was learned that the steamer was being towed to Leith - Rewards : Broughty Ferry, £7 11s. ; Aberdeen, £16 11s. 6d.

OCT. 12TH. - LOWESTOFT, SUFFOLK. Two longshore boats had been seen flying distress signals, but one was taken in tow by a herring drifter and the other, which was at anchor with her engine broken down, refused help as her skipper expected to be able to repair the engine. - Rewards, £20 18s. 6d.

OCT. 13TH. - ST. MARY'S, SCILLY ISLES. The coastguard had reported a message from the R.A.F. that a flying boat had come down approximately fifty miles to the west of Scilly Isles, but shortly after the life-boat was launched she was recalled as the flying boat's crew had been rescued by a Dutch steamer. - Rewards, £15 7s. 6d.

OCT. 16TH. - AMBLE, NORTHUMBERLAND. A barrage balloon was reported to

have fallen into the sea, but the life-boat could find no trace of it. - Rewards, £11 8s.

OCT. 17TH. - AMBLE, AND BOULMER, NORTHUMBERLAND. A steamer had been reported in distress. Her position was given as nine miles S.E. of Coquet Island, and the Amble motor life-boat was launched. A warning of an air-raid had been given shortly before. The life-boat found the S.S. *Asse*, of Denmark. Her engine had broken down, but the engineers hoped to repair it. The life-boat returned to her station. While at sea she saw gun fire from a destroyer. At Boulmer explosions had been seen at sea and gun fire heard. Aeroplanes had also been heard but not seen. Then a message was received that an aeroplane was in distress thirty-eight miles E. 1/4 S. from Coquet Island. Only three hours of daylight remained. The chance of finding the aeroplane was remote. The life-boat, which had Mr. William S. Stanton, the honorary secretary, on board, decided to make for the vessel to which the Amble life-boat had gone in case there had been a serious casualty. In view of the firing at sea the life-boat flew the Institution's house flag. Half an hour after putting out the life-boat saw what appeared to be shells bursting, but went on her way. She searched but could find neither the Amble life-boat nor the Danish vessel and returned to her station four hours after putting out. - Rewards : Amble, £11 8s. ; Boulmer, £23 6s.

OCT. 18TH. - WHITBY, AND RUNSWICK, YORKSHIRE. The coastguard reported a vessel firing signals six miles north of Whitby. A moderate N.E. wind was blowing with a choppy sea. At 7.45 P.M. the No. 1 motor life-boat was launched. The night was very dark and there was danger from floating mines. The life-boat searched without result, and returned to her station at 9.30 P.M. News of the signals had also been received at Runswick, and at 8.10 P.M. the motor life-boat was launched. She also failed to find any vessel in need of help, and returned to her station at 11 P.M. Later it was learned that the signals had been made by the crew of a German bombing aeroplane. She had been shot down two days before, and two of her crew of four had been killed. The other two, one severely injured in the leg, had taken to their rubber collapsible boat on the evening of 17th October. They came ashore at Whitby on the morning of the 19th, having been afloat for thirty-six hours. They believed themselves to be in the Firth of Forth. - Rewards : Whitby, £14 2s. ; Runswick, £30 16s.

OCT. 18TH. - EXMOUTH, AND TORBAY, DEVON. A message was received at 7.25 P.M. from the R.A.F. that two of their speedboats had broken down twelve miles S.W. of Beer Head, and the motor life-boat was launched with the help of soldiers. News was also received at the Torbay station, through the coastguard, and the Torbay life-boat was also launched. When the Exmouth life-boat reached Beer she was recalled, as

the two boats had reached Lyme Regis safely, and she arrived bark at her station at 1.15 next morning. At midnight the Torbay life-boat was recalled by wireless and reached her station at 2.30 next morning. The R.A.F. sent its thanks. - Rewards : Exmouth, £26 15s. ; Torbay, £14 9s. 6d.

OCT. 18TH. - SHOREHAM HARBOUR, SUSSEX. An aeroplane was reported to have fallen into the sea in flames, but nothing could be found. - Rewards, £15 7s. 6d.

OCT. 19TH. - ST. MARY'S, SCILLY ISLES. A message was received that a British steamer, S.S. *Halizones*, had been sunk by enemy action forty miles S.W. of the Bishop Lighthouse, but ten minutes after the life-boat was launched, news came that the Dutch steamer *Colytto* had gone to her help and the life-boat was recalled. - Rewards, £15 7s. 6d.

OCT. 19TH. - CLOVELLY, DEVON, AND PADSTOW, CORNWALL. A message was received that a R.A.F. aeroplane had come down in the sea, and the Clovelly life-boat was launched at 10.20 P.M. to search between Hartland Point and Bideford. A N.E. wind was blowing. The sea was moderate to rough. On reaching Hartland Point the life-boat was signalled to go to Bude Bay and there she received a further message through the coastguard that the aeroplane had been washed ashore but the pilot was missing. She without result. A recall rocket was then seen off Bude, and the life-boat returned to her station, arriving at six next morning. Meanwhile, the Padstow No. 1 station heard from the coastguard at 10 P.M. that the aeroplane was in Bude Bay, and the motor life-boat was launched. Soon afterwards the Padstow station was able to get into communication with Clovelly and the life-boat was recalled. - Rewards : Clovelly, £24 16s. 6d. ; Padstow, £8 1s. 6d.

OCT. 21ST. - SKEGNESS, LINCOLN-SHIRE. A message had been received that twenty-six seamen from a French ship which had been sunk by enemy action were on board the Inner Dowsing Lightship. The life-boat was launched to bring them ashore, but on reaching the lightship she found that they had been taken on board a mine-sweeper and landed at Grimsby. - Rewards, £17 14s. 6d.

OCT. 21ST. - CROMER, NORFOLK. An explosion had been heard and a white light seen three miles away and later another explosion was heard and a red light seen, but nothing could be found. - Rewards, £27 4s. 6d.

OCT. 21ST. - SHOREHAM HARBOUR, SUSSEX. Rockets had been reported south of Brighton but nothing could be found. - Rewards, £15 7s. 6d.

OCT. 22ND. - REDCAR, YORKSHIRE. Information had been received through the coastguard from the senior naval officer at

Newcastle that there had been a collision off Marske, one of the vessels being H.M. Destroyer *Javelin*. The life-boat, with Captain E. Combes, the honorary superintendent on board, searched for three hours, could find no vessel in need of help, and it was reported later that the destroyer had reached Hartlepool. - Rewards, £9 17s.

OCT. 23RD. - THE HUMBER, YORK-SHIRE. A message had been received that a vessel had been torpedoed, and the explosions had been heard, but nothing could be found, and it was assumed that the wrecked vessel's crew had been rescued by another vessel. - Rewards, 4s. 6d. Permanent paid crew.

OCT. 23RD. - WICK, CAITHNESS-SHIRE. The life-boat station was informed that a R.A.F. aeroplane had failed to report and had last been seen thirty miles east of Wick. The motor life-boat was launched at 3.20 P.M. Two hours later she was recalled as aircraft had searched without finding anything. The life-boat reached her station again at 8 P.M. - Rewards, £18 16s.

OCT. 24TH. - LONGHOPE, ORKNEYS. A trawler had been reported ashore on the north-east end of Stroma, but the life-boat could find nothing. Later it was learned that she was ashore in the Keiss Bay, and that the Wick life-boat had gone to her help. - Rewards, £14 9s. 6d.

OCT. 24TH. - MARGATE, KENT. An aeroplane had been reported to have come down in the sea, but it was reported later that it was a false alarm. - Rewards, £18 12s.

OCT. 26TH. - RAMSGATE, KENT. A vessel had been reported as showing blue flares, but nothing was found. - Rewards, £11 14s. 9d.

OCT. 26TH. - RAMSEY, ISLE OF MAN. A drifter had been reported as flying distress signals, but she got into the shelter of Douglas Bay unaided. The life-boat was out for nearly five hours in a gale with a heavy sea. - Rewards, £31 5s. 6d.

OCT. 26TH. - WALMER, KENT. A motor boat had broken down, and another boat had gone to her help. As neither had returned the motor life-boat was launched, but shortly afterwards it was learned that both boats had reached Ramsgate. - Rewards, £29 0s. 6d.

OCT. 27TH. - BALTIMORE, CO. CORK. A trawler was reported to be sounding her siren as if in distress, but two trawlers which the life-boat found were neither of them in need of help. - Rewards, £12 15s.

OCT. 27TH. - THE HUMBER, YORK-SHIRE. An aeroplane was reported to have come down in the sea but the life-boat found nothing. - Permanent paid crew : Rewards, 9s.

OCT. 28TH. - WALTON AND FRINTON, ESSEX. The Dutch motor vessel *Pegasus*

was reported to be sinking in a gale with a heavy sea, but later it was learned that her crew had been taken off by a steamer.- Rewards, £12 4s.

OCT. 28TH. - WICK, CAITHNESS-SHIRE. An aeroplane had come down in the sea, but the crew of two had been picked up by a trawler. - Rewards, £9 19s. 6d.

OCT. 28TH. - DUN LAOGHAIRE, CO. DUBLIN. Flashes had been seen, but the life-boat found nothing. - Rewards, £14 18s. 6d.

OCT. 28TH. - SHOREHAM HARBOUR, SUSSEX. A small boat with two men on board was in distress off Brighton, but later the Brighton police reported that the boat and men had been washed ashore. - Rewards, £15 7s. 6d.

OCT. 30TH. - THE HUMBER, YORK-SHIRE. A ship had been reported on fire, but a later message stated that the survivors of a Danish vessel, believed to have been sunk by enemy action, had been picked up by a Finnish vessel. - Permanent paid crew : Rewards, 9s.

OCT. 31ST. - HOLY ISLAND, NORTH-UMBERLAND. An observation balloon was seen floating in the sea, but it was picked up by a fishing coble. - Rewards, £7 15s. 6d.

OCT. 31ST. - ARKLOW, CO. WICKLOW. It had been reported that a raft with men on board could be seen off Wicklow Head. A strong gale was blowing, with a very rough sea. A rowing skiff put out from Wicklow as well as the motor life-boat from Arklow. The "raft" was found to be fisherman's buoys with an upright pole to which a hurricane lantern was attached. The life-boat towed the skiff and buoys into Arklow.- Rewards, £8 18s.

NOVEMBER

Launches 120. Lives Rescued 460.

Nov. 1ST. - STROMNESS, ORKNEYS. At 10.40 P.M. a message was received from the Kirkwall coastguard that a vessel was ashore at North Ronaldshay, sixty miles away. A fresh south-easterly wind was blowing, with a rough sea. At 11.15 P.M. the motor life-boat J.J.K.S.W. was launched, and at seven next morning she found the Norwegian steamer *Mim*, of Tonsberg, ashore on Dyke Reef, badly damaged. The steamer was bound from Fremantle, Australia, to Bergen, and was on her way to the Kirkwall Contraband Base in the Orkneys, for examination. Before the life-boat arrived eleven men had been rescued by a local boat and had been landed at North Ronaldshay. The life-boat went alongside and took off the remaining twenty-two members of the crew. In making the rescue the local boat had been damaged and had to be beached, and the life-boat took the eleven men she had rescued on board and

went to Kirkwall where the whole crew were landed at 2.40 P.M. The life-boat had then been out for sixteen hours. She returned to her station next day, 3rd November, arriving at 2.45 P.M. This was a fine piece of work by the life-boat crew for they had made their sixty miles journey at night, through dangerous waters without lights. A donation was received in appreciation of this service and the Institution made an increase in the usual money award of £1 on the standard scale to each member of the crew. - Standard rewards, £29 11s. 6d. ; additional rewards, £8 : total rewards, £37 11s. 3d.

Nov. 1ST. - DOVER, KENT. At the request of the chief of staff., Naval Base, the motor life-boat *Sir William Hillary* was launched at 1.50 P.M., but the services rendered were not reported. The life-boat returned to her station at 7 P.M. - Expenses met by naval authorities.

Nov. 2ND. - FALMOUTH, CORNWALL. At 4 A.M. the St. Anthony coastguard reported that a vessel was in distress about four miles S.S.E. of the life-boat station. A south-easterly gale was blowing, with a very heavy sea. At 4.15 A.M. the motor life-boat B.A.S.P. was launched, and found the S.S. *Pink Rose*, of Liverpool, bound from Rochester to Cardiff. She was at anchor, but was labouring very heavily, and was leaking badly. Her starboard anchor had been lost and her stokehold flooded. The life-boat stood by until the *Pink Rose* could raise steam and then escorted her into Falmouth Harbour, returning to her station at 1 P.M. - Rewards, £20 9s.

Nov. 3RD. - BLYTH, NORTHUMBERLAND. At 10 A.M. a message was received from the Blyth coastguard that two local fishing boats, *Ina* and *Johnstones*, were at sea. A S.E. gale was blowing, with a choppy sea. At 11 A.M. the motor life-boat *Joseph Adlam* was launched, and searched for the boats without result. She returned at 12.40 P.M. ; put out again at 1.10 P.M. ; found the *Ina* about three miles north-east of the East Pier ; and escorted her to the harbour. At 2.25 P.M. she again put out ; picked up the *Johnstones* about three miles north-east of St. Mary's Lighthouse ; and escorted her to Safety, returning to her station at 8 P.M. - Rewards, £6 7s. 6d.

Nov. 3RD. - FILEY, YORKSHIRE. During the morning four motor fishing cobs were at sea. The weather was bad. Watch was kept, and at 11.40 A.M., as the conditions were then dangerous for the returning boats, the pulling and sailing life-boat *Thomas Masterman Hardy* was launched. High seas broke over her and soaked the crew, but she escorted the cobs into safety and returned to her station at 1.45 P.M. - Rewards, £16 2s.

Nov. 3RD. - SCARBOROUGH, YORK-SHIRE. Three local fishing cobs were at sea. The wind was light from the S.E., but the sea was very rough. At 12.20 P.M. the

motor life-boat *Herbert Joy II* was launched and found the coble *Evelyn and Margaret* a mile to the east. She passed life-belts to her crew, and escorted her through heavy seas into harbour. She then put out again, picked up the second coble *Hilda* two miles to the E.N.E., took on board a boy, passed life-belts to the crew of two, and escorted the coble into harbour. She then put out a third time, passed life-belts to the *Premier*, and escorted her in. She returned to her station at 4.50 P.M. - Rewards, £19 14s. 6d.

NOV. 3RD. - THE HUMBER, YORK-SHIRE. During the afternoon the S.S. *Canada*, of Copenhagen, bound for Hull, was badly holed by enemy action when twenty miles north-east of the Humber, and one of her holds filled with water. Forty of her crew, including five stewardesses, left her in the boats and were picked up by the Norwegian steamer *Ringhorn*. The captain and thirteen men remained aboard the *Canada*.

At 5.40 P.M. the Humber life-boat station received the news and four minutes later the motor life-boat *City of Bradford II* was away. A moderate wind was blowing from the south-east. The sea was very rough. An hour and three-quarters later she found the *Canada* at anchor about a mile and a half from the shore off Holmpton. The life-boat sent a message by Morse to the coastguard for the help of tugs. Five arrived just after midnight, but in the heavy seas they could do nothing. The steamer was gradually filling. Her decks forward were awash. She had a list.

The life-boat stood by until daylight, when the captain of the *Canada* shouted to her to come alongside and take him to the nearest telephone to report to his agents. The life-boat could not leave as the men on the *Canada* were in danger, but she took the captain off and put him aboard one of the tugs which were returning to the Humber. By this time the steamer had a list of 45 degrees.

.JUST IN TIME.

The life-boat continued to stand by and the weather was getting steadily worse. At ten in the morning the first mate of the *Canada* signalled that he wished the rest of the crew to be taken off. By this time the decks were awash, and the deck cargo of timber was floating all round the ship. Through this the coxswain took the life-boat, which was slightly damaged by the timber, and got alongside the sinking steamer. By 10.30 A.M. the thirteen men were on board the life-boat. She had lost no time in rescuing them and there had been no time to lose. Five minutes later the *Canada* heeled over on her broadside, and her crew on board the life-boat stood at attention with their caps in their hands as she went over.

Half an hour after midday the life-boat way back at her station. She had been out for eighteen and a half hours, and it had been a long, arduous and difficult service.

The Institution made the following awards: To COXSAIN ROBERT CROSS, the thanks

of the Institution inscribed on vellum, and £1;

To each of the seven members of his crew, £1.

Permanent Paid Crew; Standard Rewards £1 7s.; special rewards to the crew, £8; total rewards, £9 7s.

NOV. 4TH. - WALMER, AND RAMSGATE, KENT. At 8.7 P.M. a message was received at Walmer from the Deal coastguard that distress signals had been seen about two miles east of their station. A S.W. wind was blowing, with squalls. There was a moderate sea. At 8.23 P.M. the motor life-boat *Charles Dibdin* (Civil Service No. 2) was launched. The life-boat went to the West Goodwin Buoy and from there to the Brake Light-vessel. There she was given the position of the signals as E.S.E. four miles outside the sands. Dead low water made it impossible to cross the sands, but the life-boat continued her search to the North Goodwin Buoy and then back to the Brake Light-vessel. There she was told that fourteen survivors of the Greek steamer S.S. *Nicolaos M. Embiricos*, which had been sunk by enemy action, were on board the North Goodwin Light-vessel, and that another of the steamer's boats with twelve men aboard was missing. The life-boat searched for the second boat, and then went to the North Goodwin Light-vessel where she was told that the missing men had been picked up by a Dutch steamer.

Meanwhile, at 8.21 P.M., the Ramsgate station had received a message from the Ramsgate coastguard that the North Goodwin Light-vessel had reported a ship's boat with men on board drifting northward, and at 9.24 P.M. the motor life-boat *Prudential* was launched. On reaching the light-vessel she found alongside a boat with fourteen members of the crew of the steamer. She then searched for the other ship's boat which was adrift, and near the Elbow Buoy was hailed by the Dutch steamer. The Ramsgate life-boat then took off the twelve men from the Dutch steamer, and the Walmer life-boat took off the fourteen men who had got to the North Goodwin Light-vessel. The Walmer life-boat returned to her station at two next morning, and the Ramsgate life-boat at 2.27. The owners of the steamer made a gift to the Ramsgate life-boat crew. - Rewards: Walmer, £29 0s. 6d.; Ramsgate, £15 9s.

NOV. 5TH. - NEW BRIGHTON, CHESHIRE. At 6.30 P.M. a message was received from the New Brighton Stage that a fishing boat appeared to be out of control and drifting. Later flares were seen off the Rip Rap Buoy. A moderate S.S.E. gale was blowing, with a rough sea, and at 7.5 P.M. the No. 2 motor life-boat *Edmund and Mary Robinson* was launched. She found the fishing boat *Queen*, of Liverpool, anchored off the Rip Rap Buoy, with six men on board. Three were taken off, one of them injured, and landed at the stage. The life-boat then returned, and towed in the fishing boat, with the remaining three men on board. The

life-boat returned to her station at 8.40 P.M.- Rewards, £13 12s. 6d.

Nov. 7TH. - WICKLOW, CO. WICKLOW. At 8.30 P.M. signals of distress were seen from a fishing skiff about two miles north-east of Wicklow Pier. A moderate S.W. gale was blowing, with a heavy sea. At 8.45 P.M. the motor life-boat *Lady Kyslant* was launched, and found the skiff *Polly*, with three men on board, three miles east-south-east of the pier. They had broken an oar, and were being blown out to sea. A line was got on board, and the skiff was towed back to harbour. Information was then received that the skiff *Parnell* was in difficulties, so the life-boat put out again and found the skiff two miles north of the pier with one of her crew of three very ill. The life-boat took the sick man on board, and towed the skiff into harbour. She was ready for service again at 11.45 P.M.- Rewards, £15 18s. 6d.

Nov. 8TH. - WALMER, KENT. At midnight a message was received from the Deal coastguard that a vessel was ashore on the South Goodwins. A strong southerly wind was blowing, with a choppy sea. At 12.20 A.M. the motor life-boat *Charles Dibdin* (Civil Service No. 2) was launched. She found the S.S. *City of Melbourne*, of Liverpool, of 6,600 tons, bound from Calcutta to London, stranded near the South Goodwins Buoy. A tug was standing by. The life-boat was engaged to help to refloat the steamer, and a life-boatman was put on board her. At 7.15 A.M. she refloated and the life-boat piloted her to an anchorage in the Downs, returning to her station at 9.10 A.M.- Property salvage case.

Nov. 9TH. - BRIDLINGTON, YORKSHIRE. At 7 A.M. a message was received that a vessel was making distress signals to the E.S.E. A strong southerly wind was blowing, with a short, sharp swell. The motor life-boat *Stanhope Smart* was launched at 8 A.M. and found the motor fishing boat *Melba*, with a crew of five, stranded on the rocks behind the north pier. The life-boat anchored ; and got a tow rope aboard her ; and at 12.15 P.M. refloated her and towed her into Bridlington Harbour. She returned to her station at 1.20 P.M. - Property salvage case.

Nov. 9TH. - SEAHAM, AND SUNDERLAND, DURHAM. At 7.50 A.M. a message was received at Seaham from the coastguard that the S.S. *Carmarthen Coast*, of Liverpool bound, laden, from Kirkcaldy to London had struck a mine several miles to the east ward. A S.W. breeze was blowing. The sea was smooth. At 8.30 A.M. the Seaham motor life-boat *Elizabeth Wills Allen* was called out, at dead low water, but grounded when launched and could not get away for some little time. A message was sent for the Sunderland life-boat, and at 9.15 A.M. the motor life-boat *Elizabeth Newton*, on temporary duty at Sunderland, was launched. Meanwhile the Seaham life-boat had got away; had reached the wreck ; and had

rescued fourteen survivors from the ship's boat. Two other members of the crew were believed to have been lost. The Seaham life-boat took the boat in tow and returned to her station at 11 A.M. The Sunderland life-boat returned to her station, arriving at 12 noon. - Rewards : Seaham, £8 ; Sunderland, £7 15s. 6d.

Nov. 11TH. - THE HUMBER, AND BRIDLINGTON, YORKSHIRE. At 6.49 A.M. a message was received at the Humber life-boat station from the Spurn Head Royal Naval Shore Signal Station that a vessel one and a half miles south-west from Withernsea wanted help. A light S.S.W. breeze was blowing ; the sea was smooth ; the weather was foggy. At 7.16 A.M. the motor life-boat *City of Bradford II* was launched and found that the S.S. *Dryburgh*, of Leith, bound, laden, from Leith to Antwerp, had collided with the sunken wreck of the Danish steamer, *Canada*, and was fast. The life-boat went alongside the *Dryburgh*, which was lying at a very dangerous angle, rescued the crew of sixteen and then stood by until the arrival of the tugs *Yorkshireman* and *Superman*. The tugs pulled the *Dryburgh* clear of the *Canada* and towed her towards the shore, so that the channel used by shipping was left clear, but she capsized and sank. The rescued crew was landed at Grimsby and the life-boat returned to her station at 6.10 P.M.

At 12 noon, at Bridlington, an Admiralty salvage officer wished to be taken out to the *Dryburgh*. As no other boats were available, the Bridlington motor life-boat *Stanhope Smart* was launched at 12.45 P.M. with the salvage officer on board. She found that the steamer had sunk and the salvage officer was put on board the tug *Yorkshireman*. Later he was taken off again and the life-boat returned to her station at 8.25 P.M.- Rewards : Humber, permanent paid crew; Bridlington, £15 from the naval authorities, £18 1s. from the Institution.

Nov. 12TH. - LOWESTOFT, SUFFOLK. At 4.15 A.M. a message was received from the coastguard that a steamer was aground on the Newcombe Sands. A light S.W. wind was blowing, with a moderate sea, and a thick fog. At 4.30 A.M. a further message was received from the Senior Naval Officer at the Nore that seven steamers belonging to a convoy were aground on the Newcombe Sands. The motor life-boat *Michael Stephens*, with the second coxswain in charge, was launched and found the S.S. *Appledore* bound for Hull, hard and fast on the sands. The fog had now lifted and six other steamers could be seen. As the tide rose they refloated, and the life-boat escorted each into deeper water and safety. The life-boat then returned to the S.S. *Appledore*, which two tugs were trying to refloat. The attempt was unsuccessful. The life-boat returned to her station at 1 P.M. At 8.40 P.M. a message was received from the coastguard that the Senior Naval Officer at Lowestoft required an urgent letter to be taken by the life-boat to the captain of the S.S. *Appledore*. The weather

was still hazy, and at 9.30 P.M. the life-boat was again launched and took the letter, returning to her station at 11.30 P.M. The *Appledore* was refloated on the following day - Rewards : First launch, £33 1s. ; second launch, expenses paid by naval authorities.

SILVER MEDAL SERVICE AT WHITBY.

Nov. 12TH. - WHITBY, YORKSHIRE. About three-thirty in the morning the coastguard telephoned to the Whitby life-boat station that a vessel was ashore close under the cliffs 200 yards on the south side of the East Pier. The night was dark and foggy. A light wind was blowing from the south-west but for some days there had been a wind from the east and it had left a heavy easterly swell. It was nearly high water and the swell was breaking high against the cliffs.

Twenty minutes after the message had been received the No. 1 motor lift-boat *Mary Ann Hepworth* was launched. She reached the vessel in a quarter of an hour and found her to be the minesweeper *Cape Comorin* with a crew of eighteen.

The minesweeper was only 100 feet from the cliffs, bow on to them. She was in a corner made by the break-water and the cliffs where the double backwash always causes a confused sea. She was on rocky bottom, and large rocks were close on either side of her. The seas were breaking right over her and she was rolling heavily.

BY THE LIGHT OF COASTGUARD'S SEARCHLIGHT

It was a difficult place to get into even by daylight, and this night was not only very dark but foggy. Fortunately the minesweeper was close under the coastguard station and the district officer was able to keep his searchlight trained on her all the time. Without that help it is doubtful if a rescue would have been possible, for the seas were so big that the life-boat could not have used her own light.

On the rocky bottom it was impossible for the life-boat to anchor and drop down to the wreck on her cable. The coxswain tried first to go in stern first, but the tide carried him past the

minesweeper. He came out and went in bow first, right among the rocks, and got alongside. The minesweeper had depth charges ready for dropping at her stern and quarter and a boat just forward of them. so that the life-boat could not get alongside her stern, and had to go right abreast the wheel-house.

Ropes were thrown, and eleven of the minesweeper's men jumped aboard the life-boat. Then a very big sea struck her. It carried away the ropes ; knocked in the guard rails and stanchions on the port side ; carried away the wind-screen of the shelter ; bent the coxswain's back screen four inches forward ; knocked the coxswain himself over the wheel, and knocked the wheel out of his hands, so that it spun round violently and bent the pintle ; filled to the roof the shelter where the mechanics were standing at the controls; lifted the life-boat towards the cliffs.

EIGHTEEN RESCUED

The coxswain quickly got her under control again ; went astern; and brought her alongside for the second time. Four more men jumped aboard. Again a heavy sea carried the life-boat towards the cliffs. Again the coxswain went astern, and came alongside for the third time. The last three men of the minesweeper then jumped. All eighteen had been saved.

Very - cautiously the coxswain worked the life-boat, stern first, away from the wreck and came clear of the rocks, without touching anything. The actual work of rescue had taken forty minutes.

The district officer of coastguard who had been holding the searchlight on the wreck all the time, saw the whole rescue - the seas breaking right over the minesweeper and the life-boat herself smothered in the breaking water. He had thought that it would be impossible for her to go alongside the wreck.

The chief engineer of the minesweeper had stood at her stern holding a light to guide the life-boat. He was continually struck by the seas and wondered " what it was like in the little boat below." He could see the

two mechanics at their engines under the canopy, up to their necks in water. He watched in admiration the way in which the life-boat was handled, and he noticed that not a voice was heard except the coxswain's, giving his orders.

REWARDS

This was a very fine service in which the life-boat was most skilfully and courageously handled by the coxswain, James Murfield. The coxswain himself spoke very highly of the quickness with which the motor mechanic got the engines going full speed astern when the first big sea struck the boat and filled the shelter, and of the courage and resource of the acting second-coxswain, John Dryden, who had retired from the crew and had returned, at the age of sixty-one, to take the place of a man on war service. He was in charge of the after lines, where there was no shelter, and, as the coxswain said, "got all there was coming."

The Institution made the following awards :

TO COXSWAIN JAMES MURFIELD, the silver medal for gallantry and a copy of the vote inscribed on vellum ;

TO ACTING SECOND-COXSWAIN JOHN DRYDEN, the bronze medal and a copy of the vote inscribed on vellum ;¹

TO J. PHILPOT, the motor mechanic, the bronze medal and a copy of the vote inscribed on vellum ;

To each of the other five members of the crew, C. WALE, W. DRYDEN, R. WALKER, J. RICHARDSON and J. HEBDEN, the thanks of the Institution inscribed on vellum ;

To the coxswain and each of the seven members of the crew a reward of £2 in addition to the ordinary scale reward of £1 17s. 6d. each. Standard rewards to crew and launchers, £13 16s. 6d. ; additional rewards to crew, £16 ; total rewards, £29 16s. 6d.

The commander of the minesweeper made a donation to the funds of the Institution.

NOV. 12TH. - THE HUMBER, YORK. SHIRE. At about 7 P.M. information was received from the Withernsea coastguard

¹ Three months later John Dryden lost his life on service.

that a vessel was making S.O.S. signals on her foghorn from the position of the Danish steamer *Canada* which had sunk after an explosion a few days earlier. The weather was dark and foggy, with little wind and S.W. The motor life-boat *City of Bradford II* was launched at 7.10 P.M. She went to the wreck of the *Canada* and found a steamer fast on her deck, and lying at a very dangerous angle. The steamer was the *Fireglow*, of London, bound for Sunderland, with a crew of eighteen. Her boats had been lowered and the crew were ready to leave. All were taken aboard the life-boat, which then stood by to see what would happen to the steamer. At 10.10 P.M. the life-boat picked up by her radio telephone a signal from the S.S. *Deerpole* asking for immediate help. She got in touch with Humber Radio and asked it to ask the *Deerpole* if she wanted a tug. The reply came, "No, a life-boat." With the crew of the *Fireglow* still aboard, the life-boat set off, and before she reached the *Deerpole* she saw a distress rocket and picked up a message that the *Deerpole's* crew were about to take to their boats. The life-boat found her aground on the Middle Binks. She was a vessel of over 5,000 tons and carried a crew of thirty-five.

Her captain asked the life-boat to stand by ready to take off the crew, as his steamer had a heavy list to starboard and was leaking badly. Part of the crew were in one of the ship's boats, but they returned to her when the tide flowed and there was a possibility of her refloating. One of her crew had been injured so the life-boat brought him to Spurn, at about 3.30 A.M., and there the R.A.M.C. took care of him. When the life-boat returned to the *Deerpole* the captain asked her to take off his crew as the ground sea had made considerably and the steamer was now labouring and striking the bottom. The strong tide and growing sea made a whirlpool under the *Deerpole's* lee, and it was only with great difficulty that the life-boat was able to get alongside. She took off twenty-nine men, the captain and four others remaining.

The captain wanted the life-boat to stay by him, but as the crew of the *Fireglow*, who were still on board the life-boat, wanted to find out the fate of their own ship, the life-boat left the *Deerpole*, promising to return. She first landed the *Deerpole's* crew at Spurn. She then went in search of the *Fireglow*. It was now 6.30 in the morning, nearly twelve hours since she had first put out.

The life-boat found that the *Fireglow* had slipped off the wreck of the *Canada*, and picked her up a mile and a half away. She put her crew on board her again and stood by until it was certain that the *Fireglow* was seaworthy.

The life-boat then returned to the *Deerpole*, to find that the five men left on board had abandoned her in the ship's boat and were now on board a tug. The life-boat, returned to her station at midday and anchored. At 3.30 in the afternoon it was decided to take the crew of the *Deerpole* back to her as tugs were going to try to save her. They found this to be impossible owing to the seas, and

four men from a tug, who had got aboard her, had to be rescued. The men had to jump into the life-boat as she went alongside at full speed. All were got off safely, and when the life-boat reached smoother water she transferred them to a tug. She finally returned to her station at 6.30 P.M., nearly twenty-four hours after being called out. For this long service a special reward of £1 was made to each man in the crew, which is a permanent paid crew - Rewards, £8.

NOV. 13TH. - HASTINGS, SUSSEX. At 7 A.M. flare were seen to the eastward. This, was confirmed by the Fairlight Coastguard Station. A light S.S.W. breeze was blowing. The sea was smooth. At 7.25 A.M. the motor life-boat *Cyril and Lilian Bishop* was launched at dead low water, and found the fishing boat *Sea Queen*, of Hastings, with her engine broken down fifty yards from a ledge of rocks. She towed her to Hastings, with her crew of two, returning to her station at 8.15 A.M. - Rewards, £21 12s. 3d.

NOV 13TH. - WHITBY, YORKSHIRE. Shortly after 11 A.M. the small fishing coble Royal Empire was expected to enter the harbour. The breeze from the S.W. was light but a ground swell was breaking at the harbour entrance. At 11.30 A.M. the pulling and sailing life-boat *Jacob and Rachael Vallentine* was launched and escorted the coble to safety. Five keel boats were also waiting to enter, and the life-boat stood by at the harbour entrance until they had got in. The life-boat returned to her station at 2.30 P.M. - Rewards, £12 11s. 6d.

NOV. 13TH. - MARGATE, KENT. At 6.54 P.M. a message was received from the coastguard that a vessel was burning flares near the Tongue Light-vessel. A fresh S.W. breeze was blowing. The sea was smooth. At 7.10 P.M. the motor life-boat *The Lord Southborough (Civil Service No. 1)* was launched and went to the light-vessel, where three different distress signals were seen. The life-boat went to the nearest signal and found the S.S. *Matra*, of Liverpool, with her stern under water, sunk, it was thought, by enemy action. A ship's boat full of men was alongside, and these were taken on board the life-boat. Five of the life-boat's crew boarded the steamer and helped the remaining survivors, many of them injured, into the life-boat.

Meanwhile two other boats filled with survivors had drifted from the *Matra*. The life-boat rescued one boat-load and an oil tanker picked up the second. The life-boat spoke the tanker, satisfied herself that all the steamer's crew had been rescued, and returned to Margate where she landed fifty-two rescued persons. It was a difficult service as many of the rescued were injured. Doctors and ambulances were waiting to receive them. The life-boat then made for her station, arriving at 10.5 P.M. At 11.20 P.M. she was launched a second time, to search again near the Tongue Light-vessel. By this time the *Matra* had drifted about two and a half miles in a westerly direction. The life-boat heard shouts from the wrecked

steamer ; went alongside ; and found an injured lascar seaman. After making sure that no one else was on board, the life-boat returned with him to Margate. A doctor and ambulance were again waiting, and after landing the injured man the life-boat was moored in Margate Harbour at 2 A.M. on 14th November. An hour later the life-boat was again launched at the request of the naval authorities to search the area of the Tongue Light-vessel. She searched until daybreak. The *Matra* had now gone aground on the Shingles Patch. Three life-boatmen went aboard her, but found no one except a dead man. Later that day a representative of the owners of the *Matra* arrived, visited the injured men in hospital, and, as he found that there were still some of the crew unaccounted for the life-boat was launched again at 5 P.M. with Mr. P. E. W. Gellatly, the honorary secretary, the representative of the owners and the captain of the *Matra* on board. The steamer's stern was now completely under water, and all hope was abandoned of finding anyone on board alive. The life-boat returned to her station at 8 P.M. - Rewards : first launch, £18 12s. ; second launch, £15 18s. ; third launch, £28 ; fourth launch, £18 12s. Total rewards, £80 16s.

NOV. 14TH. - THE HUMBER, YORKSHIRE. It was eight at night when the motor life-boat *City of Bradford II* was launched to the help of a foreign steamer, the *Georgios*, of Piraeus. The night was very dark. A moderate wind was blowing from the south, with squalls. The sea was very rough. The life-boat found that the steamer had run on the wreck of the *Canada*. She turned her searchlight on her. The *Georgios* seemed a complete wreck and there was no one on board. The life-boat searched in all directions, but found nothing. Then a red flare was seen and the coxswain took its bearing and made for it. He found the twenty-one men of the crew of the *Georgios* and a North Sea pilot in two of the ship's boats, drifting helplessly. By this time the wind had increased to gale force. The coxswain manoeuvred so as to get the boats under the life-boat's lee and the twenty-two men were quickly rescued. They had very little clothing and their boats would soon have foundered in the very heavy seas. The life-boat then made for Grimsby. It was just after half-past nine. She reached Grimsby at 3.15 in the morning. During the whole passage of over five hours she was smothered in seas, and all on board were drenched to the skin.

At Grimsby the rescued men were landed, and the life-boat returned to her station. She arrived at eight in the morning having been out just twelve hours.

The Institution made the following awards :

To COXSWAIN ROBERT CROSS, a special letter of thanks and £1 ;

To each of the seven members of his crew, £1.

Paid permanent crew : standard rewards, 11s. 3d. ; special rewards, £8 ; total rewards, £8 11s. 3d.

SILVER MEDAL SERVICE AT YARMOUTH

Nov. 14TH. - YARMOUTH, ISLE OF WIGHT. At 8.40 in the evening a message was received at the Yarmouth, Isle of Wight, station that a vessel was ashore off the Brighstone look-out.

A fresh west-south-westerly breeze was blowing at Yarmouth, with a moderate sea running. It was raining heavily, and the night was very dark.

The motor life-boat *S.G.E.* put out at 9.15. Only the coxswain and the two mechanics were regular members of the crew. The coastguard life-saving apparatus was also called out.

In the darkness and heavy rain, with all lights extinguished, it was only with very great difficulty that the coxswain was able to pick up Hurst Point, and then the Needles, but he was helped by the Needles signal station, which showed a searchlight on Warden Point. As the life-boat rounded the Needles she met a full gale, with a very heavy sea.

At midnight she found H.M. Trawler *British*. At the same time the coxswain discovered that one of his crew was seriously ill. The tide was then at flood, and as he considered that it would be impossible to get alongside the trawler until it ebbed, he decided to put back at once, with the sick man. This he succeeded in doing in the pitch darkness, and put the man on board the examination ship in Yarmouth Roads. Once more he set out and reached the trawler again about 7.30 in the morning. It was then getting light.

The coxswain anchored to windward and veered down to the trawler. The anchor did not hold, and he had to take the life-boat out again. At the second attempt he went alongside and two men of the trawler's crew jumped aboard. Six times altogether the coxswain had to bring her alongside, and each time two of the crew jumped. It was now daylight, and with the twelve men rescued, the life-boat put back for Yarmouth arriving at 10.30 in the morning.

She had then been out thirteen hours. During the whole of that time

the coxswain had been at the wheel. Four times in the pitch darkness he had brought her safely round the Needles, and on the double journey to the wreck had travelled 30 miles.

THE REWARDS

It was a very fine piece of navigation and the Institution made the following awards :

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

To ALBERT HAYWARD, the motor mechanic, the thanks of the Institution inscribed on vellum ;

To the coxswain, a whole-time paid man, a special reward of £3 ;

To the motor mechanic, also a whole-time paid man, a special reward of £1 8s. ;

To each of the seven members of the crew, a reward on the ordinary scale of £2 15s. 6d.

Standard rewards to crew and launchers, £21 2s. 6d. ; additional rewards, £4 8s. ; total rewards, £25 10s. 6d.

Nov. 15TH. - SELSEY, SUSSEX, AND BEMBRIDGE, ISLE OF WIGHT. At 4.9 A.M. a message was received from the coastguard that the *S.S. Alaska*, of Havre, a steamer of 8,000 tons, was in distress fourteen miles S.E. of the Owers Lightship. She had been in collision with the *S.S. Dotterel*, of Liverpool. A strong S.W. wind was blowing, with a moderate sea. At 4.40 A.M. the motor life-boat *Canadian Pacific* was launched, and found that a destroyer had just rescued forty-six of the steamer's crew. One man had been lost, the destroyer was taking them to Portsmouth, and at the request of the commander the life-boat took in tow one of the steamer's boats. She returned to her station at 12.15 P.M.

The Bembridge life-boat was also out for ten hours searching for the two steamers.- Rewards : Selsey, £26 10s. 6d. ; Bembridge, £19 9s.

Nov. 15TH. - MARGATE, KENT. At 11.45 A.M. the small coasting vessel *Woodstown* was sunk by enemy action three-quarters of a mile N.E. of the Spit Buoy. A fresh S.W. breeze was blowing, with a choppy sea. At 11.50 A.M., the motor life-boat *The Lord Southborough* (Civil Service No. 1) was launched. She found that the *Woodstown* had disappeared, and went to the *S.S. Clapham* which was nearby and had picked up four survivors. Five of the life-boat's crew boarded the steamer, helped her crew to

pull up the ship's life-boat into the davits, and then helped to put the rescued men, three of whom had been badly injured, into the life-boat. After a further search the life-boat returned to her station at 1.30 P.M. The rescued men were landed and taken to hospital by ambulance. - Rewards, £9 8s.

Nov. 16TH. - DUNGENESS, KENT. At 5 A.M. the Lade coastguard telephoned the life-boat station that a steamer had stranded near Dungeness Point. A moderate W. to S.S.W. gale was blowing, with a rough sea. At 5.30 A.M. the motor life-boat *Charles Cooper Henderson* was launched and found the Italian steamer *Veloce*, of Naples, bound from that port to Rotterdam, ashore 250 yards S. by E. of the life-boat station. She was in a dangerous position. The life-boat went alongside and stood by until the steamer refloated under her own power and went on her way. She returned to her station at 1.15 P.M. - Rewards, £24 14s.

Nov. 16TH. - MINEHEAD, SOMERSET. The motor fishing boat *Margaret*, which had gone to sea at daybreak, had not returned by 12.30 P.M. and anxiety was felt for her safety. A W.S.W. wind was blowing, with a rough sea. At 1.10 P.M. the motor life-boat *Kate Greatorex* was launched, and found the *Margaret* about three miles offshore, completely disabled and drifting, with her engine flooded. One of her crew of three was prostrate with sea-sickness and exposure. The life-boat towed her in and returned to her station at 3 P.M. - Rewards, £9 15s. 6d.

Nov. 17TH. - WHITBY, YORKSHIRE. At 11.30 A.M. a message was received from the coastguard that a fishing boat could be seen towing two open boats and was possibly making for the harbour. A strong sea was Breaking outside the harbour entrance, making it very dangerous to enter. At noon the No. 1 motor life-boat *Mary Ann Hepworth* was launched. She waited outside the harbour and escorted the fishing boat and the two open boats into the harbour. The fishing boat was the *Pride* of Scarborough, towing two cobs which had been transferred to Whitby to be used for fishing. The life-boat returned to her station at 12.30 P.M. - Rewards, £7 6s. 6d.

Nov. 19TH. - ALDEBURGH: SUFFOLK. At 4.45 A.M. a message was received from the Orfordness coastguard that a vessel was in distress about two miles from Orfordness Lighthouse. A strong N.W. gale was blowing, with a rough sea. At 5.17 A.M. the No. 1 motor life-boat *Abdy Beauclerk* was launched and found the barge *Cetus*, with two on board, near Cutter Buoy. The master asked for help and three life-boatmen were put on board. The life-boat then took the barge in tow, and brought her to Harwich, arriving at 12.40 P.M. The life-boat remained at Harwich, as in the bad weather and very heavy seas she could not be beached at Aldeburgh, and returned to her station the following day, arriving at 8.30 AM - Rewards, £39 5s.

Nov. 19TH. - WALMER, KENT. At 10.35 A.M. a message was received from the Deal coastguard that signals for a doctor had been made by the S.S. *Roxby*, of West Hartlepool, anchored in the Downs. A strong W.N.W. wind was blowing, with a moderate sea. As the weather was too rough for motor boats, the doctor asked for the life-boat. At 10.50 A.M. the motor life-boat *Charles Dibdin* (Civil Service No. 2) was launched with the doctor and a naval officer on board. A man on board the *Roxby* had been injured. The life-boat brought him ashore, and he was taken to hospital. The life-boat returned to her station at 12.30 P.M. - Rewards, £14 12s. 6d.

SILVER MEDAL SERVICE AT CLACTON - ON - SEA

Nov. 19TH. - CLACTON -ON - SEA, ESSEX. About 3.30 in the morning the coastguard reported to the Clacton - On - Sea life-boat station that they had seen red Very lights to the south-south-west, four miles from their look-out. At four o'clock the motor life-boat *Edward Z. Dresden* was launched. A gale was blowing from the north-west. The sea was very rough. It was raining in squalls.

As day broke the life-boat found the smack *Charlotte Ellen*, of Tollesbury. She had a crew of three and a catch of sprats on board. She was anchored, and helpless, in a very dangerous position at Swire Hole with the sands close on her lee. She had her sprat gear standing out fifteen feet on the starboard side, so that on that side it was impossible for the life-boat to approach her; and to approach on the port side, the coxswain had to take the life-boat right between the smack and the sands. Here, in the heavy seas, it was only with the greatest difficulty that he was able to bring the life-boat alongside the smack and rescue the three men.

The life-boat made for home, arriving at 8.50. There she learnt that the *Charlotte Ellen* was not the vessel which had been firing the Very lights. At once she put out again and found the barge *Lorna*, of London, with a crew of two, at anchor between the South Whitaker and Middle Sands. The barge was deeply laden with cotton seed. The seas were breaking right over her deck, and she was swinging violently from side to side. The

coxswain attempted to go alongside her, but the barge swung so violently towards the life-boat that he had to back away. He dared not approach her again. It was useless to fire the line-throwing gun, for, with the seas breaking right over the barge's deck, her crew would never have been able to fix the rope and block so that they could be hauled by breeches buoy to the life-boat. The coxswain took the only course left him. He ran the life-boat right on to the deck of the barge between the lee-board and the mast. Her stem struck the barge's hatch and was damaged. Life-boatmen seized the two men of the barge and hauled them aboard. The next moment heavy seas washed the life-boat clear.

She returned to her station, arriving just before noon, eight hours after she had first put out.

These were both fine services, carried out in severe weather, and both vessels were very difficult to approach.

The Institution made the following awards :

To COXSWAIN CHARLES ELLIS, the silver medal for gallantry and a copy of the vote inscribed on vellum ;

To SECOND-COXSWAIN FRANK CASTLE, the thanks of the Institution inscribed on vellum ;

To W. C. HARDING, the motor-mechanic, the thanks of the Institution inscribed on vellum ;

To the coxswain and each of the seven members of the crew, a reward of £1 in addition to the ordinary scale reward of £3 6s. Standard rewards to crew and launchers £27 7s. 6d. ; additional rewards to crew, £8 ; total rewards, £35 7s 6d.

NOV. 20TH. - MARGATE, KENT. At 10.45 A.M. the coastguard reported that a minesweeper was sinking, as a result of enemy action, a mile east of the Tongue Light-vessel. The minesweeper was the *Mastiff*. Five minutes later the motor life-boat *The Lord Southborough* (Civil Service No. 1) was launched. Two men, on their own initiative, put out in the motor boat *Golden Spray* and followed the life-boat in case they should be wanted. A N.N.W. wind was blowing, and the sea was choppy. The life-boat arrived at the scene to find the boats of the minesweeper *Spartel* engaged in rescuing from a raft the last of the survivors of the *Mastiff*. She towed back to the *Spartel* one of her boats which

was filled with men. Then, at the request of the commander of the *Spartel*, the life-boat took on board from her four men of the *Mastiff* who were injured, and escorted the *Spartel* which was making for the Edinburgh Channel. On the way she fell in with the *Golden Spray* which, at her request, took over the escort of the *Spartel*. The life-boat then made for Margate, while the *Golden Spray* sent a message, through the light-vessel, asking for ambulances to be ready, when the life-boat arrived, to take the four injured men to hospital. As soon as the life-boat had landed them she put out again to make sure that the *Golden Spray* was all right, and finally returned to her station at one-thirty in the afternoon. - Rewards : Life-boat, £9 8s. ; Shoreboat, £2 18s., and 16s. 8d. for fuel.

NOV. 21ST. - WALTON AND FRINTON, ESSEX. At 12.52 P.M. the Japanese steamer *Terukuni Maru*, of Tokio, bound for London, was sunk by enemy action about one and a half miles E. of the north-east Gunfleet Buoy. A light easterly breeze was blowing. The sea was calm. At 1.17 P.M. the motor life-boat *E.M.E.D.* was launched, and on reaching the sinking steamer found that the passengers and crew had been picked up from their own boats by the Trinity House boat *Alert*. The life-boat spoke the *Alert* and offered her help. As everyone on the steamer had been rescued, and the weather was fine it was not needed. The life-boat, with other vessels, then searched the neighbourhood for an hour, but found nothing except a ship's boat, which she towed back, reaching her station at 5.40 P.M. - Rewards, £10 18s. 6d.

NOV. 22ND. - WALMER, KENT. At 11.34 P.M. on the 21st November a message was received from the Deal coastguard that a mine explosion had been seen to the north-east. A fresh S.W. wind was blowing, with a moderate sea. At 12.6 A.M. the motor life-boat *Charles Dibdin* (Civil Service No. 2) was launched, and found the Italian steamer *Fianona*, bound from St. Malo to Rotterdam, badly damaged, but, by pumping, the crew were keeping the water under. At the request of the captain the life-boat, stood by until daylight. She returned to her station at 7.45 A.M. - Rewards, £36 6s. 9d.

NOV. 22ND. - WEYMOUTH, DORSET. At 11.25 P.M. a message was received from the Wyke Regis coastguard that a vessel had been sunk by enemy action near the Shambles Light-vessel. A strong S.W. wind was blowing, with a rough sea. The motor life-boat *William and Clara Ryland* was launched, with orders to make for the light-vessel. When she reached her she found on board her the crew of the Greek steamer *Elena R.*, of Syra, bound from the river Plate to Antwerp, laden with grain. The steamer had been blown up close by the light-vessel. There were twenty-three men of the crew, and the engineer's wife on board the light-vessel. Three of them were slightly injured ; all were wet through ; most of them were in a

state of collapse. The life-boat took them all on board, a tot of rum was handed out to each of them, and they were made as comfortable as possible. On arriving at Weymouth the injured were taken to hospital and the rest were sent to the Sailors' Rest, where arrangements had already been made to receive them. The life-boat returned to her station at two-fifteen the following morning. - Rewards, £13 2s. 6d.

NOV. 23RD. - ST. PETER PORT, GUERNSEY. At 8 A.M. Mrs. R. W. Hathaway, La Dame de Sark, telephoned that a French trawler had anchored near Havre Gosselin, Sark. A fresh S.W. gale was blowing, with a very rough sea. At 8.25 A.M. the motor life-boat *Queen Victoria* was launched. She found the armed French naval trawler B.3035 anchored, with a disabled engine, on a lee shore. She attempted to take the trawler in tow but was not successful. The S.S. *New Fawn* was then summoned and took the trawler in tow. The life-boat escorted both vessels and took over the tow from the pier heads at St. Peter Port to an anchorage inside the harbour. She returned to her station at 6.30 P.M. An increase in the usual money reward on the standard scale was made to each member of the crew. - Standard rewards to crew and helpers, £8 11s.; additional rewards to crew, £2 12s. 6d.; total rewards, £11 3s. 6d.

NOV. 23RD. - MARGATE, KENT. At 9.55 A.M. a message was received from the Ramsgate coastguard asking that the life-boat should be launched, go to the North Foreland, and stop all shipping as it was a dangerous area. A fresh S.S.W. wind was blowing, but the sea was smooth. At 10.5 A.M. the motor life-boat *The Lord Southborough* (Civil Service No. 1) was launched. She stopped one vessel, telling her to return to Ramsgate, but at 11.25 A.M. the guardship S.S. *Goodwin* signalled the life-boat that her services were no longer needed, and the life-boat returned to her station at noon. - Rewards, £9 8s.

NOV. 23RD. - TOBERMORY, ISLE OF MULL. At 12.15 A.M. a message was received from the customs officer that a ship's boat had reached the Rhunagad Lighthouse with part of the crew of the Fleetwood trawler *Sulby*, sunk by enemy action. Several of them were in a serious condition from illness and exposure, and needed immediate attention, and the road leading to the lighthouse was so bad that no motor car could be used to bring the men away. A westerly wind was blowing, with a moderate sea. At 12.50 A.M. the motor life-boat *Sir Arthur Rose* was launched, no other motor boat being available. She took with her a doctor. At the lighthouse she found seven men of the trawler, two in a state of collapse, but the remainder slowly recovering. The two men were too ill to be moved, but the other five were taken to Tobermory and the life-boat returned to her station at 3 A.M. - Rewards, £9 7s. 6d.

NOV. 24TH. - THE HUMBER, YORKSHIRE. At about 9.5 A.M. a very loud explosion was heard in the direction of the Lower Middle Buoy. A vessel, apparently on fire, was seen, and the motor life-boat *City of Bradford II* was launched at 9.12 A.M. A moderate N.W. breeze was blowing, with a slight swell. The vessel was the S.S. *Mangalore*, of Liverpool. Many of her crew had been thrown into the sea by the explosion, but when the life-boat arrived, she found that they had got aboard one of the ship's boats. From this boat the life-boat rescued about thirty men, benumbed with cold and covered with oil. She then rescued about twenty more men from another boat, making a total of fifty-eight. The remainder, seventeen in number, were rescued by a pilot cutter. As the captain wished to stand by his ship the life-boat transferred a number of men to the pilot cutter, which took them to Grimsby, and then, with the captain and seventeen officers of the *Mangalore* on board, the life-boat stood by until one and a half hours later the steamer broke in two. She then landed the eighteen men at Grimsby and returned to her station at 1.30 P.M. - Permanent paid crew. Rewards, 9s.

NOV. 24TH. - NEW BRIGHTON, CHESHIRE. At 10 P.M. the Mersey Docks and Harbour Board reported a vessel ashore on the revetment, inshore of Beta Buoy. A fresh N.N.W. wind was blowing, with a moderate sea and squalls of wind, rain and hail. The No. 1 motor life-boat *William and Kate Johnston*, left her moorings at 10.25 P.M., and at 11.15 P.M. reached the cargo passenger liner *Pegu*, of Glasgow, a vessel of about 8,000 tons, with 103 people on board. She was listing badly. All on board were rescued by the life-boat, which then put three aboard the Board's vessel, *Salvor*, and 100 on board the pilot boat *J. H. Beazley*. The life-boat then stood by the *Pegu* until morning, and at 7 A.M. twenty-three men were put back on the steamer and the life-boat remained in attendance while efforts were made to refloat her. In the meantime, seventy-seven of the men, including fifty coolies, had been taken to Liverpool by the *J. H. Beazley*, and later the men on board the *Pegu* went back to the *Salvor*. The life-boat returned to her moorings at 11.40 A.M. on the morning of the 25th. Two days later the *Pegu* broke in two. - Rewards, £24 10s. 3d.

NOV. 24TH. - CLACTON - ON - SEA, ESSEX. At 11.36 P.M. a message was received from the coastguard that the S.S. *Lightfoot*, of Newcastle, had stranded S.W. of Longsand Buoy. A S.W. wind was blowing, with a moderate sea. At 12 midnight the motor life-boat *Edward Z. Dresden* was launched. She reached the steamer at 7.10 A.M. and stood by until 11 A.M. when the captain said that he was expecting an Admiralty tug, and that he no longer needed the help of the life-boat. She returned to her station at 2 P.M. - Rewards, £22 11s. 9d.

NOV. 25TH. - CLACTON - ON - SEA, ESSEX. At 3.47 P.M. a message was received

from the coastguard that the sailing barge *Lady Dorothy*, of Ipswich, had stranded on the Buxey Sands, a quarter of a mile from the Spitway. A fresh S.W. breeze was blowing, with a moderate sea. At 4.30 P.M. the motor life-boat *Edward Z. Dresden* was launched. She stood by until the barge refloated, and then returned to her station at 9 P.M. - Rewards, £19 12s.

SILVER MEDAL SERVICES AT BLACKPOOL AND LYTHAM - ST. ANNES

Nov. 26TH. - BLACKPOOL, AND LYTHAM - ST. ANNES, LANCA-SHIRE; NEW BRIGHTON, AND HOYLAKE, CHESHIRE ; RHYL, FLINTSHIRE. At noon on November 24th the pilot boat *Charles Livingstone*, belonging to the Mersey Docks and Harbour Board, left Liverpool to cruise on the second pilotage station. She was a steamer of 434 tons gross. She carried a crew of twenty, and there were also on board her eleven pilots and two examining officers, 33 men in all. She was fitted with wireless telephony and carried two motor and two pulling boats, with accommodation in them for 55 men.

At midnight on the 25th she was about a mile from the Liverpool Bar Light-vessel, to the south and east of it. The weather was bad and a strong breeze was blowing from the west-south-west, with squalls and rain. The sea was rough.

Shortly after midnight the pilot boat lost sight of the light-vessel. With her engines at slow she headed west by south into wind and sea, and for the next three and a half hours her course was changed from time to time with the view of keeping her in her station, close to the light-vessel. At 3.30 she went astern to take soundings. She was found to be in 3 1/2 fathoms and then in 2 1/2. The engines were put full speed ahead, and the helm hard over, but the boat failed to answer the helm and touched bottom. She began to bump heavily. Both anchors were let go, but they could not hold her and she continued to drive ashore before the seas.

Flares and rockets were sent up ; maroons fired ; the whistle sounded ; and a message sent by the radio tele-

phone asking for help. This message gave the boat's position as ashore between the Bar Lightship and Great Orme's. Head on the north coast of Wales. It was then 3.42 in the morning of the 26th. This message was

passed by the Mersey Docks and Harbour Board to the life-boat station at New Brighton at four in the morning, and the No. 2 motor Life-boat, *Edmund and Mary Robinson*, put out. An hour later the Rhyll motor life-boat, *The Gordon Warren*, also put out, and an hour later still, at 6.40, the Hoylake motor life-boat, *Oldham*. All three searched the north coast of Wales.

MEN SWEEP OVERBOARD

Meanwhile the pilot boat had launched her boats, but they had all been carried away, with five men on board. The weather was getting worse. The wind had increased and the tide was rising. The seas were sweeping right over the pilot boat. They flooded her, through the engine-room skylight ; battered to pieces her superstructure ; and swept overboard many of her crew. Others of the crew climbed for safety into the rigging. Four of those swept overboard were washed ashore alive.

All this time those on board were under the belief that their boat was ashore somewhere near Great Orme's Head. It was not until after eight o'clock in the morning that they discovered that they were, in fact, ashore on Ainsdale beach. That is to say, instead of being on the north coast of Wales they were on the Lancashire coast, over twenty miles away from their supposed position.

When the boat first struck, her flares had been seen by a watchman at Ainsdale and he had reported them to the Southport police. The Southport police informed New Brighton at 5.30 in the morning that a ship appeared to be ashore at Ainsdale, but the message did not reach the honorary secretary of the life-boat station. It was not until 7.20 that he heard of a ship ashore at Ainsdale showing distress flares, and not until 8.20 that he learnt that this ship at Ainsdale was in fact the pilot boat

for which the New Brighton No. 2 life-boat had been searching since five in the morning on the Welsh coast. After receiving the message at 7.20, he telephoned to the honorary secretary of the Lytham-St. Anne's station and found that the flares at Ainsdale had been reported to him and that his life-boat had been launched twenty minutes before in answer to them. Then, after the message saying that the ship in distress was the pilot boat, the honorary secretary at New Brighton decided to send his No. 1 life-boat to her help. At the same time he passed on the information to Lytham-St. Anne's.

WRECK UNSEEN IN BREAKING SEAS

The No. 1 New Brighton life-boat, *William and Kate Johnston*, had returned from a service just after noon on the previous day, 25th November. She had then been out for 14 hours and had rescued 103 lives from the liner *Pegu*, of Glasgow. She now set out again, at nine o'clock in the morning of the 26th, and searched the coast from Formby Point to Southport pier, but owing to the heavy breaking seas, the spume and the height of the tide, she could see nothing of the wreck. From the deck of the life-boat the whole coast was smothered in mist and spray. The coxswain decided to return to New Brighton. On the way he met the New Brighton No. 2 lifeboat, and the Hoylake life-boat. They were both making for Ainsdale. Hoylake, after searching the Welsh coast, had returned to her station at 10.20 ; had learnt there that the pilot boat was ashore at Ainsdale ; and at once had set out again. The New Brighton No. 2 boat, after finding nothing on the Welsh coast, had made for the Bar Light-vessel ; had there got into communication with New Brighton at eleven in the morning ; had been given the correct position of the pilot boat ; and had also set out for Ainsdale. As New Brighton No. 1 had found nothing between Formby Point and Southport pier all three boats returned to their stations, arriving about 3.30 that afternoon. The Rhyl life-boat had returned to

her station from her search of the north coast of Wales just after one o'clock.

While the life-boats had been searching miles away from the place of the wreck, desperate efforts had been made, from the shore at Ainsdale itself to rescue the crew. They had begun before six o'clock in the morning. Shoreboats were repeatedly launched. They were very small, and several times they capsized, but the attempts went on until the rising tide compelled the rescuers to stop.

A conspicuous part was taken by Mr. J. J. W. Buckley, of the Reliance Garage, in the work of launching and relaunching the boats and in bringing ashore the four men of the pilot boat who were washed up alive.

TWO MORE LIFE-BOATS PUT OUT

All these efforts had failed, but now two more life-boats, both of which had been given the correct position, were on their way to the rescue, the *Sarah Ann Austin*, of Blackpool, and the *Dunleary* of Lytham - St. Anne's. Blackpool had put out just after eleven o'clock and Lytham-St. Anne's an hour later. A gale was now blowing, with very heavy seas and driving rain and hail.

The Lytham-St. Anne's boat had already been out for the greater part of the previous night. At 11.30 on the night of the 25th she had gone to the help of H.M. Trawler *Gaul*, which had stranded on Foul Naze. She had rescued the trawler's crew of fifteen and had returned to her station at 2.45 in the morning of the 26th. Four and a half hours later, at 7.15, she put out again, as the coastguard had reported rockets to the south. There seems little doubt that these rockets were from the *Charles Livingstone*. The life-boat took with her the naval officer in command of the *Gaul* and the *Gaul's* skipper. They wished to see if the *Gaul* could be salvaged. The life-boat could find no trace of a ship which had fired the rockets so she made for the *Gaul*, and put on board the naval commander and the skipper. She then stood by while a tug attempted to tow off the *Gaul*.

Meanwhile the news that the *Charles Livingstone* was ashore at Ainsdale

had reached Lytham - St. Anne's at 9.45 in the morning by telephone from the honorary secretary of New Brighton, and Lytham-St. Anne's passed it on to Blackpool. Then at 10.30 the coastguard at Hoylake asked Lytham-St. Anne's to recall its life-boat at once to go to the help of the *Charles Livingstone*. Rockets were sent up to recall her, but the life-boat did not see them. However, as attempts to tow off the *Gaul* had failed and as she was ashore in a safe place, the life-boat returned of her own accord, reaching her station at 11.25. She refuelled at once. Five minutes later the coastguard reported that the Blackpool life-boat had passed St. Anne's pier going south-west. A quarter of an hour later he reported her near Peat's Light "making heavy weather." The honorary secretary at Lytham-St. Anne's then instructed his boat to set off at once and "to go all out" across the banks to Ainsdale. She took two extra men with her.

THE. RESCUE

The Lytham-St. Anne's life-boat, the larger and more powerful of the two, passed the Blackpool boat. When she reached Ainsdale Point she could see the mast and funnel of the pilot boat. She was lying broadside on to the breaking seas; embedded in the sands; her decks awash; two men in the rigging and others in the cabin. The life-boat ran in; got under the lee of the pilot boat; and made fast. The water was so shallow that the life-boat was striking on the bottom. The tide was ebbing. At any moment the life-boat might remain hard and fast on the sands. But the men of the pilot boat refused to leave. They preferred, they said, to wait until the tide ebbed and they could walk ashore. The coxswain saw that they could do this safely, so he cut the rope and the life-boat made for home, arriving at 5.15 in the afternoon. Her crew had then been on duty continuously for 24 hours.

Shortly after the Lytham-St. Anne's life-boat left the wreck the Blackpool life-boat arrived. It was then two in the afternoon. The tide was ebbing

fast. The life-boat went alongside, and this time the six survivors decided to leave the pilot boat. The life-boat took them on board, and, perfectly

handled by her coxswain, made straight for the beach. There hundreds of people were waiting, and as the life-boat grounded on the sands, many of them waded out waist deep, and carried the six exhausted men ashore. Two of them had to be taken away on stretchers.

As soon as the men were landed the Blackpool life-boat set out again. She had a very rough journey home. Two of her men were thrown overboard, but both were rescued, and the life-boat reached her station at 4.45 in the afternoon.

An inquiry into the wreck of the *Charles Livingstone* was held by the Ministry of Shipping at the end of April, 1940. It lasted five days. The court severely censured the second master of the pilot boat who had been on watch when she went ashore. With regard to the six life-boats which had taken part in the search and the rescue, the court found as follows:

"The Life-boat Service did everything that was possible under very difficult circumstances. Every effort was made by the life-boat stations round the coast to come to the assistance of the *Charles Livingstone*, and there is no doubt that these efforts in the earlier stages miscarried solely because wrong information, as to the position in which the vessel was ashore was given by the vessel herself."

The Institution made the following awards

BLACKPOOL

To COXSWAIN WILLIAM R. PARR, the silver medal for gallantry and a copy of the vote inscribed on vellum;

To T. E. RIMMER, the motor mechanic, the bronze medal for gallantry and a copy of the vote inscribed on vellum;

To the coxswain and each of the six members of the crew, a reward of £3 in addition to the ordinary scale reward of 19s. Standard rewards to crew and launchers, £13 3s. 6d.; additional rewards to crew, £21; total rewards, £34 3s. 6d.

LYTHAM-ST. ANNES

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

To G. HARRISON, the motor mechanic, the bronze medal for gallantry and a copy of the vote inscribed on vellum

To the coxswain and each of the nine members of his crew a reward of £3 in addition to the ordinary scale reward of £6 2s. 6d. a man. Standard rewards to crew and launchers, £50 11s. 3d. ; additional rewards, £30 ; total rewards, £80 11s. 3d.

NEW BRIGHTON No. 2.

A reward of £1 to the coxswain and each of the seven members of the crew in addition to the ordinary scale reward of £2 16s. 6d. a man. Standard rewards to crew and launchers, £22 11s. 9d. ; additional rewards to crew, £8 ; total rewards, £30 11s. 9d.

NEW BRIGHTON No. 1

A reward of 10s. to the coxswain and each of the seven members of his crew in addition to, the ordinary scale reward of 19s. a man. Standard rewards to crew and launchers, £7 17s. ; additional rewards to crew, £4 ; total rewards, £11 17s.

RHYL

A reward of £1 10s. to the coxswain and each of the five members of his crew in addition to the ordinary scale reward of £1 8s. 6d. a man. Standard rewards to crew and launchers, £14 9s. 9d. ; additional rewards, £9 ; total rewards, £23 9s. 9d.

HOYLAKE

A reward of 15s. to the coxswain and each of the eight members of his crew in addition to the ordinary scale reward £1 8s. 6d. a man. Standard rewards to crew and launchers, £16 15s. 6d. ; additional rewards, £6 15s. ; total rewards, £23 10s. 6d.

The rewards paid to the six stations for this service amounted to £204 3s. 9d.

Nov. 26TH. - LERWICK, AND AITH, SHETLANDS. At 2.45 A.M. a message was received at Lerwick from the coastguard that the Swedish steamer *Gustaf E. Ruter*, of Gotenburg, was under observation fourteen miles W.N.W. of Fair Island. A whole gale was blowing from the W.S.W., with a rough sea, and the steamer was moving south at three knots. The coastguard said he would keep the life-boat station informed. At 5.20 A.M., another message was received asking that the life-boat should go to the steamer's help., and giving her position as seven to ten miles south-west from Sumburgh Head. At 6 A.M. the motor life-boat *Lady Jane* and *Martha Ryland* was launched. At 10.30 A.M. the life-boat was recalled, as a message had come that two trawlers were standing by the steamer and a tug was expected. The life-boat returned to her station at one-thirty in the afternoon.

Meanwhile fresh information about the steamer's position had been received, and the senior naval officer asked that the life-boat should put out again at once. The life-boat had first to be refuelled, and the men to get a hot meal, so, in order to avoid any delay, it was decided to ask the Aith life-boat *The Rankin* to put out. This she did at 2.10 P.M. It was still blowing a full W.N.W. gale, with an exceptionally heavy sea. The position of the Swedish steamer was now given as fifteen miles W.S.W. of Fitful Head. The life-boat searched a wide area, but found nothing. She then received a message from the Lerwick life-boat, which was acting as shore signal station, giving a new position twelve miles away from the last. The Aith life-boat continued her search. She searched through the whole night and early morning, but found nothing. She was then recalled by the senior naval officer at Lerwick. She returned to her station at 8.30 P.M. the following day, 27th November, having then been at sea for over thirty hours in very trying conditions.

Next day, the 28th November, at 10.45 in the morning, the Lerwick station received the news from the senior naval officer that the steamer was ten miles from Sumburgh Head, that she had been damaged by enemy action, and that she was in need of immediate help.

Attempts had been made to tow her, but the tow rope had broken. A tug was standing by. A strong wind from the N.N.W. was now blowing, and the sea was rough. At 11.15 in the morning the Lerwick life-boat was again launched. When she reached the position given she could see nothing except smoke to the south-east. She made for it and spoke a trawler which gave the steamer's position still further to the south-east. At last, at 3.45 in the afternoon, the life-boat found the steamer. Her fore-end, including the fore-mast, had been blown away, and her wireless aerial had been put out of action, which had interfered considerably with the sending out of messages. Nineteen members of the steamer's crew had already been taken off by a trawler and fourteen were still on board. They were rescued by the life-boat, which returned to her station at 9.20 P.M. that night, 28th November. The owner made

a gift of £24 to the life-boatmen at Lerwick.- Rewards : Lerwick, first service, £9 3s. ; second service, £22 3s. : Aith, standard rewards, £40 14s. 9d. ; additional rewards, £8. Total rewards, £80 0s. 9d.

SILVER MEDAL SERVICE AT DOVER

Nov. 26TH. - DOVER, KENT. During the morning H.M. Trawler *Blackburn Rovers*, with 16 men on board, was on anti-submarine patrol off Dover near the minefields. A full gale was blowing from the south-west, with a very heavy sea, and merchant vessels leaving the Downs had hove to.

When the trawler was a mile south-east of the South Goodwin Sands a wire fouled her propeller and could not be freed. She dropped anchor, but the anchor would not hold, and she began to drift rapidly towards the mine-fields.

The Dover motor life-boat *Sir William Hillary* put out to her help at 10 o'clock. She had on board Lieutenant Richard Walker, R.N.R., Assistant King's Harbour Master, with a chart of the minefields. She reached the trawler an hour and a quarter later. The trawler was then just on the edge of a deep minefield. Through this she could pass without touching the mines herself, but there was the grave risk that her anchor cable would foul and explode one of them, and if she drifted through this minefield safely she would enter a shallow minefield where she would be in extreme danger.

The life-boat went close to the trawler and the harbour master told the trawler's crew to collect all secret papers and as much of her secret gear as they could move and to pass them into the life-boat. Then, before they left the trawler, they were to scuttle her lest any of the secret gear left on board should fall into enemy hands.

By this time the trawler was right in the minefield and her crew had given up all hope of coming out of it alive. She was plunging and rolling in the very heavy seas and they were breaking right over her. As her

anchor was down she was drifting stern first before the gale and so she gave the life-boat no lee where she could come alongside in shelter. In spite of this the coxswain, with great difficulty, brought the life-boat alongside, and held her there. Then the work of transferring the gear began. It took some time. Once the trawler, swinging up on a sea, caught the life-boat under her fender and damaged it. and the life-boat herself was tossing so violently that the two mechanics could hardly keep their feet. They were continually flung away from the controls of the engine.

The coxswain had seen the harbour master's chart. He knew, his crew knew, that all this time the trawler was rapidly driving through the deep minefield towards the shallow one. They were in instant peril. At any moment the trawler might strike a mine, and she and the life-boat go up together. But the work went on. The gear was transferred. The sixteen men of the trawler's crew were rescued. Trawler and life-boat had been in the minefield for nearly an hour, but, by merciful providence, escaped the mines.

Then the homeward journey began. with the rescued crew in the forward cabin. With the gale behind her the life-boat had taken an hour and a quarter to get to the trawler. Now she had the gale against her. Her full speed is 17 knots. She had to ease to six knots, and it took her three hours, with seas continually breaking over her, to reach Dover. The coxswain had not long recovered from a dangerous illness, and during the return journey he had to hand over the wheel to the second coxswain. The life-boat arrived at Dover at 3.30 in the afternoon.

It was a very gallant service carried out in face of imminent peril, of which all were aware, but against which nothing could be done. The Institution made the following awards :

To COXSWAIN C. H. BRYANT, the silver medal for gallantry, with a copy of the vote inscribed on vellum ;

To LIEUTENANT RICHARD WALKER, R.N.R., Assistant King's Harbour Master at Dover, the bronze medal for

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

To SECOND-COXSWAIN S. T. HILLS and W. L. COOK and C. R. T. STOCK, the motor mechanics, bronze medals for gallantry, with copies of the vote inscribed on vellum ;

To each of the other five members of the crew, A. F. BARTON, S. WALKER, E. J. LE GROS, H. W. HADLEY and J. E. CLARK, the thanks of the Institution inscribed on vellum ;

To the coxswain and each of the eight men of the crew, a reward of £3, in addition to the ordinary scale reward of 19s. each to the six men who were not permanent whole-time paid men. Standard rewards, £5 14s. ; additional rewards, £27 ; total rewards, £32 14s.

NOV. 26TH. - WALMER, KENT. At 9 A.M. a message was received from the senior naval officer at Dover that the Folkestone Gateway Lightship had broken away from her moorings and was driving towards minefields. A whole S.S.W. gale was blowing, with a very heavy sea. At 9.25 A.M. the motor life-boat *Charles Dibdin* (Civil Service No. 2) was launched and saw the lightship, which was flying distress signals about three miles from land. A Dover tug was the first to reach her and took her in tow. As the lightship was sinking the life-boat escorted her into the Downs. She returned to her station at 11.50 A.M.- Rewards. £14 12s. 6d.

NOV. 26TH. - SOUTHEND - ON - SEA, ESSEX. At 11.33 A.M. a barge was flying distress signals near the Jenkin Buoy. A westerly gale was blowing, with a very rough sea. At 11.55 A.M. the motor life-boat *Greater London* (Civil Service No. 3) was launched and found the barge *Five Sisters*, but her skipper refused to leave her. The life-boat stood by for some time and then, as the weather moderated, returned to her station at 1.30 P.M. She saw another barge, the *Scotsman*, making heavy weather but her crew would not leave her. - Rewards, £8 9s.

NOV. 26TH. - KILMORE, CO. WEXFORD. At 3.30 P.M. a telephone message was received that there was a sick man on the Conningbeg Lightship who had to be moved immediately to hospital, and that the Irish Lights tender was unable to take the man off. A W.N.W. gale was blowing with a very heavy breaking sea. The motor life-boat *Ann Isabella Pyemont* was launched at 4 P.M., and reached the lightship two hours later. She passed lines to the lightship, and the lightship pumped oil on the seas. At the second attempt the life-boat got alongside and took the sick man off. She returned to

her station at 8 P.M. A donation of £20 was sent by the Commissioners of Irish Lights.- Rewards, £36 16s. 6d.

NOV. 27TH. - MARGATE, KENT, AND SOUTHEND - ON - SEA., ESSEX. At 9.5 A.M. a message was received from the Margate coastguard that a vessel had struck a mine three miles E.N.E. of the Tongue Light-vessel. A strong S.W. breeze was blowing, with a moderate sea. At 9.15 A.M. the Margate motor life-boat *The Lord Southborough* (Civil Service No. 1) was launched and found the Dutch steamer *Spaarndam*, of Rotterdam, sinking. She went round the steamer, saw no one on board, and made for the light-vessel, where she learnt that the steamer's crew had already been rescued by the Trinity House pilot cutter. She returned to her station at 12.15 P.M. Meanwhile at Southend-on-Sea a message had been received from the Ramsgate coastguard that the S.S. *Spaarndam* urgently needed help, and at 9.40 A.M. the motor life-boat *Greater London* (Civil Service No. 3) was launched. She found one of the ship's boats, took it in tow, and returned to her station at 10.30 P.M.- Rewards : Margate, £9 8s. ; Southend-on-Sea, £29 7s.

NOV. 28TH. - MARGATE, KENT. At 4.15 P.M. a message was received from the coastguard that a vessel had been damaged by enemy action about one and a half miles E.N.E. of the Tongue Light-vessel. A light S.W. breeze was blowing and the sea was smooth. At 4.30 P.M. the motor life-boat *The Lord Southborough* (Civil Service No. 1) was launched. She could find nothing at the position given. She then went to a vessel which was flashing a light two miles to the east, and found it to be a minesweeper. There were four injured men on board. They were the only survivors of the vessel which had been sunk, the S.S. *Rubis Law*, and they were taken on board the life-boat, which then returned to Margate, where doctors and ambulances were waiting. After landing the survivors, the life-boat returned to her station at 7.15 P.M. - Rewards, £23 6s.

NOV. 29TH. - ARKLOW, CO. WICKLOW. At 7.45 P.M. it was reported that the small fishing boat *St. Clare*, of Arklow, was burning flares in Arklow Bay. The sea was rough, with a westerly gale blowing. The coxswain and the second coxswain were both out fishing, but another man took charge, and the motor life-boat *Inbhear Mor* was launched at 8.10 P.M. She found the *St. Clare* two miles S.E. of Arklow Harbour, with four men on board. She was at anchor, with her engine broken down. The life-boat took her in tow and brought her into Arklow Harbour about 9.15 P.M. - Rewards, £15 8s. 6d.

NOV. 30TH. - MARGATE, KENT. At 10 A.M. the coastguard reported that a vessel had been damaged by enemy action E.N.E. of the Tongue Light-vessel. A moderate S.W. breeze was blowing and the sea was smooth. The motor life-boat *The Lord Southborough* (Civil Service No. 1) was

launched at 10.10 A.M. and found the S.S. *Sheafcrest*, of Newcastle, sinking, with naval vessels standing by. No one was then on board her. A destroyer had rescued some of her crew, badly injured, and was taking them to Harwich. The life-boat searched around and was signalled by a minesweeper. She went alongside and found that she had fifteen survivors of the *Sheafcrest* on board. They were transferred to the life-boat which returned to her station at 1.30 P.M. - Rewards, £9 8s.

Nov. 30TH. - BARRA ISLAND, HEBRIDES. At 11.10 A.M. a telegram was received from the Stornoway coastguard that a vessel was ashore on Calavay Island, near Eriskay. A southerly wind was blowing, with a moderate sea. At 11.35 A.M. the motor life-boat *Lloyd's* was launched and found the Admiralty oil tanker *Brichol* ashore on the most southerly point of South Uist Island. A destroyer and a tug were standing by. The life-boat transferred the crew of the oil-tanker to the destroyer and returned to her station at 8.5 P.M. - Rewards, £20 11s. 6d.

Nov. 30TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. At 5.49 P.M. the coastguard reported red rockets and flares from a vessel bearing E.N.E. from Caister. A W.S.W. breeze was blowing and the sea was smooth. The motor life-boat *Louise Stephens* was launched at 6.15 P.M., and found the steam trawler *Ben Glas*, of North Shields - on Admiralty service - ashore on the Scroby Sand. The trawler had a crew of ten, and some of them were already in a small boat and preparing to abandon her. Two life-boatmen boarded the *Ben Glas*, her crew returned to her, her anchor was let go and her engines were put full astern. The anchor cable parted, but eventually, with the help of the local knowledge of the life-boatmen the trawler's crew succeeded in refloating her. The life-boat returned to her station at 10.45 P.M. - Property salvage case.

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

Nov. 3RD. - BARRY DOCK, GLAMORGANSHIRE. It had been reported that what looked like an aeroplane on fire had fallen into the sea. A few seconds later a parachute landed in the same position. It was found later that the aeroplane was practising ; the life-boat was recalled. - Rewards, £3 11s.

Nov. 4TH. - DOVER, KENT. A Greek steamer was reported to be in distress through enemy action and the life-boat put out with a naval officer on board. She was recalled, however, when she had entered the danger area. She had seen nothing of the steamer. - Partly permanent paid crew : Rewards, £11 15s.

Nov. 6TH. - RAMSGATE, KENT. A small boat had lost her mast and sail, and

was drifting, but she managed to reach harbour without help. - Rewards, £4 19s. 6d.

Nov. 6TH. - FRASERBURGH, ABERDEENSHIRE. It had been reported that an aeroplane had crashed into the sea, but the life-boat could find nothing. - Rewards, £14 9s. 6d.

Nov. 7TH. - HOLY ISLAND, NORTHUMBERLAND. A vessel had gone ashore, but she refloated without help and went on her way. - Rewards, £15 7s. 6d.

Nov. 7TH. - STROMNESS ORKNEYS. The Norwegian steamer *Hansi*, of Bergen, had gone on Reef Dyke. Her crew of 10 had landed in their own boats before the life-boat arrived. (See "North Ronaldshay Services by Shoreboats," page 99.) - Rewards, £22 19s. 6d.

Nov. 8TH. - ARBROATH, ANGUS. It was reported that a man had been drowned off that part of the coast known as Mariners' Grave, but the life-boat could find nothing. - Rewards, £7 6s. 6d.

Nov. 8TH. - RAMSGATE, KENT. A steamer had gone aground on the North Goodwin Sands, but she refloated and had gone on her way before the life-boat arrived. - Rewards, £7 16s. 6d.

Nov. 10TH. - CROMER, NORFOLK. The S.S. *Santa Maria*, of Genoa, was stranded seven miles S.E. of the Haisborough Light-vessel, but when the life-boat arrived she found that the vessel had been refloated. - Rewards, £33 1s. 6d.

Nov. 10TH. - PEEL, ISLE OF MAN. The coastguard had reported that a small fishing boat was in distress, but when the life-boat reached her found that no distress signals had been made. - Rewards, £11 10s.

Nov. 10TH. - WALMER, KENT. A vessel had gone ashore, but she refloated without help. - Rewards, £14 12s. 6d.

Nov. 13TH. - MARGATE, KENT. A warship had been damaged by enemy action, but she was able to go on under her own power. - Rewards, £8 9s.

Nov. 13TH. - BUCKIE, BANFFSHIRE. An aircraft was reported to have fired distress signals, but nothing could be found. - Rewards, £9 12s.

Nov. 15TH. - TENBY, PEMBROKE SHIRE. An aeroplane was reported to have crashed off Caldy Island, but the life-boat made two long searches without finding any sign of her. - Rewards, £14 18s. 6d. and £10 9s.

Nov. 17TH. - SHERINGHAM, NORFOLK. A distress signal had been seen some miles out to sea, but the life-boat could find nothing. - Rewards £19 12s.

Nov. 18TH. - ALDEBURGH, SUFFOLK. A message had been received from the coast-guard that a vessel was sinking as a result of enemy action, but the life-boat arrived to find that the crew had already been picked up by a minesweeper. - Rewards, £22 14s. 6d.

Nov. 18TH. - FRASERBURGH, ABERDEENSHIRE. Flares had been reported, but the life-boat could find nothing, and it was thought that they were made by trawlers attending to their fishing gear. - Rewards, £14 9s 6d

Nov. 18TH. - HASTINGS, SUSSEX. Flares had been reported, but the life-boat could find nothing. - Rewards, £36 6s. 6d.

Nov. 18TH. - SHOREHAM HARBOUR, SUSSEX. An aeroplane was reported to have come down in the sea, and the life-boat made a thorough search, but could find nothing. - Rewards, £14 18s. 6d.

Nov. 18TH. - SOUTHWOLD, SUFFOLK. Red flares had been seen, but the life-boat could find nothing. - Rewards, £26 11s.

Nov. 19TH. - PORTRUSH CO. ANTRIM. A message had been received from the coast-guard that a trawler was drifting towards the rocks, but the life-boat was recalled after being launched when news was received that the trawler had got out of danger and had gone on her way unaided. - Rewards, £5 13s.

Nov. 19TH. - CROMER, NORFOLK. A motor barge had stranded, but the life-boat found no one on board when she arrived. Her crew had already got ashore. - Rewards, £20 12s. 6d.

Nov. 19TH. - MARGATE, KENT. The coastguard had reported a vessel sinking by enemy action about seven miles north-east of Margate. A strong north-west wind was blowing with a rough sea. The life-boat arrived at the position given but found two destroyers; searching, and she learned from one of them that the whole crew, except five men, who were missing, had been rescued from the Italian steamer *Grazia*, of Genoa. One body was floating about eighty yards from the shore. Attempts were made to recover it, but it sank. - Rewards, £10 3s.

Nov. 19TH. - SEAHAM, DURHAM. An aeroplane was reported to have crashed into the sea. The life-boat could find no trace of her, and news was later received that the aeroplane herself was picked up by a trawler, but that its crew was missing. - Rewards, £14 18s. 6d.

Nov. 20TH. - BLACKPOOL, LANCASHIRE. An aeroplane of the Royal Air Force was reported to have come down in the sea, but the life-boat's services were not needed as it was found that the aeroplane was carrying out smoke bomb exercises. - Rewards, £4 15s. 6d.

Nov. 20TH. - PETERHEAD, ABERDEENSHIRE. A loud explosion could be heard, but nothing could be found. - Rewards, £16 2s. 9d.

Nov. 20TH. - YARMOUTH, ISLE OF WIGHT. An aeroplane had come down in the sea, but when the life-boat reached her she found that the only man on board had swum ashore. The aeroplane was taken in tow by an R.A.F. launch. - Rewards, £5 5s. 7d.

Nov. 21ST. - THE HUMBER, YORKSHIRE. A message was received in the evening that an explosion and distress signals had been heard east of Withernsea, and the life-boat was launched at 7.35 P.M., just as an attack by a German aeroplane was being made on the Humber district. When the life-boat reached the position given she communicated with the Withernsea coastguard and was told that the explosion had been heard about four miles out at sea. The life-boat made a thorough search but nothing could be found and she returned to her station half-an-hour after midnight. It was thought that the approaching aeroplanes had attempted to bomb a ship and that she had then made the distress signals which had been seen. - Permanent paid crew : Rewards, 4s. 6d.

Nov. 22ND. - WALMER, KENT. Two foreign steamers, the *Nicolaos Giancos*, of Greece, and the Norwegian tanker *Brarena*, had been in collision, but neither needed help. - Rewards, £14 12s. 6d.

Nov. 23RD. - HOYLAKE, CHESHIRE. A fishing boat had been reported ashore on West Hoyle Bank, but when the life-boat arrived she found no one on board. Her crew of three had already been rescued. - Rewards, £9 16s. 6d.

Nov. 23RD. - EASTBOURNE, SUSSEX. An explosion had been reported off Cooden Beach, Bexhill. A south-west gale was blowing, with a rough sea, and the life-boat searched all night, but found nothing. An increase in the usual money award on the standard scale was granted to the coxswain and each member of the crew. - Standard rewards to crew and helpers, £33 8s. 6d. ; additional rewards to crew, £5. Total rewards, £38 8s. 6d.

Nov. 23RD. - MARGATE, KENT. A message had been received from the coastguard that a vessel was sinking four miles east of the Tongue Light-vessel. The life-boat was launched at 4.15 P.M. When she reached the position given she could see a light; as she neared it she was given the signal that she was standing into danger. Soon the mast and funnel of the steamer could be seen, and the life-boat found a torpedo boat rescuing her crew. Fourteen had been rescued. Three had been killed by an explosion. The life-boat's help was not needed and she returned to her station. - Rewards, £23 6s.

NOV. 23RD. - ALDEBURGH, SUFFOLK. A message had been received from the coast-guard that a man in a life-buoy had been seen floating two miles off Shingle Street coastguard station. It was not known whether he was alive or dead. The life-boat put out, Dr. Nora Acheson going with her in case medical aid was needed. The life-boat searched for two and a half hours and found only wreckage and sailors' hats. A letter of thanks was sent to Dr. Acheson. - Rewards, £22 14s. 6d.

NOV. 23RD. - STROMNESS, ORKNEYS. A red glare or flares had been seen low in the sky and it had been thought that a vessel was on fire but the life-boat could find no vessel needing her help, and trawlers to whom she spoke had seen no distress signals. - Rewards, £13 11s. 6d.

NOV. 24TH. - CROMER, NORFOLK. Flares had been seen, but the life-boat could find no vessel in distress. - Rewards, £26 9s. 6d.

NOV. 25TH. - SHOREHAM HARBOUR, SUSSEX. An aeroplane had come down in the sea eleven miles south by east of Shoreham. The life-boat arrived to find several seaplanes also searching, but nothing was found. - Rewards, £6 16s. 6d.

NOV. 25TH. - WALMER, KENT. The life-boat went out to the help of the Dutch steamer *Amstalkirk* in a full south-west gale, with very rough seas and dense rain. She was then told to go to another Dutch steamer, the *Algorab*, of Rotterdam, thought to be in distress, but found that she only wanted a pilot. - Rewards, £29 0s. 6d.

NOV. 25TH. - LOWESTOFT, SUFFOLK. Two heavy explosions at sea had been reported. The life-boat went first to the East Newcombe Buoy but found nothing. She then went north to Corton Light-vessel which told her that she had fired two warning guns and that two underwater reports had been reported to the west. The life-boat searched in that direction but found nothing. - Rewards, £28 15s. 6d.

NOV. 26TH. - LONGHOPE, ORKNEYS. A message had been received that a trawler had broken down, but no sign of it could be found. Later it was learned that she had repaired the damage and had gone on her way. - Rewards, £17 0s. 6d.

NOV. 26TH. - HYTHE, KENT. A steamer and a light-vessel had been in collision, but the life-boat's services were not needed as a tug and a trawler were standing by. - Rewards, £36 14s. 6d.

NOV. 26TH. - THE HUMBER, YORKSHIRE. An aeroplane was reported to have crashed into the sea. The life-boat, other vessels and aircraft searched for her, but nothing could be found. - Permanent paid crew. Rewards, 9s.

NOV. 28TH. - TYNEMOUTH, NORTHUMBERLAND. An unknown vessel had been reported making distress signals, but nothing could be found. - Rewards, £16 6s. 6d.

NOV. 29TH. - GIRVAN, AYRSHIRE. An aeroplane had been reported in difficulties, but nothing could be found. - Rewards, £13 11s. 6d.

NOV. 29TH. - DUN LAOGHAIRE, CO. DUBLIN. A skiff with three boys on board was in danger of being blown out to sea, but got in without help. The honorary secretary of the station, Mr. J. V. Steele, went out with the life-boat. - Rewards, £16 7s.

NOV. 29TH. - AMBLE, NORTHUMBERLAND. A German aeroplane was reported to have come down into the sea five miles east of the harbour and the life-boat searched a wide area, but could find nothing. The honorary secretary of the station, the Rev. J. M. Grey, went out with the life-boat. - Rewards, £5 14s.

NOV. 30TH. - TENBY, PEMBROKE-SHIRE. A minesweeper was reported to have gone aground, but nothing could be found. - Rewards, £19 6s.

DECEMBER

Launches 143. Lives rescued 328.

DEC. 1ST. - LYTHAM - ST. ANNE'S, LANCASHIRE, AND NEW BRIGHTON, CHESHIRE. At 8.45 A.M. the Lytham second-coxswain reported a vessel ashore by Peet's Light, south of the 12th Mile Beacon. A S.W. gale was blowing, with a heavy sea. The motor life-boat *Dunleary* was launched at 10 A.M., and at the request of the pilot boat, took aboard a pilot and brought him to the vessel. She was the tanker *Pass-o-Leny*, laden with petrol. After the captain and pilot had consulted, the life-boat was told that her services would not be needed further. On her way back she was signalled by the Preston corporation's house barge and told that red flares had been seen about three miles south of Southport Pier. The life-boat was put about at 11.7 A.M. and searched as far as Ainsdale Beach, but she found nothing. She returned to her station at about 2.30 P.M.

At New Brighton news was received from the Southport police of flares, detonations and firing shortly before 11 A.M., and the No. 1 motor life-boat *William and Kate Johnston* put out. She made a long, but fruitless, search over a wide area outside the bar, and returned at 5.55 P.M. - Rewards: Lytham-St. Anne's, £7 5s. ; New Brighton, £10 4s. 6d.

DEC. 1ST. - MARGATE, KENT. At 10.55 A.M. the coastguard telephoned that a vessel was sinking as a result of enemy action three miles S.S.W. of the Tongue Light-vessel. A fresh S.W. breeze was blowing, with a rough sea. The motor life-boat *The Lord Southborough* (Civil Service No. 1) was launched at

11.15 A.M. and found the S.S. *Dalryan*, of Newcastle, sinking fast. Going alongside, the life-boat rescued the crew, with their belongings, and a pilot, a total of thirty-nine men. She returned to her station at 1.15 P.M. - Rewards, £9 8s.

DEC. 1ST. - SUNDERLAND, DURHAM. At 11.10 A.M. a fishing boat was seen drifting about three miles E.S.E. of Sunderland. A strong W.S.W. breeze was blowing, with a moderate sea. The motor life-boat *Elizabeth Newton* - on temporary duty at this station - was launched at 11.35 A.M. She found the sailing fishing boat *Mary*, of Sunderland, with a crew of two. As the fishing boat was in some danger the life-boat towed her into harbour, arriving at 12.45 P.M. - Rewards, £5 13s.

DEC. 1ST. - CLACTON - ON - SEA, ESSEX. At 2.17 P.M. a message was received from the coastguard that a vessel had stranded on the Long Sand about thirteen miles south-east of Clacton Pier. A W. wind was blowing, with a choppy sea. At 3 P.M. the motor life-boat *Edward Z. Dresden* was launched and found the S.S. *Perth*, of Dundee. The steamer had wirelessed for a tug, but as no answer had been received the captain asked that the life-boat should stand by until daylight. She did so, and returned to her station at 10.30 A.M. the following morning, bringing a message for a tug. - Rewards, £25 11s. 6d.

DEC. 1ST. - CROMER, NORFOLK, AND THE HUMBER, YORKSHIRE. Shortly after 7 P.M. a message was received from the coastguard that a vessel standing by two and a half miles north of the life-boat station wished to land a rescued crew. A westerly breeze was blowing and the sea was smooth. At 7.13 P.M. the No. 1 motor life-boat *H. F. Bailey* was launched and found the Italian steamer *Santa Gata*, of Naples. The steamer had on board thirty-two men of the Norwegian tanker *Realf*, which had been sunk by enemy action, and two naval officers and eight naval ratings who had gone aboard when she was struck. The life-boat took them all off and landed them, returning to her station at 8.45 P.M.

The life-boat on the Humber was also launched, but her services were not needed. - Rewards : Cromer, £26 9s. 6d. ; The Humber, permanent paid crew.

BRONZE MEDAL SERVICE AT GREAT YARMOUTH AND GORLESTON

Dec. 2ND. - GREAT YARMOUTH AND GORLESTON, NORFOLK. At 12.14 in the morning a message from the coastguard reached the life-boat station of Great Yarmouth and Gorleston that a vessel was making signals of distress from the Scrobby

Sands. A fresh and increasing wind was blowing from the south.

The life-boat *Louise Stephens* put out at once and found H.M. trawler *Resolvo*, with a crew of ten, on the east side of the sand bank. The water on the bank was too shallow for the life-boat to be able to cross it, so she went northwards until she found deeper water, and then approached the trawler from the east.

The seas on the sand were very heavy, and were breaking over the trawler. The life-boat anchored and dropped down towards her through these heavy breaking seas. The coxswain handled her very skilfully and brought her safely alongside the wreck, but her stem and stern fenders were both damaged against it and so shallow was the water that the life-boat struck the sands several times. The ten men of the trawler were ready, in their life-belts, on the top of the engine-casing, and as the life-boat came alongside they jumped aboard. They were very wet and cold and were made as comfortable as possible in the cabin.

The life-boat made her way northwards and round the sands again and landed the men, returning to her station at six in the morning.

It was a service in which very fine seamanship was shown, and it was only the skill of the coxswain which saved the life-boat from being much more severely damaged.

The Institution made the following awards :

To COXSWAIN CHARLES A. JOHNSON, a second clasp to his bronze medal for gallantry, and a copy of the vote inscribed on vellum ;

To PERCY JAMES, travelling motor mechanic, who was in charge of the engines, the thanks of the Institution inscribed on vellum ;

To the coxswain and each member of the crew a reward of £1 in addition to the reward of £1 17s. 6d. on the standard scale. Standard rewards to crew and launchers, £19 16s. 6d. ; additional rewards to crew, £10 ; total rewards, £29 16s. 6d.

DEC. 2ND. - MARGATE, KENT. The motor life-boat *The Lord Southborough* (Civil Service No. 1) was launched at 11.50 A.M., after a terrific explosion had been seen at sea.

A fresh, westerly breeze was blowing, with a moderate sea. About two miles E. by N. of the Tongue Light-vessel the life-boat found several minesweepers near the oil tanker *San Calisto*, of London, sinking as a result of enemy action. In response to a signal the life-boat went alongside one of the minesweepers, *Stella Leonis*, which had on board twelve survivors of the oil tanker, and took them off. She then went to the *San Calisto*, and two of her men boarded her but found no one. Making for home the life-boat was hailed by the minesweeper *Hugh Walpole*, which transferred to the life-boat a dead body. She then went on again and met two more minesweepers. From one of them she took aboard ten more survivors of the *San Calisto*, and learned that aid was needed for a badly injured man. The life-boat then made for Margate, landed the survivors, took ambulance men on board, returned to the minesweeper, and brought ashore the injured man. - Rewards, £9 8s.

DEC. 3RD. - SHOREHAM HARBOUR, SUSSEX. At 10.30 A.M. the coastguard reported that a boat a few hundred yards from the Shoreham gas works, on a lee shore, appeared to have hoisted a coat as a distress signal. A moderate S.W. breeze was blowing, with a heavy swell. The motor life-boat *Rosa Woodd* and *Phyllis Lunn* was launched at 1.47 P.M. and found three fishermen on board the boat *Skylark*, of Shoreham. Her engine had broken down. The life-boat towed her to harbour, arriving at 2.39 P.M. - Rewards, £8 14s. 6d.

DEC. 4TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. - At 2.45 A.M., a message was received from the Gorleston coastguard that the S.S. *Accrington*, of Grimsby, was in the roadstead with twenty-two survivors of the crew of the S.S. *Hamsterlay*. One of the crew was missing. The *Hamsterlay* was in a convoy, had been in collision, and had sunk. A fresh S.W. by S. wind was blowing with a moderate sea, and at 3.10 A.M. the motor life-boat *Louise Stephens* was launched. She went alongside the S.S. *Accrington* and took off the survivors. Some of them were nearly naked. They were made as comfortable as possible in the cabin of the life-boat. The life-boat landed them at the Town Hall Quay, where vehicles were waiting to take them to the Sailors' Home. The life-boat returned to her station at 5.40 A.M. - Rewards, £17 19s.

SILVER MEDAL SERVICE AT BROUGHTY FERRY

DEC. 5TH. - BROUGHTY FERRY, AND ARBROATH, ANGUS. - During the evening the Bell Rock Lighthouse, off the coast of Angus, reported by radio telephony that a small steamer had run on to the Bell Rock. At eight o'clock Broughty Ferry received

the news from the coastguard. Seventeen minutes later the motor life-boat *Mona* was launched. The coastguard at Arbroath had also received the news, but, owing to the black-out, he was unable to get in touch with the life-boat coxswain at once. He did so at 8.43, and at nine o'clock the motor life-boat *John and William Mudie* was launched.

A fresh north-east wind was blowing, with squalls of sleet. A heavy swell was running. It was bitterly cold. The night was very dark, and on account of the war the lighthouse was showing no light, but it was specially lit to guide the life-boats. The Arbroath life-boat had nine and a half miles to go; the Broughty Ferry boat seventeen miles.

Arbroath reached the lighthouse at ten o'clock. She found the vessel to be the steam trawler *Quixotic*, of Aberdeen, with a crew of nine. She was on the Bell Rock only fifty feet north-west of the lighthouse itself. The life boat anchored to windward, veered down towards the trawler, and fired a line across her with her line-throwing pistol, but the line fouled something, and carried away. At the same moment the anchor ceased to hold. The coxswain brought the life-boat out again, intending to make another attempt.

The Broughty Ferry life-boat had just arrived. As Arbroath stood out, Broughty Ferry stood in. She had switched on her searchlight. So too had an Admiralty trawler which was standing by. In this double light the Broughty Ferry coxswain could clearly see the trawler. Her bow was on the rocks. She was lying on her port bilge, and her stern was under water to nearly amidships. Heavy seas were breaking over her. He could see her crew on the fore deck and in the fore rigging. He could see the rocks at her bow.

There was so little water that it was impossible for the life-boat to get under the lee of the trawler, so the coxswain anchored and dropped down on his cable, stern first, close to her weather side. He then threw a grapnel aboard her, and went alongside her fore end, where the crew were gathered.

The life-boat was rising and falling heavily in the broken water, and in the trough of the seas she had not more than two feet under her keel. The coxswain could see the rocks close in front of him, as he went in stern first ; and as each sea approached, he went full speed ahead on his engine to prevent the sea from carrying the life-boat on to the rocks. One of these seas, breaking over her bow, washed several of her crew aft, injured two of them, and nearly swept a third through the guard rails and overboard. As each sea passed, the coxswain, by hauling on his cable on his port bow, and his grapnel on his starboard bow, brought the life-boat neatly alongside the wreck again.

In this dangerous position he held her for half an hour, and the trawler's crew, soaked, chilled and exhausted by three hours' exposure to the bitter winds and breaking seas, jumped aboard, one by one, as the chance came. Just before eleven o'clock the last of them was rescued, and the life-boat weighed anchor and made for home. She arrived at 1.30 in the morning, more than five hours after putting out,

REWARDS

The coxswain handled the life-boat very courageously and with such coolness and skill that he brought her out undamaged except for a few scratches and dents to her paint. He was very ably supported by the acting second coxswain, who looked after the cable and grapnel rope, and by the motor mechanic, who in the swift manoeuvring alongside the wreck carried out his orders instantly.

The Institution made the following awards :

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

To ACTING SECOND-COXSWAIN GEORGE B. SMITH, the bronze medal for gallantry and a copy of the vote inscribed on vellum

To JOHN. GRIEVE, motor mechanic, the bronze medal for gallantry and a copy of the vote inscribed on vellum ;

To each of the other five members of the crew, SAM CRAIG, G. WATSON, G. GALL, WILLIAM FINDLAY and

ROBERT SMITH, the thanks of the Institution inscribed on vellum ;

To the coxswain and each of the other seven members of the crew, a reward of £3 in addition to the usual scale reward of £1 17s. 6d. each. Standard rewards to crew and launchers, £13 6s. ; additional rewards to crew, £24 ; total rewards, £37 6s. Rewards to Arbroath, £13 1s.

DEC. 6TH. - SHOREHAM HARBOUR, SUSSEX - At 11.50 A.M. it was reported that a fishing boat was flying distress signals about three miles SW. of Shoreham. A moderate N. gale was blowing, with a rough sea. At 12.41 P.M. the motor life-boat *Rosa Woodd and Phyllis Lunn* was launched with Captain C. T. Keigwin, the honorary secretary, on board. She found the fishing boat *Skylark*, of Shoreham, returning to harbour. Her engine had broken down during the night, but it had been repaired. As there was the possibility of further trouble with the engine, the life-boat escorted the *Skylark* to harbour, and returned to her station at 3.20 P.M. - Rewards, £7 15s. 6d.

SILVER MEDAL SERVICE AT SALCOMBE

DEC. 7TH. - SALCOMBE, AND PLYMOUTH, DEVON. Early in the morning the Belgian steamer *Louis Sheid*, of over 6,000 tons, was in the English Channel on her way to Antwerp. She had a crew of forty-six men. She saw the Dutch steamer *Tajandoen*, of over 8,000 tons, sunk by a German torpedo or mine, and took on board 62 survivors who had got away from the *Tajandoen* in the ship's boats.

Early that evening the *Louis Sheid* went ashore in Bigbury Bay, on the south coast of Devon. She was seen by Mr. J. H. Jarvis, ex-coxswain of Hope Cove life-boat, who telephoned to the Salcombe life-boat station at 7.35. Ten minutes later the motor life-boat *Samuel and Marie Parkhouse* put out to the rescue. The night was very dark, with heavy squalls of rain. The tide was at four hours ebb, and heavy seas were breaking on Salcombe Bar. Conditions could not have been more dangerous for crossing the bar, and when the life-boat set out the honorary secretary warned another boat to stand by in case of accidents.

Its help was not needed. The life-boat was splendidly handled by the coxswain. He brought her safely across the bar and out into the open sea. Beyond the shelter of the headlands a strong and increasing wind was blowing from the south, with a rough sea.

Two hours after launching, the life-boat reached the *Louis Sheid*. It was then 9.30 at night, and the tide was at low water. The steamer was almost head on to wind and sea. She was about half-a-mile from the shore and had no anchors down, but her engines were going full speed ahead. Seas were breaking heavily round her. The wind had now increased to a gale and there was heavy rain.

RISE AND FALL OF OVER TWENTY FEET

The coxswain anchored to windward and veered down to the starboard side of the steamer, but he found it impossible to get alongside her, for there were rocks close by. He lifted anchor and made instead for the port side. Here the steamer gave him a little lee, and he was able to go alongside the port quarter. It was a hazardous business, for the seas were rising and falling between twenty and thirty feet. As the life-boat lay there, rising and falling in the darkness and heavy rain, forty of those who had been rescued from the *Tajandoen* sixteen hours earlier, jumped into her. Each one had to be caught by life-boatmen. The coxswain then decided to attempt to land the rescued at Hope Cove, and signalled the shore.

Meanwhile there had been much activity on shore. Mr. J. C. Payne, of Salcombe, had volunteered to the honorary secretary at eleven o'clock to go to the scene of the wreck by car with a signalling lamp. This he did and got into touch with the life-boat. He remained at Hope Cove all the night, got hot drinks and food from the hotel, which he had ready for the life-boatmen when they came ashore, and finally went out in the life-boat with his lamp and got in touch with the signalman on board the *Louis Sheid*.

Three other men were also ready

with their help when the life-boat was preparing to land the rescued. They were Mr. J. H. Jarvis, junior, son of the ex-coxswain, Mr. R. E. Hurrell and Mr. H. A. Thornton. In anticipation of the life-boat coming ashore they went in all haste to Hope Cove and put out in their 16-foot pulling boat. In launching her they had the help of five other men, Mr. P. Jarvis and Mr. F. Jarvis, also sons of the ex-coxswain, Mr. W. Leggassick, Mr. V. Leggassick and Mr. N. Thornton. It was very doubtful if the boat could be launched at all, but they brought her safely through the heavy surf.

LIFE-BOAT'S SECOND TRIP

Meanwhile the coxswain took the life-boat inside Bolt Tail, to a point off Key Sands, and there the small boat met her. The small boat had room only for eight people on board at a time, so that he had to make five trips to land the forty whom the life-boat had rescued. Then the life-boat made again for the *Louis Sheid*, to find that she had shifted a little. She was now dead head-on to the seas and she gave the life-boat no lee.

In spite of this the coxswain again brought the life-boat alongside the steamer's quarter in the heavy seas, and without loss or damage, took off the remaining twenty-two of those whom the *Louis Sheid* had rescued in the morning from the *Tajandoen*. None of the *Louis Sheid*'s own crew of forty-five men had so far been rescued.

The twenty-two were landed in the same way by the small boat, and for the third time the life-boat returned to the *Louis Sheid*, taking with her Mr. J. H. Jarvis, junior, to help the coxswain with his local knowledge. She found that in the meantime the *Louis Sheid* had come right over the reef on which she had stranded. She was now close to the cliffs, lying broadside on to them, and the coastguard's life-saving apparatus had fired a line aboard her. The captain and crew of the steamer decided that they would be taken ashore by the apparatus, but they asked the life-boat to stand by.

The Plymouth motor life-boat was

also standing by. She had received the news of the wreck about an hour later than Salcombe, and set out at 9.18 in the evening. At 11.15 she found the *Louis Sheid*, but by that time Salcombe had rescued the sixty-two survivors of the *Tajandoen*, and there were only the captain and crew of the *Louis Sheid* on board her. The Salcombe coxswain, before standing by, returned again to Key Sands, where he landed and telephoned to the honorary secretary at Salcombe. Then he took the life-boat out again to the *Louis Sheid*. The honorary secretary had remained up all night, for he thought that the bar was too dangerous for the life-boat to attempt to cross it. At daylight he arrived at Hope Cove. The second coxswain went back with him to Salcombe to examine the bar, and then returned to the life-boat. By that time the bar could be crossed, and the life-boat reached Salcombe at eleven in the morning of the 8th. She had been out for over fifteen hours. The Plymouth life-boat had reached her station again at 9.30 that morning

THE REWARDS

This was a service in which the coxswain showed magnificent seamanship both in crossing the bar and alongside the steamer. He had been most ably supported by his crew for whom it had been a very exhausting service. They had had to let go and weigh and house the anchor seven times, and had had sixty-two people to get aboard the life-boat. one by one, in very heavy seas.

The Institution made the following awards to the Salcombe crew :

To COXSWAIN E W. DISTIN, the silver medal for gallantry, with a copy of the vote inscribed on vellum ;

To each of the other seven men, SECOND-COXSWAIN E. CHANT, G. SHEPHERD, bowman, J. ALLEN, motor mechanic, P. CHANT, assistant motor mechanic, J. LAKE, J. FIELD and T. CHESMAN. life-boatmen, the bronze medal for gallantry, with a copy of the vote inscribed on vellum ;

To CAPTAIN J. L. AMES, honorary secretary of the station, an inscribed barometer ;

To Mr. J. H. JARVIS, junior, a fisherman's inscribed barometer ;

To MR. J. C. PAYNE, a letter of thanks ;

To the coxswain and each of the seven members of the crew, a reward of £3 in addition to the ordinary scale reward of £2 16s. 6d.;

To each of the three men who manned the small boat, £3;

To each of the five men who helped on shore, £2 ;

Standard rewards to crew and launchers, £21 2s. 6d. ; additional rewards to the crew and rewards to the men who helped, £44 ; total rewards, £65 2s. 6d. Standard rewards to Plymouth, £16 19s. Total rewards for the service, £82 1s. 6d.

DEC. 8TH. - WALMER, AND RAMSGATE, KENT. At 8.32 A.M. a message was received at Walmer from the Deal coastguard that a Belgian steamer had stranded on the Goodwin Sands, north of the wreck of the *Mahratta*. A whole S.S.W. gale was blowing, with a very heavy sea. At 8.50 A.M. the motor life-boat *Charles Dibdin* (Civil Service No. 2) was launched and found the S.S. *Kabinda* half a mile east of the West Goodwin Buoy. As she came near the sands, heavy seas struck her, and threw four of her crew to the deck. One of them was made unconscious. As the captain of the steamer said that it was only the help of tugs which he needed, the life-boat returned to her station, arriving at 12.15 P.M. At 3 P.M. another message was received from the Deal coastguard that the senior naval officer at Ramsgate had asked that the life-boat should stand by the steamer all night. At 4 P.M. she was again launched, and anchored near the steamer. Tugs were present, but, owing to the heavy sea, it was found impossible to connect the towing hawsers. The life-boat then went alongside. One of her crew boarded the steamer, then at the captain's request the life-boat ran out a kedge anchor. This done, the life-boat stood by until after high water. She then returned to her station at 11.45 the next morning, 9th December. Later the same day a request was made by Lloyd's Agent at Dover that the life-boat should again stand by the steamer all night. At 5.15 P.M. on the 9th the *Charles Dibdin* was launched for the third time, and anchored near the steamer while the tugs again tried to tow her off. At midnight they gave it up. Two and a half hours later the steamer broke in two and the life-boat went alongside and rescued forty-four of those on board. Their weight was as much as she could carry in the shallow water with safety, for she was bumping on the sea-bed in the heavy seas. Those still on the steamer were told that the life-boat would return for them as soon as possible. When she reached her station she found that the Ramsgate life-boat had also

been launched to the help of the steamer. Just before 2 A.M. on the 10th, the Walmer life-boat landed the 44 men rescued, and at 5.20 A.M. put out again, in case the Ramsgate life-boat could not take everyone left on board. However, she reached the steamer to find that Ramsgate had already rescued the remaining thirty-one men. The Walmer life-boat returned to her station at 8.15 A.M. on the 10th and the Ramsgate at 9.15 A.M. The Walmer life-boat crew received a gift of £39 from the owners. - Rewards : Walmer, £14 12s. 6d., £48 9s., and £41 0s. 9d. ; Ramsgate, £23 5s. 6d.

DEC. 8TH. - TORBAY, DEVON. At 9 A.M. a message was received that the motor fishing boat *John Bull*, of Torquay, which had gone to sea the previous morning, had not returned. A fresh S.W. wind was blowing with a rough sea. At 9.45 A.M. the motor life-boat *George Shee* was launched, and found the fishing boat riding at anchor in rough seas, five miles N.E. of the Orestone with her engine broken down. During the night distress signals had been made but had not been seen from the shore. The two men on the fishing boat were knee deep in water and had been baling continuously. The life-boat rescued the men and towed the *John Bull* to Torquay. She returned to her station at 2 P.M. A letter of thanks was received from the rescued men. - Rewards, £7 2s.

DEC. 8TH. - RAMSGATE, KENT. At 11.15 A.M. a message was received that an explosion had occurred four miles W.S.W. of the North Goodwin Light-vessel. A fresh breeze was blowing, with a moderate sea. At 11.30 A.M. the motor life-boat *Prudential* was launched. She only found wreckage, but minesweepers told her that a few survivors of a steamer, the *Merel*, of London, had been picked up and landed. The Northern Guardship had also launched a boat to help in the search, and owing to the strength of the wind and tide this boat was in danger of being swept away. The life-boat floated a line down to her, attached to a petrol can. The boat got hold of it, and the life-boat towed her back to the guardship. The life-boat then took in tow an empty ship's boat from the *Merel* and another belonging to a vessel sunk the preceding night, and brought them ashore. She then returned to her station at 2.30 P.M. - Rewards, £7 16s. 6d.

DEC. 8TH. - LOWESTOFT, SUFFOLK. At 5.30 P.M. a message was received that H.M. Minesweeper *Susette* had gone aground on North Beach and was making signals of distress. A whole S.E.E. gale was blowing and she had missed the harbour entrance. As she had grounded high on the beach, the life-boat could not get near her, but she was kept ready, fully manned. The crew of the trawler remained on board her. Next day the senior naval officer at Lowestoft asked for the help of the life-boat to refloat the trawler. A west wind was then blowing, with a moderate sea. At 5.30 A.M. the motor life-boat *Michael Stephens* was launched. She stood by while the tug Lowestoft towed

H.M. Minesweeper *Susette* off the beach and took her into harbour. The life-boat then returned to her station. - Rewards : first launch, £10 ; second launch expenses met by naval authorities.

DEC. 8TH. - CROMER, NORFOLK. At about 11 P.M. a heavy explosion was heard, and the No. 1 motor life-boat *H. F. Bailey* was launched at 11.20 P.M. A N.W. wind was blowing, with a moderate swell. The life-boat found the S.S. *Corea*, of Goole, two miles to the eastward. She had been mined, and had a very heavy list to port. Cries were heard from the starboard side and the life-boat found there five men clinging to the bridge of the steamer. She rescued them, and in doing so was damaged. The rescued men said that there were others in the water, and on the port side the life-boat found a man clinging to a piece of wreckage. She followed the drift of the wreckage, heard a whistle and rescued yet another man from a raft. The search went on until 1.15 A.M. but no more survivors were found and the life-boat returned. In the swell the life-boat could not be taken up her slipway, so she landed the rescued men and in doing so she was again damaged. She remained at anchor until 7.30 A.M. when she was taken up the slipway into the house. - Rewards, £26 9s. 6d.

DEC. 9TH. - ARBROATH, ANGUS. The two local fishing boats *Ben Venuto* and *Vanguard* had not returned from the fishing grounds by 3.25 P.M. A S.E. gale was blowing, with a very rough sea. At 3.30 P.M. the motor life-boat *John and William Mudie* was launched and stood by outside the harbour entrance. At 4.20 P.M. the *Vanguard* arrived and was escorted into the harbour. Soon after the *Ben Venuto* was escorted in. Owing to low water and a heavy swell the life-boat could not be re-housed and was moored in the outer harbour at 5.5 P.M. At 2.40 P.M. the next day the fishing boat *Ben Venuto* was again returning from the fishing grounds. A strong S. wind was blowing, with a heavy swell. The life-boat left her moorings, met the fishing boat and escorted her safely over the bar. She returned to her station at 3.20 P.M. - Rewards, £3 10s. 6d., and £2 12s. 6d.

DEC. 9TH. - FLAMBOROUGH, YORKSHIRE. At 8.15 P.M. a message was received that distress signals had been seen E.N.E. of the life-boat station. A strong S. wind was blowing, and there was a moderate ground swell. At 9 P.M. the motor life-boat *Elizabeth and Albina Whitley* was launched. It was dead low water with heavy spring tides, and the launch was difficult. Many of the helpers had to go into the water up to their waists. The life-boat found the S.S. *Middlesbro'*, of Newcastle-on-Tyne, N.E. by N. of Flamborough Light, with her after part awash. The life-boat cruised round her, hailing her all the time, but got no answer. She then saw a faint light to the N.E., and on going in this direction for about a mile and a half she found another steamer, hove to, which signalled her to come alongside. She was

the S.S. *Phaeasian* and had picked up the crew of the *Middlesbro'*, fifteen in number, from their ship's boats. The life-boat took them all on board. All were exhausted, and when the life-boat landed them they were put in the care of the Shipwrecked Mariners' Society. The life-boat returned to her station at 11.30 P.M. Meanwhile the master of the *Middlesbro'* had realised that his wrecked steamer, in her present position in the fairway of traffic, was a danger to shipping, and asked to be taken out to her again. The life-boat crew changed into dry clothing and put out for the second time at 1.30 A.M. No trace of the steamer could then be found and it was concluded that she had foundered. The life-boat then returned to her station at 3.40 A.M. - Rewards, £37 16s.

DEC. 10TH. - HOLY ISLAND, NORTH-UMBERLAND. At 10.48 P.M. on the 9th a message was received from the coast-guard that flares had been seen in the direction of the Caves. The life-boat crew were assembled and later dismissed as it had been found that no vessel was ashore. Later another message was received that a vessel was stranded at Cheswick A moderate S. to S.E. breeze was blowing, with a choppy sea, and there was slight fog. At 12.48 A.M. the motor life-boat *Milburn* was launched and found the Norwegian steamer *Jotun*, of Stavanger. The crew of thirteen had taken to the ship's boats just as the life-boat arrived. The sea was very choppy and dangerous. The men were taken on board the life-boat and their boats were taken in tow. As it was too dark to return safely to Holy Island Harbour, the rescued men were landed at Berwick at 3.45 A.M. The life-boat remained at Berwick until 10.30 A.M. on account of the low tide, and returned to her station at 12.30 P.M. on 10th December. - Rewards, £19 2s. 6d.

DEC. 10TH. - RAMSEY, ISLE OF MAN. At 8.30 A.M. a message was received from the coastguard that the S.S. *Duke of Lancaster*, of Barrow, anchored about three miles N.E. of Ramsey, required a doctor to attend to an injured man. A strong S.W. wind was blowing, with a slight sea. At 9.30 A.M. the motor life-boat *Lady Harrison* was launched. She found that the steamer had been in collision with the cargo steamer *Fire King*, of Liverpool, which had been sunk. The crew of twelve of the *Fire King* had managed to jump on board the *Duke of Lancaster*, one of them being injured. They were transferred to the life-boat and landed. The *Duke of Lancaster* herself had been damaged by the collision and could not go on her way without further help. She had two hundred passengers on board, and food was urgently required as the steamer's stocks had run short owing to delays. The life-boat took out stores, and returned to her station at 1 P.M. - Rewards, £12 9s.

DEC. 10TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK, CAISTER, NORFOLK, AND LOWESTOFT, SUFFOLK. At 8.20 P.M. the coastguard reported that the steamer *Willowpool*, of Hartlepool,

was sending out S.O.S. signals fourteen miles N.E. of Yarmouth. A S. by E. breeze was blowing, with a heavy ground swell, and the night was very dark. The Great Yarmouth and Gorleston motor life-boat *Louise Stephens* was launched at 8.45 P.M. and she saw signals from the Newarp Light-vessel, went to her, and found that she had on board thirty-six survivors of the *Willowpool*, which had been set on fire by enemy action. Three were injured; fourteen had very little clothing. All thirty-six were taken aboard the life-boat. On her way home she saw signals from the Cockle Light-vessel, so she informed the Caister life-boat station, and then went on to land the thirty-six men. She reached Gorleston at about 2.45 in the morning. The Caister pulling and sailing life-boat *Charles Burton* was launched at one in the morning and made for the Cockle Light-vessel. There she was told that the Newarp Light-vessel was signalling, but she could not reach the Newarp owing to the state of the tide and, as the Lowestoft motor life-boat had arrived, she returned to her station, arriving at 5.10 A.M. Lowestoft had heard from the coastguard at midnight that the Cockle Light-vessel was firing distress rockets and the motor life-boat *Michael Stephens* was launched at 1.15 A.M. She spoke to the St. Nicholas, Cockle and Newarp light-vessels, and the last-named reported a vessel burning flares two miles to the eastward, but the life-boat found only the burning *Willowpool*. Returning to the Newarp the life-boat remained alongside until 7 A.M. as there was a thick fog, and then resumed her search in daylight. She could find nothing, and returned to her station at 9.47 A.M. - Rewards: Great Yarmouth and Gorleston, £19 16s. 6d.; Caister, £43 7s. 6d.; and Lowestoft, £33 1s.

DEC. 11TH. - DUN LAOGHAIRE, CO. DUBLIN, AND WICKLOW, CO. WICKLOW. At 5.5 P.M. messages were received at Dun Laoghaire that a large vessel was aground on the Kish Bank, and that two tugs were being sent from Dublin to her help. A strong S.E. breeze was blowing, with a rough sea. At 8.25 P.M. the motor life-boat *Dunleary II* was launched. Mr. J. V. Steele, honorary secretary of the station, was on board. At 9.45 P.M. the life-boat spoke the Dublin pilot vessel, which said that she had searched all the way south to the Codling Lightship, but had found nothing. An hour later the life-boat found the S.S. *Eumaeus*, of Liverpool, badly aground from the bridge forward, near No. 3 Kish Buoy. The steamer formed part of a convoy, from Liverpool, which had been attacked that morning, and she had run on to the bank at full speed. Efforts had been made to refloat her, but had failed. While waiting for the tugs the life-boat made soundings round the steamer as without them the steamer might easily be towed off one bank on to another. The tugs had not arrived at 11.20 P.M., and the life-boat was asked to stand by until they came. She stood by all night. At 7 A.M. the next day she went alongside, and was told that a tug or other relief would arrive within

the next few hours. At 11.15 A.M. the British Admiralty tug *Stalwart* arrived, and the life-boat passed a cable from her to the steamer. She then stood by while the tug made ready to haul the steamer off, and when, shortly afterwards, the Dublin pilot vessel arrived with a message from the steamer's owners, she took it to the captain of the *Eumaeus*, as it would be impossible to refloat the steamer as the tide then was, and as the life-boat's crew had been at sea eighteen hours, without food, in very cold and trying weather, the life-boat returned to her station at 3.30 P.M. to get food and to refuel. Meanwhile the motor life-boat *Lady Kysant*, at Wicklow, had been launched at 12.45 P.M. to relieve the Dun Laoghaire life-boat, and arrived at 3.30 P.M. She stood by the steamer until 11.15 P.M. and then, on the return of the Dun Laoghaire life-boat, she put back to her station, arriving at 1.30 A.M. on 13th December. The Dun Laoghaire life-boat continued to stand by the steamer while further unsuccessful attempts were made to refloat her. These attempts were finally abandoned at 1 A.M. on the 13th December, and the life-boat returned to her station at 3 A.M. She was kept in readiness for immediate service, however, as there were some hundred people on board the steamer. The owners, A. Holt & Co., gave £100 to the crew of the Dun Laoghaire life-boat. - Rewards: Dun Laoghaire, £38 15s. ; Wicklow, £23 18s. 6d.

DEC. 12TH. - CROMER, NORFOLK. At 7.15 A.M. a message was received from the coastguard that a vessel had gone ashore two miles south-east of Mundesley look-out. A strong easterly breeze was blowing, and there was a heavy ground swell. At 7.30 A.M. the No. 1 motor life-boat *H. F. Bailey* was launched and found the S.S. *Corbrook*, of London. The captain decided to remain on board and await the help of a tug. He asked the life-boat to stand by. A destroyer arrived on the scene, and the life-boat went as near as possible to the steamer, got a rope from her to take to the destroyer, but no connexion could be made. The life-boat continued to stand by, and at high water the captain of the *Corbrook* tried again to refloat her, but failed. During the night the weather became much finer, and at daybreak the life-boat again went alongside the steamer and learnt from her that another vessel had been making distress signals about four miles to the north-east. She went to this position and found an empty ship's life-boat and a sunken wreck. Later she learned that another vessel had struck this wreck, but had gone on her way. The life-boat returned to the *Corbrook* and remained standing by. At 3 P.M. on the 13th December, the tug *George Jewson* arrived. The life-boat got a tow rope from her to the steamer, and another attempt was made to refloat the steamer, but again it failed. As the sea had now become smooth, it was decided that the No. 1 life-boat should return to her station in case her services were needed elsewhere. She reached Cromer at 1 A.M. on the 14th December. At 6.15 A.M. the No. 2 motor

life-boat *Harriot Dixon* was launched and stood by the *Corbrook*. At 8.30 A.M. the Hull tug *Prizeman* arrived, and further attempts were made by the tugs to refloat the steamer, but failed. The life-boat and tugs continued to stand by, and at the next high tide they were at last successful in refloating the *Corbrook*. The life-boat returned to her station, arriving at 2 A.M. on the 15th December. - Property salvage case.

DEC. 12TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. At 12.20 P.M. a message was received from the coastguard that an Estonian steamer in the roadstead had picked up a shipwrecked crew and had asked that the life-boat should land them. A strong N.E. by E. wind was blowing, with a rough sea. At 12.27 P.M. the motor life-boat *Louise Stephens* was launched, and found on the steamer thirty-one survivors of the crew of the motor vessel *King Egbert*, and a pilot. The *King Egbert* had struck a mine earlier in the morning, and had sunk ; one man of her crew was missing. The life-boat took the men on board, landed them, and returned to her station at 2.15 P.M. - Rewards, £10 0s. 6d.

DEC. 13TH. - KIRKCUDBRIGHT. At 1.30 P.M. a message was received from Ross Lighthouse that a ship's life-boat had been seen drifting a mile and a half south of the lighthouse. A S.W. breeze was blowing, with a slight sea. At 2.15 P.M. the motor life-boat *Morison Watson* was launched. She found the boat but no one was on board, and she towed it back, arriving at 5.30 P.M. - Rewards, £11 16s. 9d.

DEC. 14TH. - DUNMORE EAST, CO. WATERFORD. The motor ship *Cairngorm*, of Glasgow, shortly after taking a pilot aboard, went aground on the west side of Waterford Harbour, one and a half miles from Dunmore East. Distress signals were made and these were seen from the pilot's cutter, which came ashore and told the life-boat motor mechanic. A moderate S.S.E. gale was blowing, with a rough sea. At 1.40 A.M. the motor life-boat *C. and S.* was launched, with four of the pilots on board, in case extra help was needed. The life-boat also took in tow the pilot's boarding boat. The steamer was found to be on the rocks, but her crew of seven had managed to reach the shore. The life-boat returned to her station at 3.10 A.M., and a motor car was sent to bring the steamer's crew to Dunmore East. At 6.30 A.M. the life-boat was again launched to help to save the ship, and took her crew back to her. A wire rope was run out to the life-boat and, with the help of the rising tide and the heavy seas, which kept lifting the *Cairngorm* clear of the rocks, the life-boat pulled her off and towed her to a safe anchorage. As the *Cairngorm* was making water the life-boat stood by. Later she was towed to Waterford by the port dredger, with the life-boat escorting her. The *Cairngorm's* steering gear had broken down, and a line was passed over her stern to the life-boat in order to steer her. She broke adrift while

being towed, but the life-boat held her in position until she was made fast to the dredger again. The life-boat returned to her station at 8.50 A.M. - Rewards, £19 19s., and property salvage case

DEC. 16TH. - THE LIZARD CORNWALL. The S.S. *Rubaan*, of Glasgow, struck the rocks a mile S.W. of The Lizard. A strong E.N.E. breeze was blowing, with a moderate sea. At 1.45 A.M. the motor life-boat *Duke of York* was launched. The steamer was on her beam ends and sinking fast. Her crew of eight took to their own boat and were picked up by the life-boat, which returned to her station at 2.50 A.M. - Rewards, £21 18s. 6d.

SILVER MEDAL SERVICE AT TORBAY

DEC. 16TH. - TORBAY, AND SALCOMBE, DEVON. In the early afternoon the schooner *Henrietta*, of Truro, with a crew of seven men, was carried by the strong spring tides and a gale from the east-north-east to the edge of the dangerous reef the Skerries, south of Dartmouth. There she succeeded in getting one anchor down. The coast-guard saw her signals of distress and passed the news to the Torbay life-boat station at 1.30. Ten minutes later the motor life-boat *George Shee* was launched. She reached the *Henrietta* about 3.15. A Dartmouth tug and a Brixham steam trawler were standing by, but they were powerless to help.

A heavy, confused sea was breaking over the Skerries. The tide, which was one hour short of high water, was running strongly. The light was failing. The schooner was rolling gunwale under. She was rolling so violently that the yard on the foremast would make it very difficult to get alongside. To add to the difficulty the starboard anchor, which had fouled the hawser, was hanging over the side. The safer method of rescue was to anchor, fire a line to the schooner, and rig a breeches buoy, but the coxswain would not use this method, for he was certain that he could never drag the schooner's crew through that surf alive. Instead he went in at once close to the starboard side of the schooner to see how she lay. Then he

sheered off. The captain of the schooner, watching the life-boat as she manoeuvred, thought it impossible for her to come alongside. He reckoned without the skill and daring of the coxswain. A second time the life-boat went straight in and the coxswain put her right along the starboard side of the schooner, cleverly avoiding the anchor. Then he moored her fore and aft. In three minutes the *Henrietta's* crew had jumped aboard. They were three very dangerous minutes for the life-boat. Once the fore yard, stabbing down towards her, as the schooner rolled, only just missed her radio telephony mast. Then the schooner's bulwark crashed down on the life-boat's wale, and split twelve feet of it. That the life-boat was not severely damaged was due to the splendid seamanship of the coxswain.

The seven men were rescued, the mooring ropes were chopped away, and the life-boat drew clear of the schooner and made again for Torbay. She arrived at 5.40 that evening.

The Torbay coxswain had made no attempt to save the schooner owing to the very heavy seas. At 5.20 the Salcombe station received a message from the Prawle Signal Station that she was adrift a mile and a half off Prawle. At six o'clock the motor life-boat *Samuel and Marie Parkhouse* put out to tow her out of the shipping track, but she could not find her. After searching unsuccessfully for two hours she returned to her station.

The Institution made the following awards to the Torbay crew :

To COXSWAIN WILLIAM H. H. MORGIDGE, a clasp to his silver medal for gallantry, and a copy of the vote inscribed on vellum ;

To SECOND COXSWAIN WILLIAM PILLAR, F. C. SANDERS, bowman, and RICHARD T. HARRIS, motor mechanic, bronze medals for gallantry, with copies of the vote inscribed on vellum ;

To each of the other members of the crew, E. LAMSWOOD, assistant motor mechanic, A. DISNEY, W. ROGERS, W. COLEMAN and E. CRONIN, the thanks of the Institution inscribed on vellum ;

To the coxswain and each of the eight members of his crew, a reward

of £2 in addition to the scale reward of £1 8s. 6d. Standard rewards to crew and launchers, £12 8s. 3d. ; additional rewards to crew, £18 ; total rewards, £30 8s. 3d.

Standard rewards to Salcombe, £13 2s. 6d.

Total rewards for the service, £43 10s. 9d.

DEC. 19TH. - PORT ST. MARY, ISLE OF MAN. At 12.25 A.M. news was received from the Castletown coastguard that a vessel was ashore at Langness Point. An E.N.E. wind was blowing, with a heavy ground swell. The motor life-boat *Sir Heath Harrison* was launched at 12.50 A.M. She found the steam trawler *Junco*, of London, with a crew of ten, ashore in a dangerous position. The life-boat ran out a kedge anchor, and the *Junco* was refloated at 3.15 A.M. After standing by until the captain reported all in order the life-boat returned at 4.45 A.M. - Rewards, £23 18s.

DEC. 19TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. At 3.5 A.M. news was received by wireless from the Cross Sand Light-vessel, through the coastguard, that an explosion had occurred, followed by red flares, about two miles south by east of the light-vessel. A N.E. breeze was blowing, with a rough sea, and the night was very dark. The motor life-boat *Louise Stephens* was launched at 3.40 A.M. and went to the light-vessel. Here she learned that a trawler had gone in the direction of the flares, but that nothing had been seen since 3 A.M. A thorough search over a large area was made and eventually four boats from the S.S. *City of Kobe*, of Liverpool, were found. No one was on board them, but they had evidently been manned, and it was assumed the men had been taken off by another vessel. The life-boat took two of the boats in tow and returned to her station at 11 A.M. - Rewards, £22 17s.

DEC. 19TH. - GIRVAN, AYRSHIRE. At 11 A.M. a message was received from the Ballantrae Coastguard that the S.S. *Dublin*, of Belfast, had stranded on the Breast Rocks near Turnberry, about five miles north of Girvan. A light easterly breeze was blowing and the sea was smooth. The motor life-boat *Lily Glen* - Glasgow was launched, in charge of the second-coxswain, and stood by the steamer until 6.45 P.M. Then, as the steamer appeared in no immediate danger, the life-boat returned to her station at 7.15 P.M. - Rewards, £19 15s. 6d.

DEC. 20TH. - FLAMBOROUGH, YORKSHIRE. During the morning a strong E.N.E. wind was blowing, increasing at times to gale force. A heavy sea was running. The local fishing coble *Britannia* was at sea, and anxiety was felt for her. The motor life-boat *Elizabeth and Albina Whitley* was launched at 11.30 A.M. and met the coble about two miles away. The life-boat escorted her through the heavy broken seas. - Rewards, £14 10s. 6d.

DEC. 20TH. - BLYTH, AND TYNE-MOUTH, NORTHUMBERLAND. At about 3 P.M. information was received through the coastguard that a steamer had been blown up about two miles south of Blyth. A light E.N.E. wind was blowing, with a slight sea. The Blyth motor life-boat *Joseph Adam* was, launched at 3.15 P.M. and found a tug and a R.A.F. boat, which had picked up fifteen survivors. They were from the Swedish steamer *Mars*, of Stockholm, bound for London with wood pulp, and carrying a crew of twenty-two. The life-boat searched for other survivors, and found none, but she picked up the ship's boat, took it in tow, returning to her station at 5.30 P.M.

Information had also been sent to the Tynemouth station, and the motor life-boat *John Pyemont* put out at 3.30 P.M. She searched, but found no survivors and returned to her station at 5.10 P.M. - Rewards : Blyth, £8 2s. 9d. ; Tynemouth, £12 10s.

DEC. 21ST. - CROMER, NORFOLK. Information was received shortly before 2 A.M. from the coastguard that a vessel had struck a mine near the Haisborough Light-vessel. A light southerly wind was blowing, with a smooth sea, and the weather was clear and cold. The motor life-boat *H. F. Bailey* was launched at 2.10 A.M. and found the tanker *Dosinia*, with a crew of fifty-one. She had a heavy list to starboard and her four life-boats were lying two on each side. Forty members of her crew - thirty-eight of them Chinese - were taken into the life-boat, which then stood by. The captain and officers remained aboard to see if it was possible to save the vessel. They dropped the anchor and the life-boat remained close by. When the daylight came a mine was seen drifting about half a mile away in the path of an oncoming convoy. The life-boat went towards the mine, signalled the leading ships of the convoy to alter course, and returned to the *Dosinia*, to be told that her back was broken. First the captain thought of beaching her. Then he decided to try and reach the Humber, and asked the life-boat to go with him, as all the ship's boats had broken adrift. This the life-boat did, and at about 6.30 P.M., when they were off the Humber, the *Dosinia* was taken in tow by a tug. The life-boat then put the *Dosinia's* crew on board her again. At the captain's request she continued to stand by until 9.15 A.M. the following morning. She then returned to her station, arriving at 5 P.M. But for the presence and help of the life-boat it is probable that the vessel and her crew would not have reached safety. - Property salvage case.

DEC. 21ST. - LOWESTOFT, SUFFOLK. the coastguard telephoned the coxswain shortly after 5 P.M., reporting that distress sound signals could be heard. A light S.E. wind was blowing, with a heavy swell, and the weather was foggy. Then rockets were seen above the fog, and at 5.40 P.M. the motor life-boat *Michael Stephens* was launched. She found H.M. trawler *Saxonia* aground on the north-western edge of the Newcombe Sands.

The trawler was in a dangerous position, rolling heavily, and the life-boat stood by. A tug then came out and made fast to the *Saxonia*, while the life-boat took soundings. At high water at 6.35 P.M. the trawler was refloated. The life-boat stood by until she was safely in harbour, and returned to her moorings at 7.10 P.m. - Rewards, £24 10s.

DEC. 21ST. PETERHEAD, AND FRASERBURGH ABERDEENSHIRE. At 5.55 P.M. the coastguard reported that flares had been seen two miles south of Rat-tray Head. A light N.W. wind was blowing, with a ground swell. The motor life-boat *Julia Park Barry* of Glasgow was launched at 6.10 P.M., and found the motor fishing boat *Trustful*, of Banff, with a crew of three. Her propeller had been severely damaged and she was leaking badly at the stern tube, which made it necessary to pump all the time. The life-boat, took the *Trustful* in tow and brought her into harbour at 7.30 P.M. The Fraserburgh motor life-boat *John and Charles Kennedy* had also been launched at 5 P.M. She had been told by the coastguard that flares had been seen north of Rattray Head. She had searched but had found nothing, except a light, moving south, which she had not been able to overtake. She returned to her station at 7 P.M. - Rewards Peterhead, £12 19s. ; Fraserburgh, £10 19s. 9d.

DEC. 21ST. - DONAGHADEE CO DOWN. At 8.20 P.M. the coastguard telephoned that the naval authorities had reported a vessel ashore at the South Briggs. A light N.W. wind was blowing. There were patches of fog, and the sea was smooth. The motor life-boat *Civil Service No. 5* was launched at 8.40 P.M. and found H.M. trawler *Sir John Lister*. The coxswain boarded the trawler, and at the captain's request the life-boat ran out an anchor with about two hundred fathoms of wire cable to hold the trawler secure. The captain did not wish the life-boat to stand by, but arranged to recall her by signal if he needed further help. The life-boat returned to her station, arriving at 10.25 P.M. Later the *Sir John Lister* was got off the rocks by tugs. The Flag Officer-in-charge at Belfast expressed his thanks for the services of the life-boat. - Rewards, £13 7s. 6d.

DEC. 22ND. - ST. MARY'S, SCILLY ISLES. At about 4 A.M. the coastguard reported a vessel ashore on the Seven Stones and in need of immediate help. A moderate E.N.E breeze was blowing, with a moderate sea. The motor life-boat *Cunard* was launched at 4.40 A.M. She found the S.S. *Longships*, of Glasgow, on a voyage from Belfast to Plymouth with a general cargo. She had a crew of twenty-seven. She had broken her back and was a total wreck. The life-boat rescued her crew and landed them at St. Mary's at 9.20 A.M. The officers of the *Longships* made a donation. - Rewards, £25 19s. 6d

DEC. 22ND. - TYNEMOUTH, NORTH-UMBERLAND At 1.40 P.M. the coastguard

telephoned that a vessel had struck a mine north of the Tyne. The sea was slight, with a westerly wind blowing. The motor life-boat *John Pyemont* was launched at 2.20 P.M. and found the S.S. *Gryfevale*, of Glasgow, laden with cotton seed, severely damaged and down by the head. She stood by until the tugs arrived and took the steamer in tow and then escorted her to a safe anchorage. She returned to her station at 3.40 P.M. - Rewards, £7 13s

DEC. 23RD. - WELLS, NORFOLK. At 1 P.M. it was reported that three fishing boats had gone to sea at 5 A.M. Two had come back at about 11 A.M. but the third, *Malvina*, with a crew of three, was missing. A light N.W. wind was blowing with a heavy ground swell, and the weather was foggy. The motor life-boat *Royal Silver Jubilee, 1910-1935*, was launched at 3.30 P.M., searched to the eastward of Wells Harbour, found the *Malvina*, which had lost her bearings, and escorted her into harbour, arriving at 4.30 P.M. - Rewards, £11 5s. 3d.

DEC. 23RD. - LOWESTOFT, SUFFOLK. At 7 P.M. the coastguard reported the motor trawler *Purple Heather*, of Lowestoft, ashore at Corton. The weather was very cold and foggy, with a heavy ground swell and a south-westerly breeze. Putting out at 7.30 P.M. the motor life-boat *Michael Stephens* found the trawler stranded on the mainland in a dangerous position surrounded by old broken iron piles and sea defence works. She got alongside her, and took off two of her crew. Then she stood by all night. It was so cold that ice formed on the life-boat. Next morning she tried to refloat the trawler, but found that a tug would be needed. As the trawler was in no immediate danger she returned to her station at 9.35 A.M. after fourteen hours at sea. Later, the *Purple Heather* was refloated by a tug. - Rewards, £33 1s.

DEC. 25TH. - RAMSGATE, KENT. At 5.45 P.M. the coastguard telephoned that a motor boat was ashore off Montifiore. The weather was foggy with a light N.W. wind. Putting out at 6.25 P.M. the motor life-boat *Prudential* found the Ramsgate motor boat *Salvor*, in the employment of the Navy. She had refloated before the life-boat arrived, but was glad to follow the lead of the life-boat back to harbour, which was reached at 7.25 P.M. - Rewards, £13 11s. 6d.

DEC. 26TH. - AMBLE, NORTHUMBER. LAND. During the morning a strong N.E. breeze was blowing with a rough sea, and anxiety was felt for the safety of three fishing cobsles. There was a heavy swell at the harbour bar, and at 12.30 P.M. the motor life-boat *Frederick and Emma* was launched. She escorted the cobsles to safety, and returned to her station at 1.15 P.M. - Rewards, £3

DEC. 27TH. - RAMSGATE, AND WALMER, KENT. At 9 A.M. a message was received from the Ramsgate coastguard that the S.S. *Kentwood*, of London, was sink-

ing rapidly in the north Downs, and that her captain was trying to beach her. The Rams-gate motor life-boat *Prudential* was launched at 9.9 A.M., but could not find the steamer, and returned to her station at 11 A.M. Meanwhile, at 9.30 A.M., a message had been received at Walmer, from the Deal coast-guard, that the steamer was sinking a mile east of the South Goodwin Light-vessel. A light N. breeze was blowing, with a moderate sea. At 9.45 A.M. the motor life-boat *Charles Dibdin* (Civil Service No. 2) was launched, and found that the *Kentwood* had been run down by a Polish steamer. Her crew had abandoned her and were partly on board a trawler and partly in their own boats. Twelve men of the crew of eighteen were taken on board the life-boat from the trawler and boats. Tugs then arrived and took the *Kentwood* in tow. By now her engine-room, stokehold and No. 2 hold were flooded but, with the life-boat escorting them, the tugs succeeded in getting the steamer to Sandown Bay and in beaching her there. The life-boat then put the crew back on board her and returned to her station at 2.30 P.M. - Rewards : Ramsgate, £8 15s. 6d ; Walmer, property salvage case.

DEC. 28TH. - BLYTH, NORTHUMBERLAND. At 9.45 A.M. the coastguard reported an explosion, and five minutes later a message was received that, a vessel was making distress signals on her siren, east of the piers, at no distance away. A fresh N. breeze was blowing, with a calm sea. At 10.15 A.M. the motor life-boat *Joseph Adlam* was launched, accompanied by an R.A.F. speed-boat. They found wreckage a quarter of a mile away and two men in an exhausted condition. They were picked up by the speed-boat, which returned at once to harbour, where the rescued men were taken straight to hospital. The life-boat continued the search for an hour, picked up one man, who was found to be dead after he was got on board, and saw two badly mutilated bodies among the wreckage. She returned to her station at 11.15 A.M. The steamer was found to be the S.S. *Hanne*, of Copenhagen, and fifteen of her crew were missing. - Rewards, £6 7s. 6d.

DEC. 29TH. - FLAMBOROUGH, YORKSHIRE. During the evening the signal station reported rockets east of Filey Brigg. A N.N.W. wind was blowing, of gale force at times, with a very heavy sea. The motor life-boat *Elizabeth* and *Albina Whitley* was launched at 9.30 P.M., and for an hour found nothing. Then she saw a rocket to the N.E., and fourteen miles N.N.E. from Flamborough Head the life-boat, found H.M. trawler *Rutlandshire* with her engine broken down. At the master's request the life-boat fetched another trawler to tow him clear of the minefields, and passed a line between the two trawlers, but in the heavy seas it, parted twice. Another trawler came up, and with the help of the life-boat got the *Rutlandshire* in tow. After escorting the vessels for some miles the life-boat returned to her station, arriving at 9.15 A.M. The captain of the *Rutlandshire* expressed his appreciation

of the "brave and gallant efforts" of the life-boat crew - Property salvage case.

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

DEC. 1ST. - TROON, AYRSHIRE. Flares had been reported but nothing could be found. - Rewards, £11 5s.

DEC. 1ST. - ALDEBURGH, SUFFOLK. The life-boat had put out at the request of the naval authorities to see if a vessel at anchor about five miles off was in distress, but her help was not needed. - Rewards, £33 11s. 6d.

DEC. 1ST. - MARGATE, KENT. A schooner had been sunk by enemy action four miles away and the life-boat found only the masthead of the vessel and no sign of the crew. It was learned later that the crew had been rescued by another vessel. - Rewards, £9 8s.

DEC. 1ST. - PETERHEAD, ABERDEENSHIRE. A ship's boat had landed at Bod-dam, with twelve men on board, who reported that, their ship, the S.S. *Mercator*, of Helsinki, had been sunk by enemy action and that another of the ship's boats was missing. The life-boat found no trace of her. A fishing boat brought her in. - Rewards, £6 14s. 6d. (See Peterhead "Services by Shoreboats," 1940, page 142.)

DEC. 2ND. - BRIDLINGTON, YORKSHIRE. A steamer was thought to be in distress fifteen to twenty miles from Bridlington, but the life-boat found that a derelict, with a cargo of oil, had been sunk by the Admiralty, and the oil was burning on the water. - Rewards, £17 3s. 6d.

DEC. 2ND. - GOURDON, KINCARDINESHIRE. A trawler had run on to the rocks, but her crew were rescued by the coastguard life-saving apparatus from the shore, with the life-boat standing by. - Rewards, £30 16s.

DEC. 3RD. - WALMER, KENT. The coastguard had reported flares, and the life-boat put out, in a southerly gale, with very heavy seas and hail squalls. She found the Greek steamer *Aghia Eirini*. The steamer did not need the life-boat's help but asked for a pilot and a tug. The life-boat signalled the information to the guard ship and the coastguard and returned to her station. - Rewards, £29 0s. 6d.

DEC. 3RD. - MONTROSE, ANGUS. A steamer had been reported sunk by enemy action twenty miles E.S.E. of Scurdyness, but no trace of her could be found. - Rewards, £31 11s. 6d.

DEC. 3RD. - WALTON AND FRINTON, ESSEX. A barge had been reported in distress, but nothing could be found. - Rewards £22 12s.

DEC. 3RD. - RAMSGATE, KENT. Flares had been reported by the coastguard, but nothing could be found. - Rewards, £7 16s. 6d.

DEC. 4TH. - THE HUMBER, YORKSHIRE. A British steamer had been sunk by enemy action ten miles east of Withernsea, but when the life-boat arrived she found no one on board, and it was thought that the crew had been rescued by a passing steamer. - Permanent paid crew.

DEC. 4TH. - BROUGHTY FERRY, ANGUS. It had been reported that eight survivors of the Swedish steamer *Rudolf*, which had been sunk by enemy action, had been picked up by a trawler and that another of the *Rudolf's* boats was adrift. Her position was unknown. A large area was searched but nothing was found. - Rewards, £19 13s.

DEC. 4TH. - LOWESTOFT, SUFFOLK. An explosion had been seen five miles away, but the life-boat found no survivors, although she picked up a quantity of wreckage which she landed at the Custom House. - Rewards, £20 9s.

DEC. 4TH. - RHYL, FLINTSHIRE, AND HOYLAKE, CHESHIRE. - Flares had been seen, but nothing could be found. - Rewards : Rhyll, £31. 6s. ; Hoylake, £9 9s. 6d.

DEC. 5TH. - WICKLOW, CO. WICKLOW. A flashing light had been reported from a drifting boat, but nothing could be found. - Rewards, £8 5s.

DEC. 6TH. - SHERINGHAM, NORFOLK. A German bombing seaplane had crashed into the sea and no survivors could be found. Parts of the machine and a body of a German airman were washed ashore. - Rewards, £33 1s. 9d.

DEC. 5TH. - AITH, SHETLANDS. A trawler had been reported on fire, but got help from other trawlers. - Rewards, £6 17s. 6d.

DEC. 6TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. An Admiralty trawler had been mined, but nothing could be found although a trawler picked up one survivor. - Rewards, £10 0s. 6d.

DEC. 7TH. - CROMER, NORFOLK. A steamer had gone ashore, but declined help as she hoped to refloat unaided as the tide rose. - Rewards, £26 9s. 6d.

DEC. 7TH. - BROUGHTY FERRY, ANGUS. The Icelandic trawler *Skallagrímur* had been reported to be in distress over twenty miles away, but nothing was found. - Rewards, £16 7s.

DEC. 7TH. - MARGATE, KENT. Gunfire had been heard and an aeroplane reported down in the sea, but nothing was found. - Rewards, £8 9s.

DEC. 8TH. - THURSO, CAITHNESS-SHIRE. An aeroplane had been reported

in difficulties, but she was only signalling a steamer by rocket. - Rewards, £7 7s. 6d.

DEC. 8TH. - WHITBY, YORKSHIRE. The Danish steamer *Ingertoft* had gone ashore, but did not need the help of the life-boat. - Rewards, £12 2s.

DEC. 9TH. - SOUTHEND - ON - SEA, ESSEX. Rockets had been reported near the Mouse Light-vessel, but nothing could be found. - Rewards, £25 17s.

DEC. 10TH. - CROMER, NORFOLK. A heavy explosion had been heard, but nothing was found. - Rewards, £24 15s. 6d.

DEC. 11TH. - BLYTH, NORTHUMBERLAND. The S.S. *Storffjeld*, of Bergen, had gone ashore, but her crew were rescued from the shore by the coastguard life-saving apparatus. - Rewards, £16 7s.

DEC. 11TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. An explosion had been reported near a steamer, but nothing could be found. - Rewards, £12 19s.

DEC. 11TH. - FISHGUARD, PEMBROKE-SHIRE. A steamer had anchored with her engine broken down, but was able to repair it and go on her way. - Rewards, £5 17s. 6d.

DEC. 11TH. - WHITBY, YORKSHIRE. Members of a salvage party on board the wrecked minesweeper *Cape Comorin* had been injured, but seas breaking over the vessel made it impossible for the life-boat to take them off and they were brought ashore later when the tide fell. - Rewards, £10 11s. 3d.

(Medals were awarded for the rescue of the crew of this vessel on 12th November, 1939. See page 61.)

DEC. 11TH. - CROMER, NORFOLK. A steamer had stranded on the Haisborough Sands, but got off and went on her way. - Rewards, £33, and £19 5s.

DEC. 11TH. - WALMER, KENT. The steamer *Spar*, of Rotterdam, had been in collision, but the life-boat's help was not needed. - Rewards, £14 12s. 6d.

DEC. 12TH. - WALMER, KENT. An explosion had been heard, but nothing was found. - Rewards, £29 0s. 6d.

DEC. 12TH. - GREAT YARMOUTH AND GORLESTON, AND CAISTER, NORFOLK. A steamer had been reported to be on fire after striking a mine, but a trawler had picked up five survivors and nothing else was found but some wreckage. - Rewards : Great Yarmouth and Gorleston, £7 14s. 6d. ; Caister, £21 18s.

DEC. 13TH. - BLYTH, AND TYNE-MOUTH, NORTHUMBERLAND, AND SUNDERLAND, DURHAM. An Admiralty drifter had been blown up by enemy action, but Blyth life-boat could find no survivors. She was then directed to a position where the

Belgian steamer *Rosa*, of Bruges, had been blown up, but found that other vessels had rescued the survivors. The Tynemouth life-boat, with the honorary secretary, Mr. E. Selby Davidson, on board, also searched for survivors from the drifter, but found none and so did the Sunderland life-boat. - Rewards : Blyth, £8 5s. 6d. ; Tynemouth, £7 11s. ; Sunderland, £11 13s. 3d.

DEC. 13TH. - SUNDERLAND, DURHAM. A trawler had been reported to have been mined, but nothing was found. - Rewards, £7 15s. 6d.

DEC. 14TH. - CLACTON - ON - SEA, AND WALTON AND FRINTON, ESSEX. Ship's boats had been reported adrift, but nothing was found except large trunks of timber. - Rewards : Clacton-on-Sea, £8 13s. 6d. ; Walton and Frinton, £16 4s.

DEC. 14TH. - TYNEMOUTH, NORTH-UMBERLAND. An Admiralty trawler had been mined, but the survivors of her crew were rescued by other vessels. - Rewards, £7 3s.

DEC. 15TH. - BLYTH, NORTHUMBERLAND. An explosion had been heard, but no vessel in need of help was found. - Rewards, £7 6s. 6d.

DEC. 15TH. - TYNEMOUTH, NORTH-UMBERLAND. A Norwegian vessel had been mined, but five survivors of her crew were rescued by another vessel. - Rewards, £8 10s.

DEC. 15TH. - NEWBIGGIN, NORTH-UMBERLAND. An explosion had been heard, but nothing could be found. - Rewards, £41 10s.

DEC. 17TH. - WHITBY, AND SCARBOROUGH, YORKSHIRE. A motor vessel had been sunk by German aeroplanes, but a boat containing eight survivors was rescued by a fishing boat. - Rewards : Whitby, £9 11s. 3d. ; Scarborough, £36 10s. 6d.

DEC. 17TH. - HYTHE, KENT. A vessel had been reported attacked by enemy aircraft, but nothing was found. - Rewards, £45 5s. 6d.

DEC. 17TH. - MARGATE, KENT. An explosion had been seen, but nothing was found except a patch of oil. - Rewards, £12 8s.

DEC. 17TH. - HASTINGS SUSSEX. Signals had been reported by the coast-guard, but nothing could be found. - Rewards, £40 2s. 6d.

DEC. 17TH. - POOLE AND BOURNEMOUTH, AND SWANAGE, DORSET. The schooner *Maud Mary*, flying the Polish flag, had gone ashore west of the Old Harry Rocks, but the crew got away in their own boat. - Rewards : Poole and Bournemouth, £7 6s. 6d. ; Swanage, £9 4s.

DEC. 18TH. - CROMER, SHERINGHAM, AND WELLS, NORFOLK. An aeroplane had been reported down in the sea, but she could not be found. - Rewards : Cromer, £39 13s. 6d. ; Sheringham, £37 14s. Wells, £30 9s. 6d.

DEC. 18TH. - ABERDEEN, AND PETERHEAD, ABERDEENSHIRE. A trawler had been reported to have been attacked by enemy aircraft eighty miles to the E.N.E. of Aberdeen, but nothing could be found. - Rewards : Aberdeen, £23 17s. 9d. ; Peterhead, £19 6s. 6d.

DEC. 19TH. - BRIDLINGTON, YORKSHIRE. Flares had been reported, but it was learned later that they had been dropped by aeroplanes on night exercises. - Rewards, £20 12s. 6d.

DEC. 19TH. - SOUTHWOLD, SUFFOLK. A parachute flare had been seen, but nothing could be found. - Rewards, £26 16s.

DEC. 20TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. The Cross Sand Light-vessel had made signals, but it was found that she was calling a trawler to sink mines which were floating dangerously close to her. - Rewards, £8 13s. 6d.

DEC. 20TH. - LOWESTOFT, SUFFOLK. Flares had been reported, but nothing could be found. - Rewards, £24 10s.

DEC. 20TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. St. Nicholas Light-vessel had signalled as flares had been dropped by aeroplanes, but the life-boat found nothing. - Rewards, £19 16s. 6d.

DEC. 20TH. - WALMER, KENT. An explosion had been heard, but nothing could be found. - Rewards, £29 0s. 6d.

DEC. 20TH. - CROMER, AND SHERINGHAM, NORFOLK. Flares had been reported, but they had probably been dropped by aeroplanes as nothing could be found. - Rewards : Cromer, £26 7s. ; Sheringham, £29 9s. 6d.

DEC. 20TH. - BLYTH, NORTHUMBERLAND. An explosion had been heard, but nothing could be found and it may have been caused by two mines colliding and exploding. - Rewards, £6 7s. 6d.

DEC. 22ND. - BLYTH, NORTHUMBERLAND. A minesweeper had been blown up, but her crew were rescued by a pilot cutter. - Rewards, £5 8s. 6d.

DEC. 23RD. - TYNEMOUTH, NORTH-UMBERLAND. A heavy explosion had been heard, but nothing could be found. - Rewards, £8 15s. 6d.

DEC. 23RD. - SEAHAM, DURHAM. An explosion had been heard, but nothing could be found. - Rewards, £11 6s. 6d.

DEC. 24TH. - BEMBRIDGE, ISLE OF WIGHT. A vessel had been reported to be ashore, but she was found to be anchored off shore. - Rewards. £11 15s. 6d.

DEC. 24TH. - RAMSGATE, AND WALMER, KENT. Three men in a motor boat left Ramsgate to go and see the *Mahratta* wreck and had not returned. The Ramsgate life-boat searched throughout the night and again on Christmas morning and the Walmer life-boat on Christmas morning, but they found nothing as the men had been towed into Sheerness. - Rewards : Ramsgate, £17 6s. 6d. and £8 15s. 6d. ; Walmer, £14 12s. 6d.

DEC. 25TH. - SELSEY, SUSSEX. Vessels had been in collision, but a naval vessel went to their help. - Rewards, £18 13s. 6d.

DEC. 25TH. - GREAT YARMOUTH AND GORLESTON, NORFOLK. Flares had been reported, but nothing could be found. - Rewards, £19 16s. 6d.

DEC. 28TH. - BRIDLINGTON, YORKSHIRE. A trawler had picked up a mine in her nets and it exploded when it struck the trawler, but her crew were rescued by another vessel. - Rewards, £20 12s. 6d.

DEC. 30TH. - BLYTH, NORTHUMBERLAND. An explosion had been reported, but nothing could be found. - Rewards, £6 7s. 6d.

Services by Shore-boats

JANUARY MEETING.

DRUMMORE, WIGTOWNSHIRE. During the afternoon of the 14th November, 1938, the steamer *Ben May* sprang a leak and sank in East Tarbert Bay. Her crew of live took to the ship's boat, and at the request of the coastguard, three men put out in a motor fishing boat and towed them into Drummore Harbour. - Rewards, £1 10s., and 3s. for fuel used.

ARKLOW, CO. WICKLOW. On the 28th November, 1938, five men while out in their fishing boat rendered help to the trawler *Roaming*, of Arklow. - Rewards, £2 10s., with £5 for loss of fishing, and 3s. 4d. for fuel used.

(For a full account, see Arklow "Services of the Life-boats of the Institution during 1938," Arklow, page 92 in Annual Report for 1938.)

FEBRUARY MEETING.

BALLYCOTTON, CO. CORK. On the 2nd January, 1939, the crew of four of the motor trawler *Yankee Girl* were rescued by another fishing boat. - Rewards, £2 10s., with £3 for loss of fishing, and 2s. 6d. for fuel used, together with a letter of thanks to the owner of the boat.

(A full account of this service appears under Ballycotton in "Accounts of Services by Life-boats," page 15.)

DUNGENESS, KENT The motor fishing boat *Little Dick*, of Dungeness, had trouble with her engine at 1 P.M. on the 8th January, 1939, when about a mile off Lade coastguard station. A strong S.W. wind was blowing, with a moderate sea. Two men who were fishing near by went to her help and towed her to safety at moderate risk. They broke their bowsprit on landing. - Rewards, £1, with a grant of 7s. 6d. towards repairs to the bowsprit, and 1s. 6d. for fuel used.

TENBY, PEMBROKESHIRE. During the afternoon of the 18th January, 1939, the motor boat *Stephen Harding*, of Caldy, belonging to Caldy monastery, with three men on board, lost her propeller and shaft when about two and a half miles S.S.E. of Tenby, and drifted towards Quarry Point. A light N.W. breeze was blowing, with a heavy swell. At the request of the station honorary secretary a fisherman put out in his motor boat and towed the *Stephen Harding* into harbour. - Rewards, 10s. and 3s. for fuel used.

MARCH MEETING.

WALMER, KENT. On the 18th January, 1939, the motor boat *Rose Marie* helped the life-boat to save the yacht *Leigh Hall*. -

Rewards, £3 10s., 12s. for fuel used and 12s. for damage to tow-rope.

(For a full account, see "Accounts of Services by Life-boats," Walmer, page 16.)

PURTON, GLOUCESTERSHIRE. At about 7.30 P.M. on the 4th February, 1939, three motor vessels were swept up the River Severn by a very strong tide. Soon afterwards they were seen drifting helplessly, but no help could be given to them. About 10 P.M. one of them drifted down towards Sharpness on the ebb tide. A tug went, out to her but there was no one on board. The other two grounded on sandbanks - one bottom upwards and the other with a heavy list. A S.W. wind was blowing, and the water was choppy. The vessel with the heavy list was the *Severn Traveller* and shouts could be heard coming from her. No tug could get alongside as the water was too shallow, and three men put off in a 16-foot rowing boat. They had first to drag her about 400 feet over the mud. They succeeded in taking two men off the *Severn Traveller*. These were the only two rescued from the three vessels. Six others were drowned. The three rescuers ran great risk owing to the state of the river, the darkness, and the danger of grounding on sandbanks. - Rewards, £2 and a framed letter of thanks to each of the men, Mr. L. Keedwell, Mr. G. Cook, and Mr. E. Robins, and £10 10s. sickness allowance to one of the rescuers who, as a result of the service, was taken ill with pneumonia.

THE HUMBER, YORKSHIRE. On the morning of the 11th February, 1939, some men working at Haile Fort went to the Lincolnshire coast in a small rowing boat. One man tried to row the boat back to the Fort but failed to make it, and was driven by wind and tide towards Spurn Head. He was reported by the signal station and, as he was then too close in for the life-boat to go to him, Coxswain Cross and his men directed him where to land. He was, however, too exhausted and as he neared the beach a sea swamped the boat and threw him into the water. Coxswain Cross and his crew went into the sea and pulled him to safety. - Reward, a letter of thanks to Coxswain Cross and his crew.

APRIL MEETING.

BURRA ISLE, SHETLANDS. While out had-dock fishing in a small open boat from Skeld three men were thrown into the sea when their boat was capsized by a squall. The accident happened at about 7.30 A.M. on the 18th March, 1939, when the boat was five miles from Scalloway. A strong northerly wind was blowing and the sea was rough. The capsizing was seen from the 16-ton motor fishing

boat *Budding Rose*, which at once made for the spot. With slight risk to themselves her crew of four rescued the endangered men who were clinging to their upturned boat and landed them near to their homes. The rescuers then made for Scalloway, picking up the small boat on the way. - Rewards, £2 10s., and 8s. 6d. for fuel used.

MAY MEETING.

FRASERBURGH, ABERDEENSHIRE. At about 8 P.M. on the 19th April, 1939, a small yawl with a party of five boys on board got into difficulties and could not make Fraserburgh Harbour. The sea was choppy with a squally increasing S.S.W. breeze. The honorary secretary of the life-boat station did not consider it necessary to launch the life-boat, and sent out the motor boat *Lily* manned by four men, including the permanent motor mechanic of the life-boat. She picked up the yawl about half a mile east of Cairnbulg Beacon and brought her in. - Rewards, £1 10s., also 2s. for fuel used.

SELSEY, SUSSEX. On the 22nd April 1939, four men put out in a motor boat and landed the crew of three of a yacht. - Rewards, £2 10s., and 3s. for fuel used.

(For a full account, see "Accounts of Services by Life-boats," Selsey, page 28.)

JUNE MEETING.

SIDMOUTH, DEVONSHIRE. At about 8.40 P.M. on the 22nd March, 1939, an aeroplane came down in the sea off Sidmouth. A westerly wind was blowing with gusts at thirty miles an hour and sleet showers. The sea was choppy. The Exmouth life-boat, *Catherine Harriet Eaton*, was launched at 9.25 P.M., but in the meantime four men had put out from Sidmouth in a 14-foot rowing boat. They found the crew of the aeroplane, four in number, on the fuselage, and rescued them. They could not row back to Sidmouth owing to the strong wind and made instead for Salcombe Regis. The life-boat learning at Beer Head that the men had been rescued returned to her station, arriving at 2.15 A.M. - Rewards : Shoreboat, a framed letter of thanks to each of the four rescuers, Messrs. W. J. Smith, N. Rickwood, J. Dagworthy, T. Parrot ; Life-boat, £26 15s.

FIRTH OF FORTH. At about 6.30 P.M. on the 16th April, 1939, two men of the R.A.F. left Inverkeithing for Aberdour in a motor boat. The tide was ebbing and the sea was rough, with a fresh westerly gale blowing. The boat's engine failed and she was dashed against the Firth of Forth Boom and sank, leaving the two men clinging to the Boom. Information of the accident was passed from Aberdour, through the police, to the pilot station at North Queensferry. Pilot C. Donald and a boatman put out in the motor boat *Lion* and rescued the two men from the Boom. - Rewards, letters of thanks to Pilot C. Donald and to Motorman A. Muir.

BACTON, NEAR CROMER, NORFOLK. On the 17th April, 1939, a canoe capsized off

Bacton. The weather was fine, with a strong N.W. by W. wind and a slight sea. The coastguard informed the Cromer life-boat, but before she could be launched news was received that the boy who had been alone in the canoe had swum ashore. The coastguard had also signalled by whistle to a motor fishing boat, with two men on board, off Mundesley, to go to the rescue ; their help, too, was not needed. - Rewards, 15s.

MABLETHORPE, LINCOLNSHIRE. At about 11.15 A.M. on the 9th May, 1939, a R.A.F. machine crashed into the sea live miles to the east of Theddlethorpe Bombing Range. The weather was fine and sea smooth. The Humber motor life-boat was sent for, and two motor boats also put out at the coastguard's request. Oil and wreckage were found but a prolonged search failed to find the sunken plane. Her crew of two were drowned. - Rewards : To the crew of one boat £1 to each of the two men and 15s. for petrol used ; to the crew of the other a letter of thanks to each of the two men, Mr. C. Mountam and Mr. H. West. Total rewards, £2 15s.

LITTLEHAMPTON, SUSSEX. At about seven in the evening of the 11th May, 1939, a canoe, with a boy of 16 and a girl of 17 on board, capsized about half a mile off Rustington. A light N.E. breeze was blowing and the sea was calm. Three men put out in a motor boat from Littlehampton. They found the boy and girl holding on to the canoe and rescued them. The boy was unconscious when landed, and died. The girl was revived. - Rewards, £1 10s., also 10s. for boat used and 5s. for fuel.

PORTHCAWL, GLAMORGANSHIRE. On the morning of the 18th May, 1939, the motor boat *Albatross*, which had been engaged on night work connected with a new drainage scheme, was seen to hoist a distress signal - a pair of trousers waved on an oar. The wind was light, and the sea slight. At the coastguard's request two men put out at 9.10 A.M. in the motor boat *Joyce*. They found the *Albatross* about a mile to the W.S.W., with her engine broken down and her anchor dragging. She had three men on board. They towed her in. - Rewards, 15s. and 5s. for fuel used.

PADSTOW, CORNWALL. At 10 A.M. on the 23rd May, 1939, two men put out in a 26-foot motor fishing boat to go fishing in Port Isaac Bay. The weather was fine, with a smooth sea and a light westerly wind. When off Kelland Head they saw the fishing boat *Sweet Briar*, of Padstow, on fire two miles away and at once went to her. After taking off her crew of two, they got the burning boat in tow, but she sank after they had towed her for about four miles. - Rewards, £1 5s.

PENLEE, CORNWALL. At 1.45 A.M. on the 25th May, 1939, the police reported distress flares between Penlee and Newlyn. A fresh N.N.E. wind was blowing and the sea was choppy. Two men put out in a motor boat and found the motor pleasure boat *Jubilee*, of Penzance, with a party of two men

and three women on board, only twenty yards from the rocks with her engine broken down. After a little manoeuvring they took the *Jubilee* in tow and brought her safely into Penzance Harbour. - Rewards, £1 10s., in addition to a local gift of 9s.

MARGATE, KENT. At 1.15 P.M. on the 27th May, 1939, the coastguard reported that a boat had turned over about one mile to the N.N.E. of the watchhouse, and that there appeared to be someone clinging to it. The weather was fine and the sea calm, with a slight S.W. breeze. On the life-boat coxswain's instructions the motor boat *Fearless* put out, manned by six men. They found that the boat was, in fact, a piece of wreckage with something flapping about on the top. - Rewards, £1 10s. and 3s. 6d. for fuel used.

TEIGNMOUTH, DEVON. At 11 A.M. on the 29th May, 1939, signals for help were made from a small rowing boat about 500 yards E.N.E. of Teignmouth Pier. A fresh wind had sprung up from the S.E. quickly making a short, steep sea. A fisherman put off in his 30-foot motor boat and found on board the boat an old man who was a cripple, very exhausted by hard rowing, and two small boys. They had been lobster fishing. Their boat was in danger of being carried into broken water and swamped. The fisherman took her in tow and brought her safely into Teignmouth Harbour. - Rewards, 10s., with 3s. for fuel used.

WORTHING, SUSSEX. On the 30th May a sailing boat capsized off Goring. Several boats went to her aid and the crew of two were rescued. - Rewards : A letter of thanks ; £1 5s., with 5s. for fuel used.

(For a full account, see "Accounts of Services by Life-boats," Shoreham Harbour, and Worthing, page 30.)

JULY MEETING.

FRASERBURGH, ABERDEENSHIRE. At about 11.30 P.M. on the 27th May, 1939, it was reported that the motor boat *Peggy Lynn*, of Peterhead, was lying one mile east of Cairnbulg, apparently-in need of help. The life-boat's motor mechanic and a fisherman went out to her help in the motor boat *Jem*. They found that the *Peggy Lynn* had anchored, owing to the strong flood tide and lack of fuel and towed her to Fraserburgh. - Rewards 15s., also 3s. for fuel used.

HASTINGS, SUSSEX. At about 4 P.M. on the 2nd June, 1939, the police told the coastguard that an oar was being waved from the small boat *Anne* which was about two miles out. A moderate N.E. breeze was blowing, with a choppy sea, and the tide was ebbing. Two men put out in the motor pleasure boat *Brittanica*. They found that the small boat had a pleasure party of three on board and that the engine had broken down. They towed her to safety. - Rewards, 15s., also 1s. 6d. for fuel used.

WORTHING, SUSSEX. On the 3rd June, 1939, a small sailing dinghy capsized about

one and a half miles out. A northerly off-shore wind was blowing with a moderately rough sea. Mr. George Bashford, a boatman, put off in a rowing boat and rescued the man from the dinghy. - Reward, letter of thanks from the Institution in addition to £5 from the rescued man.

NORTH SUNDERLAND, NORTHUMBERLAND. At 9.45 A.M. on the 8th June, 1939, three men, who were at sea in a 35-foot motor fishing boat, between the Knavestone and the Longstone, and towed her in. The sea was rough, with a southerly wind blowing. - Rewards, £2 5s., also 4s. for fuel used.

SKINNINGROVE, YORKSHIRE. Between six and seven in the evening of the 9th June, 1939, a youth who was bathing off the west side of the jetty was caught by currents and carried out to sea. Herbert Hart, a local boatman, put off in a rowing boat, breaking an oar and losing a rowlock in his hurry, rescued the now unconscious youth and brought him ashore. Artificial respiration was applied by the police, but he did not revive. - Rewards, 5s. and 12s. 6d. for the broken oar and lost rowlock.

NEW BRIGHTON, CHESHIRE. At 2.30 P.M. on Sunday the 11th June, 1939, the coastguard informed the life-boat station that a small boat had been reported to him in difficulties off No. R.6 buoy. The weather was fine with a choppy sea, fresh W.N.W. breeze, and rising tide. Nothing could be seen of the small boat although there were yachts off the Burho Bank, but the life-boat's motor boarding boat put out, manned by Mr. W. W. Harris, the honorary secretary, the coxswain and the motor mechanic. Nothing was found, or learned from the yachts, and the boarding boat returned after over an hour's search. - Rewards, letter of thanks to Mr. W. W. Harris, and 7s. 6d. to the coxswain.

MARGATE, KENT. At about 12.15 P.M. on the 15th June, 1939, with a fresh breeze blowing and a choppy sea, the crew of the motor pilot boat *Naylands*, while at sea, saw the motor fishing boat *O.K.* of Margate, with a crew of two, showing distress signals. She was about half a mile S.W. of the S.E. Margate Buoy ; her trawl had fouled her propeller ; she was being blown away to sea. The *Naylands* towed her in. - Rewards, £2 5s., also 5s. for fuel used.

MABLETHORPE, LINCOLNSHIRE. During the afternoon of the 15th June, 1939, a woman lying on an inflated bed floated out to sea. A strong S.W. wind was blowing, with a rough sea. Two men put out in a motor boat and rescued her when she was a mile out. - Rewards, £1, also 4s. for fuel used and £2 towards the cost of engine repairs and loss of business.

LLANDUDNO, CAERNARVONSHIRE. Just before midnight on the 17th June, 1939,

the police reported that cries for help had been heard in Llandudno Bay. The sea was smooth, with a westerly wind, and the weather was fine. The coxswain went at once to the beach and found that two life-boatmen had put out in a rowing boat. They found that the cries came from two men in a small boat. They had no knowledge of boats and had put off, without permission, in a boat that was unseaworthy. She was being swamped and they were in danger of drowning. The life-boatmen brought them ashore. - Rewards, £1, also 10s. for damage to clothing and 2s. 6d. to the coxswain.

DONAGHADEE, Co. DOWN. At about 5.30 P.M. on the 18th June, 1939, a small yacht with one man on board was seen to be in danger of being blown out to sea. The man was trying with oars to keep inshore. A strong N.W. wind was blowing, with a heavy sea. A fisherman put out in his motor boat and towed the yacht to harbour. - Rewards, 10s

ARRANMORE, Co. DONEGAL. On the 27th June, 1939, five of the crew of the steamer *Ben Vooar* came ashore for provisions. A southerly gale sprang up with a rough sea, and when they attempted to return they were blown towards the rocks and were in danger. Four men - three of them life-boatmen - put out at 9 P.M. in a 28-foot motor boat, rescued the men and put them aboard their own ship. - Rewards, £3, also 5s. for fuel used.

SHOREHAM, SUSSEX. At 11.13 A.M. on the 27th June, 1939, the aeroplane G-ABBW came down in the sea about one and a half miles S.W. of Shoreham beach. A light westerly breeze was blowing, with a slight sea. Two of the regular life-boat crew, who were about to go fishing, saw the accident, and immediately launched their small rowing boat. They found the pilot badly injured and unconscious. They landed him and an ambulance took him to hospital, where he died. The Shoreham Harbour life-boat was launched and arrived just as the pilot was being picked up. The life-boat towed the aeroplane to the shore. - Rewards, £1 5s.

ANSTRUTHER, FIFESHIRE. At about 4 P.M. on the afternoon of Sunday, the 9th July, 1939, a canoe with two youths on board capsized when about three hundred yards off Cellardyke Harbour. A light northerly wind was blowing, with a smooth sea. The motor yawl *Day Dawn*, manned by six men, put off and rescued them. - Rewards, £1 10s., with 1s. for fuel used and 5s. for damaged clothes.

SEPTEMBER MEETING.

TORBAY, DEVON. At about 6 P.M. on the 12th June, 1939, a sailing dinghy capsized in Fishcombe Bay. The weather was fine with a N.W. breeze and an almost smooth sea. The crew of three were seen clinging to the keel. The call for help was given by motorists from the Torbay Chalets Camp. Two motor boats put out from Brixham Inner Harbour, and the Torbay life-boat also put

out. The motor boat *Lady Mildred*, manned by two men, rescued one, and the motor boat *Winsome*, manned by one man, rescued the other two. The rescued men had been in the water nearly forty minutes and were exhausted. - Rewards, £1 2s. 6d.

RINGSTEAD, WEYMOUTH, DORSET. On the 29th June, 1939, two young naval seamen, brothers, hired a rowing boat from Portland and, accompanied by two girls, rowed to Ringstead. When they were preparing to return about 6.30 P.M., they were strongly advised by a London police sergeant, who was on holiday, not to attempt to row back but to return by bus. They ignored his advice and soon got into difficulties in a fresh westerly wind, with a choppy sea. The sergeant (whose hobby is boating with the Ringstead fishermen when on holiday) had kept the boat under close observation. When he saw that she was in danger he raised the alarm, and himself put out with a local fisherman and another visitor in a motor boat. When they reached the rowing boat they found the sailors nearly exhausted and the girls crying. They brought them ashore. - Rewards, 25s. to the fisherman for the use of his boat, and a letter to the Metropolitan Commissioner of Police strongly commending the initiative and action of Sergeant King, B.63.

WHITBY, YORKSHIRE. At 1.45 P.M. on the afternoon of Sunday the 16th July, 1939, the coastguard reported that a small vessel was ashore off North Cheek, Robin Hood's Bay. The sea was smooth with no wind, although it was foggy, and it was decided that a life-boat launch was unnecessary, but as a precaution the life-boat coxswain, Mr. J. Murfield, put out in his own motor boat. He arrived to find that the vessel had got off and gone on her way. - Rewards, £1 for loss of business and fuel used.

SOUTHWOLD, SUFFOLK. On the 19th July, 1939, a small motor boat was wrecked on a submerged pile in Southwold Harbour, throwing the four people on board into the sea. The tide was ebbing strongly with a heavy swell. Two Dutchmen, employed on harbour reconstruction work, immediately put out in a small rowing boat and picked up the people in the water as they were being carried out to sea. - Rewards : letters of appreciation to the two Dutchmen, Mr. M. Spierling and Mr. A. voor den Dag.

BARROW, LANCASHIRE. A pilot who had been on the look-out reported to the life-boat coxswain at 1.45 PM. on the afternoon of Sunday the 23rd of July, that a sailing boat appeared to be in difficulties in Morecambe Bay, with something flying at half-mast. A strong N.W. breeze was blowing, with a choppy sea. A motor boat went out with a crew of four. They found five seasick men on board the sailing boat, but they refused all help. - Rewards, £1 10s., and 3s. for fuel used.

BURNMOUTH (EYEMOUTH), BERWICKSHIRE. At about six o'clock on the evening of Sunday

the 23rd July, 1939, two boy scouts drifted to sea on a raft from a position about two miles south of Burnmouth. The sea was smooth, with a light westerly wind. The motor boats *Braw Lads* and *White Heather* put out from Burnmouth manned by seven fishermen and a visitor. Before they reached the raft the boys attempted to swim to the shore. One succeeded ; the other failed. His body was picked up by the *White Heather*, but it was impossible to revive him. - Rewards, £1 15s.

HASTINGS, SUSSEX. On the afternoon of the 24th July, 1939, information was received through the police that an aeroplane had come down in the sea off Ecclesbourne Glen, near Fairlight. The sea was slight, with a S.W. breeze blowing. The life-boat was launched and, at the request of the police, a speed-boat also put off from the pier, without waiting to disembark two passengers. No trace of the aeroplane could be found. - Rewards, £1.

HERNE BAY, KENT. On the night of the 25th July, 1939, a boy on license from Borstal took a boat belonging to the Whitstable Council, at Tankerton, and put off without oars. A fresh southerly breeze was blowing, the sea was choppy, and the boy got into difficulties. He was seen and heard by two boys, shouting for help, but the information did not reach the coastguard until 11.30. The Margate life-boat put out, and Mr. A Pressley, a Herne Bay fisherman, also put out in a motor boat, and joined in the search. An aeroplane dropped Very lights to help them, but it was not until dawn that the boy was found by Mr. Pressley. He was then exhausted. After giving him water and chocolate from the life-boat's stores Mr. Pressley then took the boy ashore. Mr. Pressley was out for about four hours and covered over thirty miles. - Rewards, £1 5s., and 7s. for fuel used.

SHOREHAM HARBOUR, SUSSEX. On the 26th July, 1939, it was reported that an aeroplane had come down in the sea off Shoreham. A speed-boat put out on the instructions of the honorary secretary of the life-boat station and the coastguard. She found nothing. - Rewards, £1.

WHITBY, YORKSHIRE. At 9.30 P.M. on the 27th July, 1939, a fisherman came ashore and reported to the life-boat coxswain that he had seen flares about four miles to the north. The sea was calm, with a light S.W. wind. The coxswain and three other men put out in the motor coble *Brighter Hope* and found that the flares came from the motor coble *Silver Line* which had a pleasure fishing party on board. Her engine had broken down. The *Brighter Hope* towed her into Whitby Harbour. - Rewards, £2, and 2s. 6d. for fuel used.

HARWICH, Essex. - On the afternoon of the 4th August, 1939, four men., who were sailing in Harwich Harbour in a dinghy, capsized in a squally N.E. wind. The sea was rough and the tide was ebbing strongly. A local water-

guard that someone was in difficulties on Torr Cliffs between Ilfracombe and Lee. The life-boat's honorary secretary sent off the mechanic in his speed-boat, followed by the second-coxswain in his motor boat. Two people were in difficulties, a man and a woman. The man was hauled up the cliffs by the coastguard, the woman was taken on board his boat by the second-coxswain. - Rewards, 15s.

SWANAGE, DORSET. At about 4.15 P.M. on the afternoon of Sunday, the 20th August, 1939, three small boats got into the tide-rip off Peveril Point in a strongly ebbing spring tide. One of the boats upset. At the request of the coastguard a boatman put out in his 20-foot open motor boat. He was on the spot in about ten minutes and searched for an hour, but could find neither the boat nor the man who had been on board. He was able, however, to help the other two boats. One of them had lost a rowlock, and the other could make no headway. - Rewards, £1.

WALMER, KENT. At 6.30 P.M. on the 26th August, 1939, information was received that two boys who had put out in a home-made canoe at two in the afternoon, had not returned. The life-boat coxswain and six other men put off in a motor boat and found the boys about three miles away near Kingsdown. They were in no danger. The motor boat returned with them. - Rewards, £2 12s. 6d., and 5s. for fuel used.

LLANDUDNO, CAERNARVONSHIRE. At about 6 P.M. on the 29th August, 1939, the coastguard reported to the life-boat coxswain that a man had fallen off Orme's Head. The weather was misty, with a north-easterly wind and a moderate sea. Four life-boatmen put out in a motor boat. They found that the police had already arrived, but stood by in case it was necessary to take the man on board their boat. He was, however, hauled up the cliffs. - Rewards, £1 10s., and 3s. for fuel used.

OCTOBER MEETING.

ILFRACOMBE, DEVON. At about 11 A.M. on the 12th June, 1939, information was received that a girl had fallen down the cliffs at Haggington Beach, Hele Bay. A strong

N.N.W. inshore wind was blowing, with a choppy sea. A rowing boat put out manned by Mr. N. J. Lewis, a cafe proprietor, Mr. P. G. Burgess, beach attendant, and Mr. W. H. Galliver. They found the girl, a seventeen-year-old visitor, unconscious at the foot of the cliffs, and another girl about a hundred and twenty feet up.

The men then entered the sea, got the unconscious girl aboard and returned to Hele. Putting off again they went to the help of the girl on the cliffs, where Mr. Burgess and Mr. Galliver landed, Mr. Lewis remaining in the boat. Eventually coastguardsman Beer helped the girl to the cliff top. Mr. Lewis, Mr. Burgess and Mr. Galliver then returned to Hele at 12.40 P.M. wet through.

At about 8 P.M. on the 1st July, Mr. Lewis and Mr. Galliver again put out in a rowing boat on learning that two visitors had been marooned on a rock, at Hele Bay, by the tide. A moderate W.S.W. wind was blowing, with a choppy sea. They took their boat close in and the two people were able to jump into it. A few minutes later the tide rose over the rock.

Coastguardsman Beer and Mr. Burgess, the beach attendant, have received testimonials from the Royal Humane Society. Mr. Lewis has rendered similar services on many previous occasions. - Rewards, A framed letter of thanks to Mr. N. J. Lewis and 15s. to Mr. W. H. Galliver.

ARKLOW, Co. WICKLOW. About 7 P.M. on the night of the 12th July, 1939, a local seaman noticed that a boat appeared to be on Arklow Bank, several miles east from Arklow Harbour, for she did not move. The sea was rough, with a strong S.W. wind blowing. The motor boat *Willie Wag* with a crew of six put out at 8 P.M. and reached the distressed boat two hours later. She found her to be the French fishing boat *Java*, of Camaret. Her crew of six had taken to the ship's boat. From this the motor boat rescued them. Half an hour later the *Java*, which was full of water, slipped off the bank and sank. - Rewards, £7 10s., and 7s. for fuel used ; also 7s. to the man who gave the first information.

LITTLEHAMPTON, SUSSEX. At about noon on the 22nd July, 1939, information was received that the sailing boat *Idiot's Delight* had capsized off Rustington. The sea was choppy, with a fresh S.W. breeze. Manned by a crew of two the motor speed-boat *Miss Littlehampton* put off, but found the two people from the sailing boat swimming ashore. As they did not need help the speed-boat took the sailing boat in tow and brought her to Littlehampton. - Rewards, 15s., £1 for loss of business, and 7s. for fuel used ; also a letter of thanks to Mrs. Reed Peebles, who gave first information of the accident.

BROUGHTY FERRY, ANGUS. While a party of three were boarding the dinghy belonging to the yacht *Black Dragon* at about 6 P.M. on the 1st August, 1939, the dinghy capsized. A fresh westerly wind was blowing, with a choppy sea. The tide was ebbing. Two men put off in a motor boat. The dinghy

was about 200 yards away. They rescued two of the three people - a father and daughter - but the son was missing. They searched for him. Meanwhile, the life-boat coxswain and motor mechanic, who were on the shore, saw a body in the water. They went out in a rowing boat, brought it in and applied artificial respiration, but, unfortunately, without result. - Rewards, 15s. between the two rescuers, and 2s. 6d. for fuel used.

PORTHDLINLLAEN, CAERNARVONSHIRE. At about 3.30 P.M. on the 15th August, 1939, a boatman, while out in his motor boat, saw the sailing boat *Snark*, of Nevin, capsize when about two miles from Nevin Bay. The weather was fine and the sea smooth. The boatman hurried to the capsized boat, picked up the three men who had been on board, visitors from Manchester, and took their boat in tow. - Rewards, 10s., and 3s. for fuel used.

BLACKPOOL, LANCASHIRE. At 4.30 P.M. on the 22nd August, 1939, a boy who was bathing and was about 150 yards out, near the South Pier, got into difficulties. It was high water, with a S.W. breeze and a slight sea. Mr. Edwin Smith, a member of the Blackpool Town Council, who was out in his motor launch with a boatman and passengers, hurried to the boy, took him on board and applied artificial respiration. After being landed the boy recovered. - Rewards, A framed letter of thanks to Councillor Edwin Smith, and 5s. to the boatman.

War Declared at 11 a.m. on the 3rd of September.

HASTINGS, SUSSEX. Mr. R. Cooke, Volunteer-in-Charge of the Life-saving Corps at Pett, and three other men, rescued the crew of four of an aeroplane on the 9th September, 1939. The Hastings and Dungeness life-boats also went out. - Rewards, £2, and 5s. for use of boat.

(For a full account see "Accounts of Services by Life-boats," Hastings, Sussex, and Dungeness, Kent, page 39.)

HERNE BAY, KENT. At about 11.30 on the night of the 9th September, 1939, a British aircraft crashed in the sea off Seasalter, and a number of boats, including the Margate and Southend life-boats, put out. The weather was calm. The crew of the aeroplane were safe, but one of the boats which had gone to her help with two boys aboard, did not return, and early in the morning of the 10th September, Mr. Pressley, a boatman, put out at the request of the coastguard. He did not find the boat, but she got back safely, unaided. - Reward, £1.

BROUGHTY FERRY, ANGUS. Two boys in a sailing boat were seen to be in difficulties about a mile west of the Tay Bridge at 12.30 P.M. on the 11th September, 1939. The coxswain, motor mechanic and bowman, put off in a motor boat, picked up the boys, and towed their boat to Broughty Ferry. A

boat was borrowed for the job, and the Institution's petrol was used.- Rewards, 7s. 6d. to the bowman, and 10s. for the use of the boat.

TENBY, PEMBROKESHIRE. While out fishing in the motor trawler *Two Brothers*, in the afternoon of 15th September, 1939, two men saw a sailing boat in difficulties, about two miles off. She had a party of five young people on board. They did not know how to handle the boat. The sails had been blown away, and she was being carried out to sea. A fresh northerly wind was blowing, and the sea was choppy with a very strong tide running. Heaving up their gear the two men went to her help, rescued the five persons on board, and towed the boat into Tenby Roadstead. - Rewards, £1 5s.

REDCAR, YORKSHIRE. While homeward bound for Grimsby the steam trawler *Oswaldian* ran ashore on the Salt Scar Rocks at about 8.30 P.M. on the 25th September, 1939. The weather was hazy, with a heavy swell. The Redcar life-boat put out and also the motor fishing boat *Mayflower*, with a crew of four. Four of the *Oswaldian's* crew of eleven were landed by the fishing boat and remained ashore. The others after being taken on board the life-boat returned to the trawler which refloated later. - Rewards, £3, and 1s. 6d. for fuel used.

NOVEMBER MEETING.

CAPE CLEAR, Co. CORK. On 24th September, 1939, explosions were heard at sea about two o'clock in the afternoon. They came from the S.S. *Hazelside*, of Newcastle, a timber-laden steamer which was in distress through enemy action about eleven miles south of Cape Clear. An easterly breeze was blowing and the sea was rough. Nine men manned a fifty-feet motor fishing boat, *St. Ultan*, and put out at 3 P.M. Guided by aircraft they reached the *Hazelside* as she was sinking. They saw two rafts with men on board, and three of the *St. Ultan's* crew put off from her in a small boat to go to their help. With great difficulty, and at great risk owing to the wreckage, the heavy sea and the possibility of attack, they rescued two men from one of the rafts, and three from the other. All five men were exhausted. The *St. Ultan* then saw a boat about twelve miles to the west and reached her about seven in the evening. She found on board eighteen of the *Hazelside's* crew and rescued them. The *St. Ultan* then made for Schull and arrived there at 10.30 P.M., having travelled about forty miles. At Schull the rescuers entertained the rescued, and the *St. Ultan* left for Cape Clear at three next morning. The motor life-boat at Courtmacsherry, forty miles away, also put out to the help of the *Hazelside*, but by the time she arrived the men had already been rescued by the *St. Ultan*. - Rewards to the *St. Ultan*, £22 10s., and £5 for fuel, damage to the small boat, torn sail, etc.

HOYLAKES, CHESHIRE. At about 8.25 A.M. on the 8th October, 1939, the wife of the

owner of the yacht *Mischief* told the coastguard that the yacht was inside the entrance to Hoyle Lake, with her husband and two sons on board, and they appeared to be waving for help.

A moderate to strong W.N.W. breeze was blowing, with a rather rough sea. The coastguard informed the life-boat coxswain, who put out with his son in a rowing boat. They helped to bring in the yacht and to moor her in a safe position. - Rewards, £1.

FLEETWOOD, LANCASHIRE. On the 13th October, 1939, two men belonging to Blackpool put out to fish from a home-made boat with an out-board motor. Their engine broke down; they were unable to return; an ebbing tide and easterly wind carried them out to sea. They waved a towel on an oar as a distress signal. This was seen at about 4.30 P.M. by two Fleetwood fishermen who were returning home, in a half decked motor fishing boat, from the fishing ground off Blackpool. With great difficulty, owing to the frail construction of the disabled boat, they succeeded in towing her to the shore, a distance of three miles. - Rewards, 15s., and 5s. for fuel used, etc.

ABERYSTWYTH, CARDIGANSHIRE. At 11.45 A.M. on the 30th October, 1939, it was reported that the small fishing boat *Gloria*, of Aberystwyth, with one man on board, was out. A heavy easterly breeze was blowing, with a lumpy sea. The man was unable to row against the wind and although his anchor was down his boat was being blown out to sea. The life-boat coxswain, motor mechanic and shore signalman put out in a motor boat and brought in the fisherman and his boat. - Rewards, £1 2s. 6d., and 2s. 6d. for the use of the boat.

BARROW, LANCASHIRE. At 1.30 P.M. on the 8th October, 1939, the life-boat motor mechanic, while on duty, saw a small sailing boat capsized between Roa Island and Piel Island. The sea was rough, with a strong S.E. wind blowing. The mechanic at once put out, with the assistant mechanic, in a motor boat, rescued the man who had been on board the small boat and towed in the boat. - Rewards, 5s. to the assistant mechanic.

DECEMBER MEETING.

BURRAFIRTH, LERWICK, SHETLANDS. At 1.52 P.M. on the 20th October, 1939, the coastguard asked the Lighthouse Shore Station at Burrafirth to send its boat to pick up the crew of the S.S. *Sea Venture*, of London, which had been sunk by enemy action fifteen to twenty miles east of Flugga. A light S.W. wind was blowing with a smooth sea. At 3 P.M. the motor boat was launched with a crew of seven, and searched unsuccessfully for several hours and returned when the Lerwick motor life-boat took up the search. In the end the life-boat found the crew of the S.S. *Sea Venture*, who had landed on the beach at the Island of Skaw. (The life-boat's service was reported in the issue of The Life-boat for April, 1939.) - Rewards, £4 7s. 6d.

WICKLOW. At 8 A.M. on the 31st October, 1939, the look-out at Wicklow Head informed the Wicklow life-boat station that a raft, believed to have three men on board, was about two miles N.E. of the Head, drifting. As the life-boat was under survey, five men put out in a 24-foot rowing boat. A strong E.N.E. wind was blowing with a rough sea. The men found that the raft was, in fact, a fisherman's "dan," three buoys with a mast and light attached. They took it in tow and brought it into harbour. - Rewards, £3 15s.

LLANDUDNO, CAERNARVONSHIRE. At about 5 P.M. on the 5th November, 1939, three small rowing boats, which had been out fishing, were in difficulties about a mile off the pier. A hard S.S.E. wind was blowing, with a moderate sea. Three men who had just returned in their motor fishing boat *Swallow* watched two of the rowing boats reach the pier, and then put out again in the growing darkness to help the remaining boat. They found her in danger of being carried on to a rocky precipitous lee shore and towed her in. - Rewards, £2 5s., and 5s. for fuel used.

SOUTHWOLD, SUFFOLK. At 11 A.M. on the 6th November, 1939, the motor fishing boat *Boy Dinks*, with a crew of three, was in difficulties two miles north of Southwold. The exhaust pipe was flooded and the engine could not be started. There was a moderate sea running with a W.S.W. breeze. The men signalled for help and another motor fishing boat took them in tow, but, after she had towed them about half a mile, the tow rope broke and the *Boy Dinks* sank. Her crew were taken into the rescuers' boat. - Rewards, £1 12s. 6d., and 2s. for fuel used.

LOWESTOFT, SUFFOLK. When returning home at about 11 A.M. on the 6th November, 1939, two fishermen, on board the motor sprat boat *Mica*, saw a hand above the water near the Newcombe Bank. They turned their boat and found two men clinging to the corks of their floating nets with their heads just above water. They were the crew of the motor fishing boat *Harvest Moon*, of Yarmouth, a new boat, on her first trip. She had taken aboard nets from another boat in addition to her own, become overloaded, and sank. Four attempts had to be made before the men could be picked up, for a strong S.S.W. wind was blowing, the sea was rough, and the rescuers were in danger from the risk of their propeller being fouled by floating nets. - Rewards, £1 18s., and 2s. for fuel used.

CULLEN, BANFFSHIRE. At about 7.30 P.M. on the 6th November, 1939, distress signals were seen from a R.A.F. bomber and a few minutes later the bomber was forced to come down in Cullen Bay. Four men at once put out to the rescue in the motor boat *Quest*. A light S.W. wind was blowing, with a slight swell, but the bomber was near the rocks and the rescuers ran great risk of having their boat washed on to them. The work of rescue was made still more dangerous by the fact that the bomber was carrying live

bombs, but the four men were successful in rescuing the bomber's crew of four without mishap. - Rewards, £5 5s., and 3s. for fuel used.

NORTH RONALDSHAY, ORKNEYS. Soon after 8 A.M. on the 7th November, 1939, the S.S. *Hansi*, of Bergen, stranded on Reef Dyke, and her crew of sixteen left her in two ship's life-boats. A local boat with a crew of five went out and piloted the boats for two miles to a safe landing. Wind and sea were moderate.

The coastguard life-saving apparatus had been called out and helped the crew ashore. The Stromness motor life-boat had also been launched, but the men had already been landed when she arrived. - Rewards, £2 10s.

MARGATE, KENT. About 9 A.M. on the 13th November, 1939, the destroyer HMS. *Blanche*, which had been damaged by enemy action, was being towed by a Ramsgate tug. The weather was clear with a N.N.W. wind blowing, and the sea choppy. At the request of another destroyer, the motor boat *Golden Spray*, with a crew of two, which was trawling, went to stand by the *Blanche*. She was then one mile E. of the North-East Margate Buoy. Shortly afterwards the *Blanche* turned over on her side, throwing those on board into the sea, and the two men on the *Golden Spray* picked up 70 of them and transferred them to a tug. It was a fine rescue and the two men ran a great risk, for the men of the destroyer were covered with oil; it was very difficult to get them aboard the boat, and their weight nearly sank her. - Rewards, £10, with £5 for damaged clothes and 16s. 8d. for fuel used.

MARGATE, KENT. On the 20th November 1939, the motor boat *Golden Spray* followed the motor life-boat when she went out to the help of the minesweeper *Mastiff* which had been sunk by enemy action.

(For a full account, see Margate "Accounts of Services by Life-boats," page 66.) - Rewards, £1 18s., and 16s. 8d. for fuel used.

FILEY, YORKSHIRE. On the afternoon of the 24th November, 1939, the local fishing boat *Joan and Mary*, with a crew of three, broke down off Filey. A S.E. wind was freshening with a moderate sea and an ebbing tide. The life-boat coxswain launched his motor coble, and with another man towed the *Joan and Mary* to shore. - Rewards, 15s. with 7s. 6d. for use of boat and fuel.

ARKLOW, Co. WICKLOW. At 6 P.M. on the 29th November, 1939, the life-boat coxswain and three other men were out in the Arklow motor fishing boat *Noamh Fiacra*. The weather was rough with a westerly gale, bad sea and rain. When in Courtown Bay the men saw flares about two miles away and found a small open fishing boat from Courtown drifting with her engine broken down. She was about six miles east of Courtown Harbour into which she was towed at 8 P.M. - Rewards, £4, with 10s. for use of boat and 10s. for fuel.