

Type, Name and Port of Vessel: Motor Vessel, "John M." of London.  
 Names of Master and Owner: Unknown. Owners, John T. Metcalf of 370 Commercial Road, London, E.1.  
 Tonnage and Where From and To: 500 grs. Loaded with Coal from Blyth.  
 Exact Location of Casualty: 200 yards E. of Beeston Hill.  
 Cause of Casualty: Stranding:  
 Wind: North 2.  
 Sea: Slight swell.  
 Weather: Thick. Visibility 50 yards to one mile.  
 Time Signal was Received: Acting Coxswain informed of casualty by Coastguard at 8.15 a.m.  
 Time Life-boat was Launched: 8.40 a.m.  
 Time Reached Vessel: 9 a.m.  
 Time Returned to Station: 4.15 p.m.  
 Stores Requiring Replacement: Biscuits, cheese and chocolate.  
 The Crew:—J. J. Davies Snr., W. H. Davies, J. Davies, H. T. Davies, W. Allen, R. Cox, G. Cox, A. Balls, C. Brackenbury, Frank Davies and H. W. Davies (Motor Mechanic).  
 Men on Duty: 11 Crew. 1 Winchman. 7 Helpers. Stand-by Coxswain L. Harrison and Crab-boat.  
 Signed J. J. Davies, Acting Coxswain. E. Peter Hansell, Hon. Secretary.

2nd NOVEMBER 1938

### LIFEBOAT, "THE H. F. BAILEY"

(From the Slipway)

### S.S. "CANTABRIA" OF SANTANDER, SPAIN

At 3.5 p.m., the Coastguard reported gunfire to the Coxswain in the direction of Cromer Knoll Light Vessel. Soon after the Coastguard reported that the firing might come from the H.M.S. "Penzance", since she was due to carry out gunnery practice. In view of this latter message it was not then considered necessary to take any action. At 4.40 p.m., the Coastguard reported to the Coxswain a message received from a British Steamer via Maplethorpe, that an armed Cruiser had been firing on a Spanish Steamer for over an hour, and the latter appeared to be considerably damaged. The Coxswain then immediately communicated with the Hon. Secretary, who at once proceeded to the Coast Guard Station, and after consultation with the D.O. of the Coastguards, ordered the launching of the Life-boat. He instructed the Coxswain not to run into anything too hot without first communicating with the Shore by R.T. The Life-boat was launched at 5.05 p.m., and when about half way to the reported position several Steamers signalled to each other by morse. At about 6 p.m., the Life-boat came up with the S.S. 'Glenshield'. The Captain stopped his Vessel and pointed the position of the Warship to the Coxswain. When within about a mile of the Warship the Coxswain observed the "Cantabria" near to the Warship, with no lights showing. Shortly after signals were observed on the "Cantabria" apparently made by a small torch. On reaching the Vessel it was observed that she had a heavy list to Starboard. On account of this it was necessary to approach her from this side. The Life-boat Crew threw a rope to the Bridge of the Vessel, and when this was made fast, dropped astern to the deck. There was found to be on board the Captain, his wife, two children, and one of the Crew, who were huddled amidship on the Bridge. These five were all taken on board the Life-boat. The Captain informed the Coxswain that there was no one else on board, so the Life-boat cut her ropes and left the Vessel.

All the time the Life-boat was alongside the Vessel continued to heel over to Starboard, so that by the time the Lifeboat left, the top of the Ship's rail was facing down on the stanchions at the Port side of the Life-boat, and four of these were broken down, and the guard chain broken. The Coxswain, on leaving the Vessel, made to approach the Warship, which all the time had been lying two ship's length astern, but the Captain of the "Cantabria" said to the Coxswain, "No. No. Fascist Ship" and implored the Coxswain to be taken ashore. The Coxswain had wished to enquire of the Warship how many survivors she had on board, but in deference to the wishes of the "Cantabria" Captain he did not approach the Warship.

During the time that the Life-boat was taking off the Crew of the "Cantabria" the Warship made no signal and no attempt to interfere, nor did she appear to be making any attempt to rescue those still on the "Cantabria". The Captain of the "Cantabria" informed the Coxswain that a boat load of his Crew has been taken on board the Warship. The Life-boat returned to her Station and was re-housed at 8.30 p.m. (A Note from 'The History of Cromer Lifeboats'. The attacking Warship was the NADIR of the Spanish Nationalists, and there were two boatloads of Crew, one was picked up by the NADIR, and the other by a British Vessel. The Captain and his family had preferred to face almost certain death by drowning than run the risk of capture by his enemies. He and his family were given hospitality at the Red Lion Hotel, and a photograph was taken of them with some of their rescuers outside.

A hundred years previously, almost to the day, on the 1st November 1839, Captain Jobs, a Dutchman, and Captain of the Dutch Galliot, "Elizabeth Jacobi Tromp" laden with timber was wrecked off Cromer, and was also entertained at the Red Lion Hotel by the Landlady, Mrs. Webb.

Type, Name and Port of Vessel: S.S. Cantabria of Santander, Spain.  
 Names of Master and Owners: Senor Arguellis. Spanish Government.  
 Number of Persons on Board: Believed to be 37 to 45.  
 Tonnage and Where To and From: About 5,600 tons in ballast. Gravesend to Immingham, having unloaded timber from Russia.  
 Exact Location of Casualty: About 9 miles N.E. of Cromer Light House.  
 Cause of Casualty: Sunk by shell fire.  
 Wind and Sea: West, moderate. Moderate.  
 Weather: Fine.  
 Time Signal was Received: 4.40 p.m. from Coastguards.  
 Time Life-boat was Launched: 5.05 p.m.  
 Time Reached Wreck: 6.30 p.m.  
 Time Returned to Station: 8.15 p.m.  
 Number of Lives Saved & Lost: Five. None, as far as is known.  
 Sails or Motive Power: Motive Power.  
 Damage to Life-boat: 5 stanchions broken down & guard chain broken. In hand  
 Stores Required: 1 bottle of Rum. (see letter).  
 The Crew:—H. Blogg, J. J. Davies Snr., J. W. Davies, W. H. Davies, F. Davies, R. C. Davies, J. R. Davies, H. W. Davies (Motor Mechanic), R. Cox, G. Cox, W. Allen and L. Harrison Jr.  
 Men on Duty: Crew of 11. 1 Winchman. 7 Helpers. Crab-boat. Stand-by Cox. L. Harrison Snr.  
 Note by Hon. Secretary: "R.T. communication between the Life-boat and the Coastguards was not satisfactory. Not of account of any fault in installation in the Boat nor in the method of waiting, but party owing to exterior interference, in my opinion chiefly owing to the very obsolete installation at the Coastguard Station. The Board of Trade should again be urged to fit a new set.