

# THE LIFE-BOAT

The Journal of the Royal National Life-boat Institution

VOL. XXXIV

JUNE, 1955

No. 372

## THE LIFE-BOAT FLEET

155 Motor Life-boats

1 Harbour Pulling Life-boat

## LIVES RESCUED

from the foundation of the Life-boat Service in

1824 to 31st March, 1955 - - - - 79,131

## Notes of the Quarter

EXCEPTIONAL weather conditions in the early months of the year gave rise to a considerable number of additional calls on the services of the life-boats, especially those stationed on the northern coasts. These particular services were not to ships in distress, but they were in the fullest sense of the term services for the rescue of lives. Heavy snow falls made roads impassable in northern Scotland and in the outer islands for days, and life-boats succeeded in making several vitally important journeys where other forms of transport were either powerless or not available.

It is not uncommon for life-boats to take sick people to hospitals or doctors to patients in emergencies, but the number of such journeys was exceptionally high in the middle of January. The Stromness life-boat was out four times from the 14th to the 20th of January. The first time she took a sick woman to hospital in Scapa. The second time she brought supplies to an area which was running dangerously short of food. The third time she took another woman to hospital, and the fourth time she took a doctor to an old lady who had pneumonia. The Thurso life-boat was out twice in the same period on similar missions, and the Aith life-boat was out once.

## PORTRAIT ON THE COVER

The portrait on the cover is of Coxswain William Harvey, of Newhaven. Coxswain Harvey won the silver medal for the rescue of the crew of eight of the Danish auxiliary schooner *Vega* in November last year, and for this service he has received the Maud Smith award for the bravest act of life-saving in 1954. It will be noticed that Coxswain Harvey is seen wearing a cap with the badge of British Railways. When this photograph, which was taken by the *Sussex Daily News*, first appeared in London evening newspapers, a considerable number of people commented on the fact that a life-boat coxswain was wearing a British Railways cap. That this fact was so widely commented on shows the prevalence of the belief that life-boat coxswains are normally full-time employees of the Institution. Coxswain Harvey is, in fact, a British Railways employee, and like the great majority of those who serve in life-boat crews, he follows another employment, serving in the life-boat when the occasion demands.

## HOUSE-TO-HOUSE COLLECTIONS

The return of the flag day season has again led to questions being asked about the rights of branches to organise

house-to-house collections, particularly in those districts, fortunately few in number, where the Institution has not received the normal permission to organise a street collection.

The Institution, like a number of other national charities, holds an Order of Exemption under the House-to-House Act of 1939. This order allows branches to carry out a house-to-house collection without having to apply for a licence to do so, but it is advisable for branches to notify the police or other appropriate authority of their intention to arrange such collections. In this way a clash with other collections can often be avoided. A badge and the certificate of authority must be carried by everyone taking part in a house-to-house collection.

#### INCREASING COSTS

The Institution's total expenditure in 1954 was £784,471. This was an increase of as much as £68,230 on 1953. The principal reason for the increase was the sum spent on the construction and repair of life-boats, which in 1954 was more than £40,000 greater than in 1953. The amount paid to life-boat crews and their relatives also increased by £7,000. In view of the general tendency for costs to rise, it is therefore all the more remarkable that the cost of administration has not only been kept well below 4 per cent of the cost of maintaining the Service, but was

actually reduced by £287 in the past year.

On page 58 the Institution's balance sheet of a hundred years ago is shown. From this it will be seen that the cost of running the Service in those days was only £3,672. New life-boats were provided for £156 each, whereas today the cost of the largest life-boats is £36,500.

#### STORIES OF THE LIFE-BOATS

New editions of *Stories of the Life-boats* have been produced for sale by station and financial branches. They include new series of accounts of some of the great life-boat services in the past eighty years. The English and Welsh edition includes the story of the wreck of the *Indian Chief* as told by a *Daily Telegraph* reporter in 1881; the story of the extraordinary launch which followed a thirteen-mile journey of the Lynmouth life-boat over Exmoor, when gateposts and walls had to be broken down and horses and men dragged the life-boat up 1,400 feet; the story of the first gold medal won by Henry Blogg; a number of the outstanding services in the last war; and the last dramatic rescue from H.M.S. *Warspite* after the war. The Scottish edition consists mainly of accounts of services by Scottish life-boats, but it also includes such stories as that of the Lynmouth launch and the rescue from the *Warspite*.

### Rescue from a Panamanian Steamer

At 8.30 on the evening of the 21st of January, 1955, Mr. Jack Hicks, a Scilly Isles pilot of St. Agnes, telephoned the honorary secretary of the St. Mary's, Scilly Isles, life-boat station, Mr. Trevellick Moyle, to say he had heard the Round Island radio inform Land's End radio that a steamer was sounding her siren continuously about one mile south-west of Round Island. Mr. Hicks presumed the steamer was ashore near Menavaur rock.

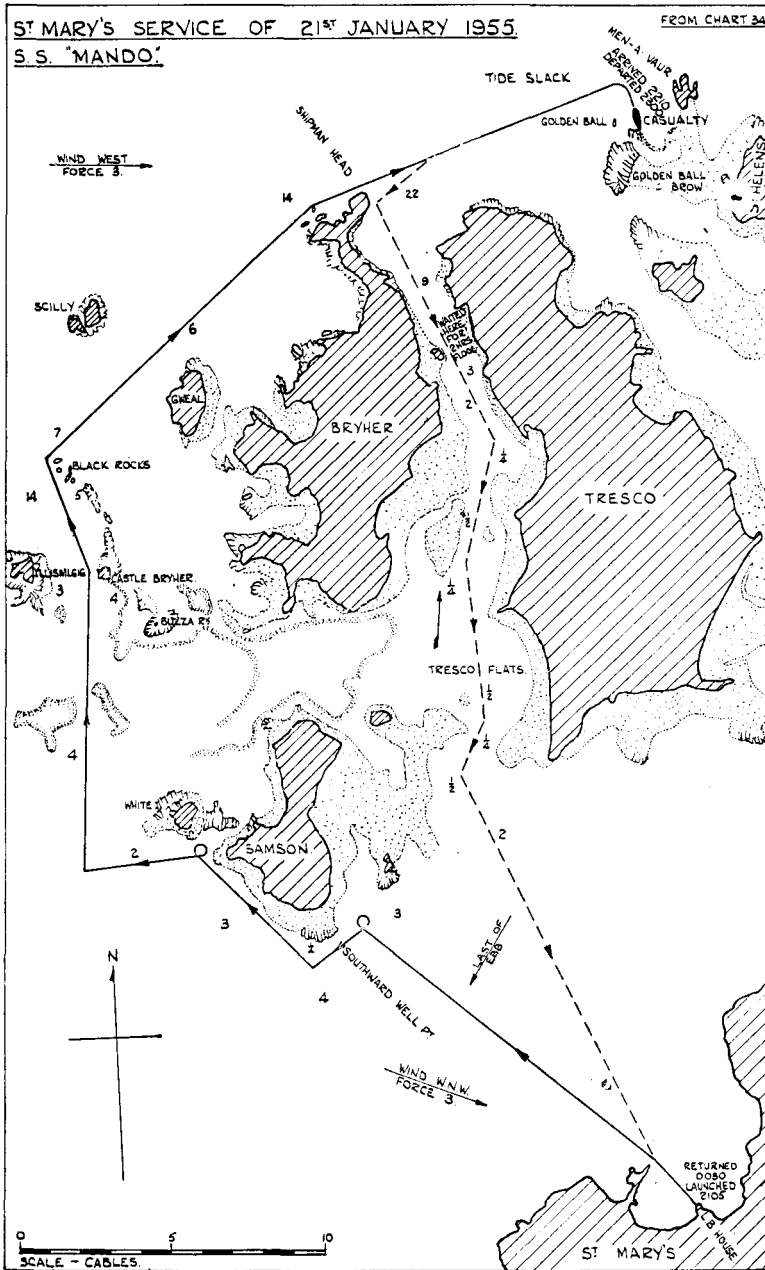
Mr. Moyle telephoned the coxswain, Matthew Lethbridge, and gave instructions for the life-boat crew to assemble. Mr. Hicks then telephoned again to say the steamer was still making a distress

signal, and Mr. Moyle ordered the life-boat out at once. At 9.5 the life-boat *Cunard* was launched.

It was a dark night, with a moderate west-north-west wind blowing and dense fog. Visibility was down in some places to fifty feet. There was a moderate swell.

#### Detour Round Rocks

It was then one hour before low water, and for this reason the life-boat could not pass over Tresco Flats and through the channel between Tresco and Bryher. Coxswain Lethbridge therefore made for the southern end of Samson Island. As the chart shows,



HOW THE ST. MARY'S LIFE-BOAT REACHED THE MANDO

this meant a considerable détour. Off Southward Well Point Coxswain Lethbridge decided to make for White Island because of the broken water, and again off White Island he made a further détour to the west and then to the north.

After passing to the west of Castle

Bryher and Black Rock Coxswain Lethbridge brought the life-boat near Menavaur Rock, and about ten o'clock he saw burning tar barrels and a red flare from the ship in distress. He closed the ship, which was ashore between Menavaur Rock and Gold Ball Rock.

She was the Panamanian steamer *Mando*. Two of her boats had been lowered and were lying along her port side abreast the bridge. The *Mando's* bow was pointing to the south-east, and her boats were made fast by long painters.

The falls were hanging from the davits; other ropes and wires were projecting and there was a small rock some twenty feet away. This made the life-boat's approach to the *Mando* a difficult one, and there was a considerable swell from the north-west.

#### Twenty-five Rescued

Coxswain Lethbridge brought the life-boat round the stern of the *Mando*, and along her port side. He kept the life-boat in position, as she rose and fell on the swell, by tending her mooring ropes and working the engines. He managed to do this long enough for the entire crew of 25 to be embarked from the *Mando* by a Jacob's ladder.

The life-boat left the *Mando* at eleven o'clock. The ship's boats were loaded with the crew's personal possessions, and Coxswain Lethbridge took these two boats in tow. Shortly

afterwards a thirty-foot gig from Bryher, manned by six oars, which had been launched when the siren had been heard, reached the scene. The life-boat took her in tow also.

Coxswain Lethbridge had sent a message by radio telephone asking for a lantern to be shone on Shipman Head. This was done, and when the life-boat reached Hangsman Island the personal belongings of the *Mando's* crew were transferred to the life-boat. The two ship's boats were turned over to the men from Bryher in the gig.

The life-boat then made for St. Mary's, which was reached at 12.30 early on the morning of the 22nd of January. The return journey was less hazardous than the outward passage. Visibility had increased and the rising tide had made it possible for the life-boat to use the channel between Tresco and Bryher.

For this service Coxswain Matthew Lethbridge was awarded the bronze medal of the Institution.

Scale rewards to the crew and helpers, £14 17s. Additional rewards to the crew, £16. Total rewards, £30 17s.

## New Device for Helicopter Rescues

LIEUT.-COMMANDER JOHN SPROULE, R.N., Commanding Officer of the Royal Naval Air/Sea Rescue Unit at Ford, in Sussex, has designed a scoop for rescuing people from the sea by helicopter.

When not in use the net of the scoop is secured alongside the cockpit of the helicopter. It is lowered into the sea as the aircraft, at a speed of about five knots and a height of about twenty-five

feet, approaches the person in the sea. The helicopter is then navigated to bring the scoop net into line with the person to be rescued and is trawled through the water until the rescued person has been drawn into the net. The net is then hoisted alongside the cabin of the helicopter.

The new device is being supplied to naval air stations at home and abroad and to aircraft carriers.

## Longest Winter Service

A CASE of rum has once again been awarded by the Sugar Manufacturers' Association (of Jamaica) Limited for the longest continuous service by a life-boat during the winter months of

1954-55. The rum has been presented to the crew of the Rosslare Harbour life-boat for the service on the 27th-28th of November, when the life-boat was out for 26 hours.

## Rescue from a Norwegian Ship

At 5.37 on the morning of the 21st of January, 1955, the honorary secretary of the Cloughey life-boat station, Mr. D. Thompson, learnt from the Tara coastguard that a Norwegian ship was aground on South Rock and needed help immediately. Mr. Thompson immediately gave instructions for maroons to be fired, and the Cloughey life-boat *Constance Calverley* was launched at 6.25.

A moderate breeze was blowing from the south-south-east, and it was squally with mist and rain giving poor visibility. The sea was moderate, and the tide was half flood.

Coxswain Walter Semple made for the South Rock, passing close to the south of the North Rock, but at first he could see no sign of the Norwegian ship.

### Language Difficulties

The coxswain tried to get news of the ship's position by radio telephone, but communication was not easy because of language difficulties. He therefore asked Portpatrick Radio to pass a message to the ship, asking her to fire distress rockets. This was done, and the coxswain then altered course for the north-west. He found the vessel aground at the southern end of Burial Island some six miles to the north of her reported position. She was the motor vessel *Röskva* in ballast from Liverpool to Bergen.

The *Röskva* was aground forward, with her stern afloat and lifting to the seas. She had a heavy list to starboard, and one of her boats had been partly lowered on the starboard side. She lay with her head to the north-north-west.

There were rocks close to her port side and an isolated rock a few boats' lengths to the starboard. The sea was rough and a considerable tide was running.

Coxswain Semple decided that the only likely method of rescue was to let go his anchor and veer down on the cable. His first attempt was unsuccessful as the life-boat was carried away from the ship towards the rocks. The second time he made contact with the *Röskva*, and this was maintained by lines.

### Eleven Embarked

In the course of a quarter of an hour eleven men were embarked from the *Röskva* by means of a Jacob's ladder. Nine men, including the master, remained on board, and at 10.36 the life-boat cast off and made for Ballyhalbert, where the survivors were landed about 11.30.

About one o'clock in the afternoon the life-boat returned to the *Röskva* at the request of the master and escorted the ship's boat with the remaining members of the crew to Ballyhalbert, where they were landed at 4.30.

The life-boat remained at Ballyhalbert overnight at the master's request, as he wanted her to stand by in case his crew decided to return and try to save their ship. The next morning a tug arrived and the life-boat returned to her station, which she reached at 11.30.

For this service the thanks of the Institution inscribed on vellum have been accorded to Coxswain Walter Semple.—Scale rewards to the crew, £66 5s.; rewards to the helpers on shore £25 12s.; total rewards, £91 17s.

## Memorial Service at Arbroath

A MEMORIAL service, conducted by the Rev. Norman Nesbit Faid, assisted by Provost J. K. Moir, was held in St. John's Methodist Church, Arbroath, on the 20th of February, 1955, to commemorate the six members of the crew of the Arbroath life-boat who lost their lives on the 27th of October, 1953.

A memorial stained-glass window, presented to the church by the cox-

swain's widow, Mrs. David Bruce, was unveiled. The window, which bears the words "They counted not their lives dear unto them" shows a lighthouse, a seagull and the flag of the Royal National Life-boat Institution.

St. John's Church, Arbroath, is a historic Methodist monument. John Wesley himself opened it in 1772 and preached there several times.

## Ten Years After

*The Institution has now completed the full history of the services of life-boats during the war of 1939-45. This has been prepared for purposes of historical record and is not for general distribution. The story of the Life-boat Service in the war has already been told by Charles Vince in Storm on the Waters, which Messrs. Hodder and Stoughton published in 1946.*

*The following facts and figures, which cover the period from the 3rd of September, 1939, to the 8th of May, 1945, are taken from the full historical record now being printed.*

LIFE-BOATS were launched to ships in distress 3,760 times. Of these launches 2,212 were to ships in distress through attack by the enemy or from other causes due to the war. Life-boats rescued 6,376 lives.

### Lives Rescued by Shore-boats and Auxiliary Rescue-boats

Shore-boats rescued 1,168 lives, for whose rescue the Institution rewarded the rescuers.

Auxiliary rescue-boats, established by the Institution, rescued 42 lives.

### Life-boats at Dunkirk

Nineteen of the Institution's life-boats helped to bring off men of the British Expeditionary Force and the French Army from the beaches of Dunkirk in 1940. Two of these life-boats, Ramsgate and Margate, were manned by their own crews. They brought off 3,400 men. These lives are not included in the total of 6,376 lives rescued from shipwreck by life-boats. The other seventeen life-boats were manned by naval men. There is no record of the numbers of the men whom they brought off.

### Institution's Medals

The Institution awarded to members of its crews 8 Gold Medals, 43 Silver Medals and 153 Bronze Medals—204 medals in all.

It awarded to shore-boat rescuers 2 Silver Medals and 14 Bronze Medals.

### Medals Awarded by H.M. the King

One George Medal, to COXSWAIN ROBERT CROSS, of The Humber.

Two Distinguished Service Medals to COXSWAIN HOWARD PRIMROSE COOPER KNIGHT, of Ramsgate, and COXSWAIN EDWARD DRAKE PARKER, of Margate (1940).

Four British Empire Medals to: COXSWAIN WILLIAM SWANKIE, of Arbroath (1940), COXSWAIN HENRY GEORGE BLOGG, of Cromer (1941), COXSWAIN JAMES THOMSON, of Campbelltown (1942), COXSWAIN PATRICK MURPHY, of Newcastle, Co. Down (1942).

One George Cross, to COXSWAIN HENRY GEORGE BLOGG, of Cromer. This was not a war-award. It was in place of the Empire Gallantry Medal which, as a gold medallist of the Institution, COXSWAIN BLOGG had received in 1924, the Institution's centenary year.

One coxswain, COXSWAIN JOHN MACLEOD, of Thurso (1944), and five honorary secretaries of life-boat stations, MR. WALTER RIGGS, of Aldeburgh, MR. GEORGE SCANTLEBURY, of Plymouth, MR. G. L. THOMSON, of Stromness, MR. W. W. HARRIS, of New Brighton, and MR. G. N. CRAIGHEAD, of Peterhead, were appointed Members of the Most Excellent Order of the British Empire.

Two hundred and six 1939-1945 Stars were awarded to members of life-boat crews who had taken part in 25 or more launches on service.

Defence Medals were awarded to all other men on the enrolled lists of crews who had served for not less than three years, but who did not qualify for the 1939-1945 Star.

### Foreign Medals

The Norwegian Government awarded silver life-saving medals to MR. E. SELBY DAVIDSON, honorary secretary at Tynemouth, COXSWAIN GEORGE LISLE, of Tynemouth, W. JOHNSON, the motor mechanic, and BART TAYLOR, life-boatman.

The French Life-boat Society awarded a silver gilt medal to COXSWAIN R.

C. BROWN, of Swanage, and bronze medals to A. CHINCHEN, motor mechanic, and W. E. NINEHAM, the bowman.

The French Government awarded medals to the same three men and to F. POND, A. DYKE and C. BROWN, life-boatmen, of Swanage.

The French Academy of Political and Moral Science awarded the medal of the Berthault Foundation to SIR GODFREY BARING, Bt., the chairman of the Institution.

The Government of the Netherlands awarded the gold medal for gallantry in saving life to COXSWAIN JOHN BOYLE, of Arranmore, a silver medal to T. WARD, motor-mechanic, and bronze medals to acting SECOND-COXSWAIN PHILIP BOYLE, PHILIP BYRNE, acting bowman, NEIL BYRNE, assistant motor mechanic, and PATRICK O'DONNELL, JOSEPH RODGERS and BRYAN GALLAGHER, life-boatmen.

#### Lives Lost

Thirteen members of crews lost their lives at sea or died on their return. Three of the thirteen were killed by the enemy. One of the three was killed in the life-boat of St. Peter Port, Guernsey, when she was attacked by a German aeroplane. The other two, the coxswain and shore-signalman at Minchhead, Somerset, were killed in their own boat, when they were sent out to examine supposed wreckage, which was, in fact, a mine.

#### Life-boats Lost

The Hythe, Kent, life-boat did not return from Dunkirk. The Tynemouth life-boat was destroyed in her house by a bomb. Three new life-boats were destroyed by bombs in the building-yard at Cowes. The life-boats at St. Helier, Jersey, and St. Peter Port, Guernsey, fell into the hands of the enemy. St. Helier was repaired and returned to the fleet after the war. The St. Peter Port boat was not fit for further service.

Three life-boats were taken over by the Royal Navy and Royal Air Force, for rescue work; Plymouth and Dover by the Navy and Aberdeen No. 2 by the Air Force. Plymouth was on duty as a naval auxiliary boat, for part of the time in Iceland. Dover

was on air-sea rescue duty on the coasts of Great Britain. Aberdeen No. 2 was on duty in the Azores. Plymouth and Aberdeen No. 2 returned to the Life-boat Service after the war. Dover after being taken over was bought by the Navy.

#### Life-boat Stations Put Out of Action

Two life-boat stations were temporarily put out of action.

The Tynemouth boat-house, and part of the slipway, were destroyed by the same bomb which destroyed the life-boat. It was six months before the station could be reopened.

The Ramsgate station was closed for two months, after an air-raid. The crew of nine men were sheltering in a cellar, when a bomb burst outside. Six of the nine were wounded.

#### Life-boats Damaged

A number of life-boats were damaged. The Humber life-boat was damaged five times. The larger of the two Cromer life-boats was damaged seven times.

#### New Life-boats Sent to the Coast

After the first sixteen months of the war the building of new life-boats almost ceased, and during the five years and eight months of war in Europe the Institution was able to send to the coast only seventeen new life-boats instead of the sixty or more which would have been sent in normal times. The seventeen life-boats were sent as follows:

1939—Seven after the outbreak of war on the 3rd of September.

1940—Six.

1941—Three.

1942—None.

1943—One.

1944—None.

1945—None before the 8th of May.

Two foreign life-boats were added to the fleet. One was a French life-boat, *Jean Charcot*, which escaped from Finistère, when France surrendered in 1940. The other was a Belgian life-boat, *Ministre Anseele*, picked up derelict in the English Channel in 1940. Both were put in the reserve fleet. The *Jean Charcot* served at Holyhead, but rescued no lives. The *Ministre Anseele* served at

Donaghadee, Holyhead, Pwllheli and Plymouth and rescued five lives.

#### The Institution's Machinery Shop

As a result of the stoppage of the building of life-boats, the Institution's own machinery shop, in its depot at Borcham Wood, Herts., which overhauled and repaired its engines, and made all the machinery for motor life-boats except the engines, had much less to do, and at the beginning of 1941 it started work on war munitions as well. From the middle of that year until the end of the war it was engaged in making light metal parts for Mosquito aeroplanes. It made and assembled 100,000 parts.

#### Auxiliary Rescue-boats

In 1941 the Air Ministry asked the Institution if it could open more stations on the west coast of Ireland for the help of aircraft which were forced down by bad weather, failure of fuel or injury in battle, as they flew in from the Atlantic.

Since Eire was a neutral country the Air Force could not place its own rescue-launches on her coasts, but the life-boats in Eire were part of the single life-boat fleet of the British Isles, and the Institution was able, with the consent of the Eirean Government, to do what the Air Ministry asked of it.

In August, 1941, it opened a new station at Killybegs, County Donegal, placing there a motor life-boat from its reserve fleet.

Next year it opened ten more stations on the west coast of Eire, and others on the west coasts of England, Scotland and Wales. By the spring of 1944 there were thirty-nine.

Life-boats from the reserve fleet could not be spared for these stations and it was impossible to build new boats. Instead the Institution equipped motor fishing boats, paid their skippers retaining fees, and rewarded them and their crews for all launches to the help of ships or aircraft in distress as if they had been life-boat crews. These boats were known as auxiliary rescue-boats.

The auxiliary rescue-boat stations were closed shortly after the war ended. The last to be closed was Valentia, in November, 1946.

The geographical distribution of the stations was as follows:

#### England

Heysham, Lancashire.  
Millom, Cumberland.  
Puckaster Cove, Isle of Wight.

#### Scotland

Ardfern, Argyllshire.  
Badachro, Gairloch.  
Carloway, Isle of Lewis.  
Helmsdale, Sutherland.  
Isle of Whithorn, Wigtownshire.  
Lochinver, Sutherland.  
Lossiemouth, Elginshire.  
Lybster, Caithness-shire.  
Mallaig, Inverness-shire.  
Muasdale, Cantyre; Argyllshire.  
Portmahomack, Ross-shire.  
Portree, Isle of Skye.  
Scalasaig, Colonsay.  
Scalpay, Inverness-shire.  
Scourie, Sutherland.  
Shieldaig, Ross-shire.  
Southend, Cantyre; Argyllshire.  
Staffin, Isle of Skye.  
Ullapool, Cromarty.

#### Wales

Aberdovey, Merionethshire.  
Amlwch, Anglesey.  
Llanerchymor, Flintshire.  
Port Madoc, Caernarvonshire.

#### Eire

Ballinskelligs, Co. Kerry.  
Blacksod, Co. Mayo.  
Castletownbere, Co. Cork.  
Courtown, Co. Wexford.  
Dingle, Co. Kerry.  
Downings, Co. Donegal.  
Gola Island, Co. Donegal.  
Inishbofin, Co. Galway.  
Malin Head, Co. Donegal.  
Meenlaragh, Co. Donegal.  
Teelin, Co. Donegal.  
Tory Island, Co. Donegal.  
Valentia, Co. Kerry.



## THE WAR RECORD YEAR BY YEAR

The 3rd of September, 1939, to the 8th of May, 1945

Year	<i>Launches of Life-boats to ships in distress on account of the War</i>	<i>Total launches of Life-boats</i>	<i>Lives Rescued by Life-boats</i>	<i>Lives Rescued by Shore-boats</i>	<i>Lives Rescued by Auxiliary Rescue-boats*</i>	<i>Medals awarded to Members of Life-boat Crews†</i>
1939 (from 3rd Sept.)	200	419	1,001	140	—	40
1940	640	1,081	2,056‡	289	—	48
1941	481	747	1,317	128	—	37
1942	244	443	596	231	3	38
1943	249	411	469	160	11	32
1944	280	455	714	196	21	9
1945 (to 8th May)	118	204	223	24	7	—
Totals	2,212	3,760	6,376	1,168	42	204

\* The first of the Auxiliary Rescue-boat Stations was opened in August, 1941.

† In addition 2 silver and 11 bronze medals were won by shore-boat rescuers in 1941 and 3 bronze medals in 1943.

‡ The figure of lives rescued does not include the 3,400 men brought off the beaches of Dunkirk by the Ramsgate and Margate life-boats in 1940.

### New Vice-President

COLONEL THE HON. HAROLD ROBSON has been elected a vice-president of the Royal National Life-boat Institution. Colonel Robson has been a member of the Committee of Management since 1933. He became vice-chairman of the General Purposes and Publicity Committee in 1949 and has served on a number of other committees. Before becoming a member of the Committee of Management he was chairman of

the Alnmouth and Boulmer branch.

Colonel Robson was Secretary of Commissions in the Lord Chancellor's department, and commanded the 7th Battalion, Royal Northumberland Fusiliers, T.A., after serving with the Northumberland Hussars in the war of 1914-18. He was formerly Vice-Chairman of the Northumberland County Council and Vice-Lieutenant for Northumberland.

## A Hundred Years Ago

*An extract from The Life-boat or Journal of the National Shipwreck Institution for May 1855 showing the Institution's income and expenditure from 1st April, 1854, to 31st March, 1855.*

To LIFE-BOATS, viz—	£ s. d.	£ s. d.
Berwick-upon-Tweed Life-boat .. .. .	156 0 0	
Boulmer Life-boat (in lieu of the one previously placed there by the Duke of Northumberland, K.G.) .. .. .	150 0 0	
Alnmouth (Northumberland) Life-boat, alterations of .. .. .	75 5 8	
Lytham (Lancashire) Life-boat .. .. .	156 0 0	
Cemlyn (Anglesey) Life-boat, in aid of .. .. .	50 0 0	
Gorleston (Norfolk) Life-boat, in aid of .. .. .	50 0 0	
Southwold (Suffolk) Life-boat .. .. .	200 0 0	
Fishguard Life-boat .. .. .	156 0 0	
Life-boat (station not named) .. .. .	156 0 0	
Freightage, repairs, etc. .. .. .	181 10 3	
	<u>1,330 15 11</u>	
To LIFE-BOAT HOUSES, viz—		
Dungeness Life-boat House .. .. .	97 6 0	
Skerries Life-boat House .. .. .	97 18 7	
Fishguard Life-boat House .. .. .	105 0 0	
Sundry charges on Life-boat Houses .. .. .	11 5 0	
	<u>311 0 7</u>	
To LIFE-BOAT CARRIAGES, viz—		
Skerries Life-boat Carriage .. .. .	154 1 6	
Bude-haven Life-boat Carriage .. .. .	69 0 0	
Newcastle (Dundrum Bay) Life-boat Carriage .. .. .	150 0 0	
Dungeness Life-boat Carriage .. .. .	170 0 0	
Sundry charges on freightages of Life-boat Carriages .. .. .	19 2 3	
	<u>562 3 9</u>	
To Life-boat Crews, for Exercising .. .. .	58 11 3	
To Life-belts and buoys .. .. .	77 11 9	
To Life-boat Stores .. .. .	160 16 7	
To Life-boat Inspector's Salary, and Travelling Expenses .. .. .	204 7 9	
	<u>501 7 4</u>	
To Life-boat Journal and Annual Report, Printing .. .. .	96 6 4	
To Rewards for saving Life .. .. .	310 14 0	
To Medals .. .. .	8 1 0	
	<u>318 15 0</u>	
To Printing Pamphlets, Circulars, etc. .. .. .	32 0 10	
To Stationery .. .. .	23 8 6	
To Books, Periodicals, Maps, etc. .. .. .	14 11 7	
To Postages, Carriages of Life-belts, etc. .. .. .	25 9 8	
To Auditor's Fees .. .. .	10 10 0	
	<u>106 0 7</u>	
To Alterations of Offices .. .. .	26 3 0	
To Advertisements .. .. .	25 6 0	
To Office Furniture .. .. .	54 7 9	
To Salaries of Secretary and Clerk .. .. .	243 5 0	
To Rent of Offices, Fuel, etc. .. .. .	86 9 2	
	<u>485 10 11</u>	
To Expenses of Annual Meeting, etc. .. .. .	10 5 11	
	<u>£3,672 15 4</u>	
	£ s. d.	£ s. d.
By Donations .. .. .	1,184 19 5	
By Subscriptions .. .. .	245 6 0	
	<u>1,430 5 5</u>	
By Dividends on 3 per Cent Reduced Annuities .. .. .		814 18 11
	<u>1,744 19 4</u>	
By Balance, being Excess of Expenditure over Income .. .. .		1,927 16 0
		<u>£3,672 15 4</u>

## THE LIFE-BOAT SERVICE

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### Its Expenditure at a Glance

How each £100 of the Institution's Expenditure was paid out in 1954

£	s.	d.	
32	6	8	_____ New Construction.
34	2	6	_____ Maintenance of Life-boats and Stations (including Depot).
16	12	10	_____ Payments to Life-boat Crews.
3	13	0	_____ Administration.
13	5	0	_____ Raising of Funds and Publicity at Headquarters and Branches.
<hr style="border-top: 1px solid black;"/>			
£100	0	0	
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### Its Income at a Glance

How each £100 of the Institution's Income was obtained in 1954

£	s.	d.	
16	8	2	_____ Subscriptions, Donations, Collecting Boxes.
13	7	2	_____ Life-boat Days and House-to-House Collections.
5	19	3	_____ Other Special Efforts.
1	7	2	_____ Boat-house Collections.
7	3	6	_____ Income from Investments.
49	12	0	_____ Legacies.
5	11	11	_____ Special Gifts.
10	10		_____ Other Sources.
<hr style="border-top: 1px solid black;"/>			
£100	0	0	
<hr style="border-top: 1px solid black;"/>			

## Services of the Life-boats in January, February and March, 1955

### 63 Lives Rescued

#### JANUARY

DURING January life-boats were launched 41 times and rescued 37 lives.

#### LIFE-BOAT STANDS BY FISHING FLEET

**Anstruther, Fifeshire.**—On the afternoon of the 3rd of January, 1955, the wind freshened, and at 4.15 the coast-guard telephoned that several fishing boats from Pittenweem were lying off the harbour, waiting for the tide to rise sufficiently to allow them to enter. A strong east-north-east wind was causing a rough sea, and it was two hours after low water. At 4.35 the life-boat *James and Ruby Jackson* was launched. She stood by the boats until they had all entered the harbour and reached her station again at six o'clock.—Rewards, £19 18s.

#### TO HELP OF R.A.S.C. VESSEL

**Yarmouth, Isle of Wight.**—At 7.50 on the evening of the 3rd of January, 1955, a woman at Norton telephoned that a vessel was burning flares near Black Rock. The vessel was the M.F.V. No. 51, of the Water Transport Section of the Royal Army Service Corps. At 8.10 the life-boat *S.G.E.* put out with the skipper of the M.F.V. and a member of her crew, who had both been on shore. The sea was very rough, an easterly gale was blowing, and the tide was half ebb. The life-boat found that the M.F.V., which had three men on board, was dragging her moorings west of the harbour. The life-boat put the skipper and the man on board, and they were able, with the help of the three other men, to let go an anchor. The life-boat remained with the M.F.V. until it was seen that her anchor was holding, and then returned to her station, arriving at 9.40.—Rewards, £7 8s.

#### INJURED MAN LANDED FROM LIGHTVESSEL

**Dover, Kent.**—On the 4th of January, 1955, the Superintendent of Trinity House at Harwich asked if the life-boat would land an injured fog-signal driver from the South Goodwin light-vessel, as the weather was too bad for a shore-boat to put out. At four o'clock in the afternoon the life-boat *Southern Africa* was launched in a rough sea, with a strong easterly breeze blowing and a blizzard. She took the man on board and wirelessed for an ambulance to meet her at Dover. She landed the man at 6.20.—Rewards, £9 5s. Refunded to the Institution by Trinity House.

#### ROPE PASSED FROM TRAWLER TO TRAWLER

**Barra Island, Outer Hebrides.**—At two o'clock on the afternoon of the 9th of January, 1955, the Stornoway coast-guard telephoned that a message had been received from the Oban radio station that the steam trawler *Monimia*, of Fleetwood, had broken down and anchored east of Muldoanich. The trawler had asked for the life-boat, and at 2.28 the life-boat *Lloyd's* put out. There was a heavy swell, a flooding tide and a strong south-westerly breeze. The life-boat found the trawler five miles east of Muldoanich, with the trawler *Osta* standing by. She passed a rope from the *Osta* to the *Monimia*, and the *Osta* towed the *Monimia* to Tobermory. The life-boat then returned to her station, arriving at five o'clock.—Rewards, £9 7s.

#### FISHING BOAT ESCORTED TO BARMOUTH

**Barmouth, Merionethshire.**—At 3.42 on the afternoon of the 9th of January, 1955, the coastguard telephoned that a man had reported that the local fishing boat *Welsh Girl* had gone

aground on the South Bank at the harbour bar. At 4.15 the life-boat *The Chieftain* was launched. The sea was moderate, a fresh south-south-west wind was blowing, and it was low water. The fishing boat, which had a crew of three, refloated, and the life-boat escorted her to the harbour, reaching her station again at 5.5.—Rewards, £8.

#### LIFE-BOAT AND TUG TO HELP OF SWEDISH SHIP

**Caister, Norfolk.**—At 8.50 on the evening of the 12th of January, 1955, the life-boat motor mechanic noticed distress rockets two and a half miles to the eastward. At 9.5 the life-boat *Jose Neville* was launched. There was a heavy ground swell, a moderate breeze was blowing from west-by-north, and the tide was half flood. The life-boat found the motor vessel *Nissan*, of Halmstad, Sweden, with a crew of ten, leaking through her stern tube and in need of a tug. The life-boat wirelessed for one, put two men aboard the vessel, and stood by until the tug arrived. The tug took the *Nissan* in tow and was escorted to Great Yarmouth harbour by the life-boat, which reached her station again at four o'clock on the morning of the 13th.—Property Salvage Case.

#### SICK WOMAN BROUGHT FROM SHETLAND ISLAND

**Aith, Shetland.**—At 1.40 on the afternoon of the 14th of January, 1955, the County Medical Officer of Health rang up to say that a surgeon and a sister from a hospital in Lerwick, who had been sent to Tangwick to attend a woman with appendicitis, had been unable to go further than Hillswick because of heavy snow. He asked if the life-boat would take them on from Hillswick, and at 2.15 the life-boat *The Rankin* put out in a rough sea. A fresh north-north-west breeze was blowing, and there were heavy snow showers. The life-boat reached Hillswick at four o'clock, embarked the surgeon, the sister, the local doctor and stretcher bearers, and then made for Tangwick, which she reached at 5.20. A small boat took the medical attendants ashore, and about three hours later the life-boat re-embarked

them and the patient. They were all landed at Hillswick at 9.55. The woman was taken at once to hospital in Lerwick by road, and the life-boat returned to her station, arriving at 11.45. The patient's life was saved. The surgeon and the doctor from Hillswick thanked the life-boat station.—Rewards, £22 17s. Refunded to the Institution by the St. Andrew's and Red Cross Scottish Ambulance Service.

#### WOMAN TAKEN TO ORKNEYS HOSPITAL

**Stromness, Orkneys.**—At five o'clock on the afternoon of the 14th of January, 1955, a local doctor asked if the life-boat would take a sick woman in need of hospital treatment to Scapa pier, because the road from Stromness to Kirkwall was blocked by snow. At 5.45 the life-boat *J.J.K.S.W.*, with the patient, her husband and the doctor on board, put out in a smooth sea. There was a light north-westerly breeze and the tide was ebbing. The life-boat reached Scapa two hours later. The woman was taken to a hospital in Kirkwall, and the life-boat returned to her station, arriving at 10.30.—Rewards, £11 18s. 6d. Refunded to the Institution by the St. Andrew's and Red Cross Scottish Ambulance Service.

#### FOOD BROUGHT BY LIFE-BOAT AFTER SNOWSTORMS

**Thurso, Caithness-shire.**—At eight o'clock on the evening of the 14th of January, 1955, the police asked if the life-boat would take provisions to Reay, as the roads were blocked by snow, and also convey a body in a coffin to Port-skerra. At 8.45 on the 15th the life-boat *H.C.J.* embarked the coffin and put out. There was a rough sea and a moderate westerly breeze was blowing. The life-boat landed the provisions at Reay, put the body ashore at Port-skerra, and then returned to her station, arriving at 3.30.—Rewards, £20 1s. 6d.

#### CREW LANDED FROM GLASGOW COASTER

**Troon, Ayrshire.**—At four o'clock on the morning of the 16th of January, 1955, the Kildonan coastguard telephoned that he had seen a red flare

east of Kildonan. At 5.40 the life-boat *Sir David Richmond of Glasgow* put out. The sea was moderate, there was a light north-easterly breeze, and it was high water. The life-boat found the S.S. *Cuban*, of Glasgow, a small coaster with a crew of two, high and dry on the rocks on Lady Isle. The men said they would remain in her until the afternoon in case the ship could be refloated. As they were in no immediate danger, the life-boat returned to her station, arriving at 9.45. At two o'clock in the afternoon, the life-boat put to sea again and found that the S.S. *Boer*, another small coaster, was standing by the *Cuban*. The life-boat passed a tow rope to the *Cuban* from the *Boer*, and the *Boer* tried to pull her clear. The *Cuban* remained fast on the rocks, so the life-boat took off her crew and landed them at Troon, reaching her station again at 5.50.—Rewards, £21.

#### SHIP IN TOW ESCORTED IN GALE

Douglas, Isle of Man.—At 7.10 on the morning of the 16th of January, 1955, the Ramsey coastguard reported that the motor vessel *Saint Kentigern*, of Glasgow, had sent a distress message. He later gave her position as five miles south-east-by-south of Maughold Head. The ship was in danger of going aground on the Bahama Bank, and at 8.20 the life-boat *Millie Walton* was launched in an ebbing tide. The sea was very rough, a gale was blowing from the north-north-east, and it was snowing heavily. The life-boat found the *Saint Kentigern* broken down and in tow of a steamer eighteen miles south-east-by-east of Douglas Head. At the request of the skipper of the *Saint Kentigern* the life-boat escorted both her and the steamer to Douglas Bay. The life-boat reached her station again at 9.30.—Rewards, £40.

#### LIFE-BOAT LANDS MEDICAL SUPPLIES

Thurso, Caithness-shire.—At 9.30 on the night of the 15th of January, 1955, the County Clerk for Sutherland informed the life-boat station that the roads to Skerry and Melvich were blocked by snow and that about a hundred people were beginning to be short of food. He asked if the life-

boat would take provisions and medical supplies to Melvich. At 11.30 on the morning of the 16th the life-boat *H.C.J.* embarked the provisions, medical supplies and mail, and put out in a very rough sea. There was a strong northerly breeze, and it was snowing. Weather conditions at Melvich were too bad for the life-boat to come alongside and she was unable to put the provisions ashore. But with great difficulty she landed the medical supplies. The life-boat then went further along the coast to find a suitable place for landing the provisions, but the weather worsened and she found that it was impossible to land them. She therefore returned to her station, arriving at 6.30.—Rewards, £20 1s. 6d.

#### FISHING BOAT ESCORTED TO WHITBY

Whitby, Yorkshire.—On the morning of the 16th of January, 1955, the weather deteriorated, and about 9.20 the coastguard told the coxswain of the No. 1 life-boat that the local fishing boat *Provider A.* was still at sea. She was making for the harbour, and at 9.45, at high water, the No. 1 life-boat *Mary Ann Hepworth* was launched in a moderate sea, with a north-north-east gale blowing. She escorted the *Provider A.* to the harbour and reached her station again at 10.35.—Rewards, £9 2s. 6d.

#### FOOD BROUGHT BY STROMNESS LIFE-BOAT

Stromness, Orkneys.—At eight o'clock on the evening of the 17th of January, 1955, news reached the life-boat station that food was short in the Quoyloo district, and that supplies could not be taken overland as the roads were blocked by snow. At 11.15 on the morning of the 18th the life-boat *J.J.K.S.W.* embarked meat, bread, mail and newspapers and put out. The sea was very rough, a strong north-westerly breeze was blowing, and there were snow showers. The life-boat reached Skail about 1.30, and two dinghies put off from the shore and ferried the stores ashore. The life-boat stood by the boats until they had completed their trips and then returned to her station, arriving at three o'clock.—Rewards, £13 13s. 6d.

### WOMAN TAKEN TO ORKNEYS HOSPITAL

**Stromness, Orkneys.**—At ten o'clock on the morning of the 19th of January, 1955, a local doctor asked if the life-boat would take a sick woman to Scapa, who needed hospital treatment in Kirkwall, as the road to Kirkwall from Stromness was blocked by snow. At 11.25 the life-boat *J. J. K. S. W.* embarked the patient and her son and daughter and put out in a smooth sea, with a light north-westerly breeze blowing. She reached Scapa at 12.50 and the woman was landed. The life-boat then embarked four people who were going to Stromness, and food, and returned to her station, arriving at 3.45.—Rewards, £13 13s. 6d. Refunded to the Institution by the St. Andrew's and Red Cross Scottish Ambulance Service.

### MAN TAKEN FROM IRISH LIGHTVESSEL

**Rosslare Harbour, Co. Wexford.**—At 11.50 on the morning of the 20th of January, 1955, the Commissioners of Irish Lights reported that the father of the fog signalman on the Blackwater lightvessel had died in Wexford and asked if the life-boat would land the man to attend his father's funeral. No other boat was available and at 12.30 the life-boat *Douglas Hyde* put out. The sea was rough, and a fresh breeze was blowing from the south. The life-boat landed the man and reached her station again at 4.50.—Partly Permanent Paid Crew: Rewards, £9 19s.

### DOCTOR AND NURSE TAKEN TO HOY

**Stromness, Orkneys.**—At 2.55 on the afternoon of the 20th of January, 1955, a local County Councillor asked if the life-boat would take a doctor and a nurse from Stromness to Hoy to attend a very old lady who had pneumonia at Linksness. The doctor at Longhope was unable to make the journey because the roads were blocked by heavy snow. At 3.40 the life-boat *J.J.K.S.W.* put out with a doctor and a nurse. The sea was choppy, and a strong breeze was blowing from

the south. The life-boat reached Hoy pier at 4.20, and the doctor and nurse went ashore. They treated the patient, but found that she was too ill to be moved. The doctor and nurse re-embarked in the life-boat at 5.10 and the life-boat then returned to Stromness, arriving at 5.40. Unfortunately the patient died on the 21st. The County Councillor expressed his thanks to the life-boat station and the life-boatmen.—Rewards, £11 19s.

### AWARD FOR CLOUGHEY COXSWAIN

On the 21st of January, 1955, the Cloughey life-boat rescued eleven men from the *M.V. Röska*, of Bergen.

For a full account of this service and the awards made, see page 53.

### LIFE-BOAT STANDS BY MOTOR TRAWLER

**Lowestoft, Suffolk.**—At 5.25 on the afternoon of the 21st of January, 1955, the coastguard reported that he had seen red flares three quarters of a mile east-south-east of the coastguard station. At 5.40 the life-boat *Michael Stephens* put out. There was a moderate sea, a fresh south-easterly breeze was blowing, and it was two hours before high water. The life-boat found the local motor trawler *Grasby*, with a crew of eight, anchored near the Newcombe sandbank. Her engines had broken down. The skipper asked the life-boat to stand by his ship until a tug arrived. The life-boat remained with her until the tug took the trawler in tow, and then returned to her station, arriving at 7.45.—Rewards, £12 2s. 0d.

### RESCUE FROM A PANAMANIAN STEAMER

On the evening of the 21st of January, 1955, the *St. Mary's*, Scilly Islands, life-boat was called out to go to the help of a Panamanian steamer. After a dangerous passage among rocks and in dense fog the life-boat rescued the whole of the steamer's crew of twenty-five. For a full account of this service, for which Coxswain Matthew Lethbridge was awarded the bronze medal, see page 50.

### FISHING BOAT TOWED TO WORKINGTON

Workington, Cumberland.—At 7.40 on the evening of the 23rd of January, 1955, a man reported that he had seen red Very lights off the entrance to the harbour. At 7.50 the life-boat *Manchester and Salford XXIX* put out. The sea was calm, there was a light south-westerly breeze, and it was two hours after low water. The life-boat found the local fishing boat *Mary Jane*, with a crew of four, anchored to the north of the harbour. Her engine had broken down. The life-boat towed her to Workington, arriving at 8.35.—Rewards, £7 17s. 6d.

### SICK MAN TAKEN OFF LIGHTVESSEL

Arklow, Co. Wicklow.—At 6.25 on the evening of the 25th of January, 1955, the Commissioners of Irish Lights telephoned that a relative of a member of the crew of the Arklow lightvessel was seriously ill, and asked if the life-boat would land the man. At 6.56 the life-boat *Inbhear Mor* embarked a relief man, and made for the lightvessel in a rough sea with a fresh southerly breeze blowing. She put the relief aboard the lightvessel, took the other man ashore, and reached her station again at 10.35.—Rewards, £13 3s.

The following life-boats went out on service, but could find no ships in distress, were not needed or could do nothing:

Workington, Cumberland.—January 2nd.—Rewards, £21 14s. 6d.

Ramsey, Isle of Man.—January 2nd.—Rewards, £25 2s. 6d.

Barrow, Lancashire.—January 3rd.—Rewards, £35 12s. 6d.

Penlee, Cornwall.—January 4th.—Rewards, £9 19s. 6d.

Whitby, Yorkshire.—January 11th.—Rewards, £9 12s. 6d.

Peterhead, Aberdeenshire.—January 11th.—Rewards, £10 16s.

Baltimore, Co. Cork.—January 12th.—Rewards, £41 12s. 6d.

Islay, Inner Hebrides.—January 13th.—Rewards, £5 16s.

The Mumbles, Glamorganshire.—January 13th.—Rewards, £23 14s. 10d.

Tenby, Pembrokeshire.—January 13th.—Rewards, £38 13s.

Courtmacsherry Harbour, Co. Cork.—January 14th.—Rewards, £14 18s.

Stronsay, Orkneys.—January 17th.—Rewards, £12 14s. 6d.

Yarmouth, Isle of Wight.—January 22nd.—Rewards, £12 9s.

Holyhead, Anglesey.—January 24th.—Rewards, £21 12s.

### ALL-NIGHT SEARCH FOR AIRCRAFT PILOT

St. Ives, and Sennen Cove, Cornwall.—At 8.53 on the evening of the 24th of January, 1955, the St. Ives coastguard rang up the St. Ives life-boat station to say that a Firefly aircraft had crashed, and that men had been seen in a rubber dinghy eighteen miles north-north-west of St. Ives Head. The position was later given as twenty-two miles west-north-west of St. Ives Head. At 9.14 the life-boat *Edgar, George, Orlando and Eva Child* was launched. There was a heavy ground swell, and a light north-easterly breeze was blowing. A steamer found two men in the dinghy and picked them up, but the pilot was missing. The life-boat searched for him all night, but did not find him.

At 12.53 early on the 25th the St. Just coastguard asked if the Sennen Cove life-boat would relieve the St. Ives life-boat, which intended breaking off the search at eight o'clock. At five o'clock the life-boat *Susan Ashley* was launched. The sea was then smooth, and there was a light south-westerly breeze. The Sennen Cove life-boat searched the area twenty miles north of Longships in company with naval vessels, but found nothing. The St. Ives life-boat reached her station again at 1.10 in the afternoon. The search had been called off by the R.A.F. at nine o'clock in the morning, and the Sennen Cove life-boat was recalled to her station. As conditions were not suitable for rehousing her, she made for Newlyn, arriving at 2.30 in the afternoon. She was taken back to her station on the 28th.—Rewards: St. Ives, £38 6s. 6d.; Sennen Cove, £40 1s.



Rosslare Harbour, Co. Wexford. — January 26th.—Rewards £18 11s.

Troon, Ayrshire. — January 26th. — Rewards, £8.

Amble, Northumberland. — January 27th.—Rewards, £7.

## FEBRUARY

DURING February life-boats were launched 37 times and rescued 20 lives.

### TRAWLER TOWED OFF ROCKS

Fraserburgh, Aberdeenshire. — At 12.43 early on the morning of the 1st of February, 1955, the coastguard telephoned that a trawler had run on the rocks at Inverallochy. At 1.12 the life-boat *The Duchess of Kent* was launched. There was a moderate swell and a fresh southerly breeze, and the tide was flooding. The life-boat found the steam trawler *Rugby*, of Leith, with a crew of twelve, three quarters of a mile south-east of Cairnbulg beacon. The life-boat ran out a kedge anchor and took the trawler in tow to prevent her from being driven further ashore. The *Rugby* refloated a little later, and went on her way to Aberdeen. The life-boat returned to her station, arriving at 3.34. —Property Salvage Case.

### COBLE ESCORTED TO FILEY

Filey, Yorkshire.—At noon on the 3rd of February, 1955, the coxswain reported that the local fishing coble *Catherine and Ann* was at sea. The weather was becoming worse, and at 12.15 the life-boat *The Isa & Penryn Milsted* was launched in a heavy swell. There was a moderate easterly breeze and the tide was flooding. The life-boat escorted the fishing coble to the shore and arrived back at her station at 1.30.—Rewards, £12 18s.

### INJURED MEN TAKEN FROM NAVAL TUG

St. Mary's, Scilly Islands.—At 11.26 on the morning of the 5th of February, 1955, the coastguard telephoned that the Commander-in-Chief, Plymouth, had asked if the life-boat would land three injured men from the naval tug *Warden*. The tug had been helping to

tow H.M.S. *Montclare*, a submarine depot ship, to Portsmouth, but the tow rope had parted about twenty-five miles west of the Scilly Islands. A helicopter had transferred a naval doctor to the *Montclare*, and another helicopter had reconnected the tow ropes between her and other tugs. After this the *Montclare* had resumed her passage.

At noon the life-boat *Cunard*, with a local doctor on board, was launched in a heavy swell. A moderate north-westerly breeze was blowing, and the tide was flooding. The life-boat came up with the *Warden* between Annett Island and Samson Island and put the doctor on board. She then guided the tug to more sheltered water and took on board the three men and the naval doctor, who had also been hurt. The life-boat landed them all at St. Mary's at 12.30, where an ambulance was waiting. The Commander-in-Chief, Plymouth, expressed his thanks.—Rewards, £8 12s.

### FOURTEEN FISHING BOATS ESCORTED

Bridlington, Yorkshire.—On the morning of the 7th of February, 1955, the weather worsened while fourteen local fishing boats were at sea, and at ten o'clock the life-boat *Tillie Morrison, Sheffield II* was launched, with an ex-coxswain in charge. The sea was rough, a south-south-west gale was blowing, and it was an hour before low water. The life-boat escorted all the boats to the harbour and reached her station again at 2.19.—Rewards, £16 4s. 6d.

### ESCORT FOR FISHING BOATS IN ROUGH SEA

Whitby, Yorkshire.—At 2.30 on the afternoon of the 10th of February, 1955, the skipper of a fishing boat told the coxswain that anxiety was felt for the safety of the fishing boats *Faith Star, Success*, and *Lead Us*. At 2.35 the No. 1 life-boat *Mary Ann Hepworth* was launched. The sea was rough, a strong west-north-west breeze was blowing, and it was two hours after low water. The life-boat escorted the boats to the harbour and arrived back at her station at 3.30.—Rewards, £8 12s. 6d.

### MOTOR VESSEL TOWED OFF ROCKS

**Flamborough, Yorkshire.**—At 12.16 early on the morning of the 11th of February, 1955, the Flamborough Head coastguard telephoned that the motor vessel *Friargate*, of Hull, had wirelessed that she had run on the rocks at Flamborough Head. At 12.40 the life-boat *Friendly Forester* was launched in a very heavy sea with a northerly gale blowing. It was low water.

The life-boat made for the position in heavy snow showers and found the *Friargate* being pounded by heavy seas. The coxswain spoke her by radio telephone, and the master replied that the coastguard Life-saving Apparatus company had got a line aboard from the shore. Seas were breaking completely over the *Friargate*, but the coastguard took the master and his crew of four ashore by breeches buoy and signalled the life-boat that they had done so.

Because of the weather the life-boat then made for Bridlington, arriving at 3.40. The master later asked if the life-boat would take him and two of his crew back to their ship, and at 4.15 the life-boat embarked them and put to sea again. She found that the *Friargate* had moved on the rising tide, and this made it easier for the life-boat to come alongside. She put the master, his two men and three members of the life-boat crew on board, and the vessel's main engines were started.

The life-boat took the *Friargate* in tow, and with help from the *Friargate's* engines pulled her clear of the rocks. It was then discovered that the *Friargate* was making water and that her steering gear had jammed. She started to drift, but a tug arrived and towed her to Bridlington, escorted by the life-boat. They arrived at Bridlington at noon. The life-boat remained there because of the weather and was taken back to her station on the 14th.—Property Salvage Case.

### FISHING BOAT TOWED IN AFTER LONG SEARCH

**Lerwick, Shetlands.**—At 4.45 on the afternoon of the 11th of February, 1955, a man rang up to say that the local fishing boat *Ploughboy* had left for the fishing grounds at four in the morning, with a crew of two, but had not returned.

Enquiries were made about her along the coast, and at 5.24 in the afternoon it was reported that she had been seen drifting between Mousa and Sumburgh Head. At 5.55 the life-boat *City of Glasgow*, on temporary duty at the station, put out with the second coxswain in charge in a very rough sea, with a strong north-easterly breeze blowing. There were heavy snow showers, and it was two hours before low water. The life-boat made a search and found the *Ploughboy* east of Virkie at 1.15 early on the 12th. The *Ploughboy* had run short of fuel, so the life-boat towed her to Lerwick, reaching her station again at nine o'clock, after spending fifteen hours at sea.—Rewards, £34 5s.

### FOUR LANDED FROM MOTOR LAUNCH

**Coverack, Cornwall.**—At 5.28 on the afternoon of the 12th of February, 1955, the coxswain reported that he had seen a boat drifting off the Manacles and later stated that a steamer was with her. At 5.50 the life-boat *William Taylor of Oldham* was launched in a rough sea, with a fresh north-north-east wind blowing. She found the steamer towing the 20-foot motor launch *Tarka* and her punt two miles south-south-east of the Manacles. The *Tarka* had a crew of four. She had been bound for Helford River from Falmouth, but had fouled her propeller. The steamer had been unable to take the four people on board, so the life-boat embarked them and took over the tow. The life-boatmen gave them rum and took the *Tarka* and her punt to Coverack, arriving at 7.45.—Rewards, £11 18s. 6d.

### LAUNCHED THREE TIMES TO FRENCH TRAWLER

**Caister, Norfolk.**—At 6.35 on the morning of the 13th of February, 1955, the Great Yarmouth coastguard telephoned to say the North Foreland radio station had reported that the motor trawler *Saint-Pierre-Eglise*, of Boulogne, had run ashore north of Winterton. At 7.15 the life-boat *Jose Neville* was launched. The sea was very rough, a strong north-easterly breeze was blowing, and it was an hour after low water. The life-boat found the trawler on Waxham beach, but could come no

nearer to her than a quarter of a mile because of the sandbanks and heavy seas. She stood by while the trawler's crew of eighteen were taken ashore by breeches buoy by the coastguard Life-Saving Apparatus company and then returned to her station, arriving at noon.

On the 14th the trawler's agents asked if the life-boat would help to re-float the vessel, and at 5.30 in the morning the life-boat was launched in better weather. She passed wires from the trawler to a tug, but efforts to refloat the trawler failed, and the life-boat returned to her station, arriving at 3.30. Ten trawlermen and members of the life-boat crew re-boarded the vessel in further attempts to refloat her, and at 6.45 on the morning of the 16th the life-boat was launched for the third time.

She laid out an anchor for the trawler and helped the tug take her in tow, but all efforts to refloat her were again unsuccessful. The weather worsened and she heeled over. The men were taken ashore by the Life-Saving Apparatus Company, and the life-boat returned to her station, arriving at 3.30—Rewards: 1st service, £22 14s. 6d.; 2nd and 3rd services, no expense to the Institution.

#### SICK MAN TAKEN TO MAINLAND

Galway Bay.—At one o'clock on the afternoon of the 15th of February, 1955, the local doctor asked if the life-boat would take a sick man in need of hospital treatment to the mainland, as no other suitable boat was available. At 1.45 the life-boat *Mabel Marion Thomson* embarked the patient and the district nurse and put out in a calm sea, with a northerly breeze blowing. The life-boat landed the man at Ros-saveal, where an ambulance was waiting, and returned to her station, arriving at 5.45.—Rewards, £10 19s. Refunded to the Institution by the Galway County Council.

#### FISHING BOAT ESCORTED TO DUNBAR

Dunbar, East Lothian.—At 7.15 on the evening of the 15th of February, 1955, the coastguard telephoned that the local fishing boat *Primrose*, which had a crew of four, had not returned and had last been seen by fishermen near May Island. Ten minutes later the

life-boat *George and Sarah Strachan* was launched and made a search in a heavy swell, with a strong north-north-east wind blowing and mist. She found the *Primrose* four miles north of Dunbar. Her engine had broken down, but her crew were able to repair it. The life-boat escorted her to Dunbar, reaching her station again at 8.45.—Rewards, £7.

#### ESCORT FOR EIGHT FISHING BOATS

Scarborough, Yorkshire. — On the morning of the 16th of February, 1955, the weather worsened while fishing boats were at sea, and at 11.5 the life-boat *E.C.J.R.* was launched to escort them in. The sea was heavy, a moderate north-easterly gale was blowing, and there were snow showers. The life-boat escorted in the local fishing boats *Courage*, *Pilot Me*, and *Brilliant Star*, and the Whitby fishing boats *Lead Us*, *Provider*, *Success II*, *Faith Star*, and *Pilot Me II*. She reached her station again at four o'clock.—Rewards, £22 3s.

#### STANDING BY AT HARBOUR BAR

Girvan, Ayrshire.—At 6.30 on the evening of the 16th of February, 1955, the coastguard rang up to say that the local fishing boat *Aurora* had wirelessed that the fishing boat *Thom Paul*, of Whitehaven, had lost her rudder about nine miles west of Girvan. The *Aurora* was going to her help. At seven o'clock the life-boat *Frank and William Oates* was launched in a rough sea. There was a strong north-north-west wind, and the tide was ebbing. The life-boat stood by at the harbour bar until the *Aurora* entered the harbour with the *Thom Paul* in tow, and then returned to her station, arriving at 7.35.—Rewards, £6 7s. 6d.

#### TWO MEN RESCUED AFTER LONG NIGHT SEARCH

Torbay, Devon.—At 11.20 on the night of the 16th of February, 1955, the Brixham coastguard telephoned that a woman had reported that her husband had gone to Dartmouth with a friend to fetch the 24-foot motor boat *Nep-tunia* to Torquay. They had left Dartmouth about 3.30 in the afternoon, but nothing had been heard of them since. At 11.45 the life-boat *Queen Victoria*, on temporary duty at the station, put out.

The sea was calm, there was a light north-westerly breeze, and it was one hour before high water. The life-boat searched widely all night but found nothing, and returned to her station about four in the morning. She refuelled and put to sea again, and at dawn an aircraft also joined in the search. At 7.30 the life-boat found the *Neptunia* seven miles east-by-south of Start Point. She was drifting, with her engine broken down, and the two men were cold and exhausted. The life-boat rescued them and towed their boat to Torquay harbour, arriving at 10.40.—Rewards, £22 5s.

#### TWELVE BOATS ESCORTED TO GIRVAN

**Girvan, Ayrshire.**—At ten o'clock on the morning of the 17th of February, 1955, the coxswain reported that local fishing boats were returning to the harbour in a rough sea and a strong north-north-west wind, and that conditions at the harbour bar were dangerous. At 10.15 the life-boat *Frank and William Oates* was launched in an ebbing tide. She escorted in twelve boats and returned to her station, arriving at 12.15.—Rewards, £6 8s.

#### WHITBY BOATS ESCORTED AFTER SHELTERING

**Whitby, Yorkshire.**—At 4.26 on the afternoon of the 17th of February, 1955, it was reported that five local fishing boats, which had taken shelter in Scarborough harbour from the bad weather, had left Scarborough and were on their way back to Whitby. The weather had moderated slightly, but conditions at the harbour bar were still dangerous, and at 4.30 the No. 1 life-boat *Mary Ann Hepworth* was launched. The sea was rough, and a north-easterly breeze was blowing. The life-boat escorted in the boats and then returned to her station, arriving at 6.30.—Rewards, £9 4s.

#### BOAT FOUND DRIFTING DURING SEARCH FOR SEAMEN

**Clacton-on-Sea, Essex.**—At 11.32 on the morning of the 20th of February, 1955, the coastguard telephoned that the trawler *Denise Germaine*, of Zeebrugge, had been wrecked on the Long Sandbank, west-by-north of the Barrow Deep lightvessel. Two of her crew had

been picked up by a passing vessel, but two others were missing. At 11.50 the life-boat *Sir Godfrey Baring* was launched in a slight swell, with a light breeze blowing and an ebbing tide. She searched in company with a helicopter, but found only two small boats drifting two miles north of North Knock Buoy. One of them was waterlogged, but she towed the other one to her station, which she reached at 8.45.

On the 24th Lloyd's agent at Colchester asked if the life-boat would take out a surveyor to view the wreck as no other boat could be obtained. Weather conditions were not suitable until the 27th, and at 5.50 that morning the life-boat embarked Lloyd's agent and the surveyor and made for the position. There was a moderate swell and a moderate east-north-east breeze. No trace of the *Denise Germaine* was seen. The life-boat reached her station again at 11.15.—Rewards: 1st service, £25 4s. 9d.; 2nd service, £23 17s. The rewards for the second service were refunded to the Institution by Lloyd's Agency.

#### MAN WITH APPENDICITIS TAKEN BY LIFE-BOAT

**Lerwick, Shetlands.**—At 12.50 early on the morning of the 21st of February, 1955, the Medical Officer of Health for Shetland asked if the life-boat would fetch a man from Tingwall, who was suffering from acute appendicitis, as the roads were completely blocked with snow. At 1.35 the life-boat *Lady Jane and Martha Ryland* embarked two stretcher bearers and put out in a choppy sea. A moderate south-easterly breeze was blowing, and the tide was ebbing. The life-boat reached Tingwall at 2.10, took the patient on board, and landed him at Lerwick 3.10. His life was saved.—Rewards, £6. Refunded to the Institution by the St. Andrew's and Red Cross Scottish Ambulance Service.

#### SECOND COXSWAIN BOARDS ITALIAN STEAMER

**Dover, Kent.**—About 4.45 on the morning of the 21st of February, 1955, the harbourmaster reported that a vessel had stranded on the rocks east of St. Margaret's Bay. At 5.15 the life-boat *Southern Africa* put out. The sea

was rough, a strong easterly breeze was blowing, and it was low water. The life-boat found the S.S. *Monviso*, of Genoa, aground in very shallow water east of Hope Point. With difficulty the second coxswain boarded her to help make tugs fast to her. The life-boat passed a rope from a tug to the steamer, but it parted. The life-boat then passed wire hawsers to her from two other tugs, which refloated the *Monviso* a little later. The second coxswain remained aboard while the tugs, with the life-boat standing by, towed her to Dover, where they arrived at 12.50.—Property Salvage Case.

#### SAILING BARGE TOWED TO CLACTON

**Clacton-on-Sea, Essex.**—On the morning of the 21st of February, 1955, it was thought that the sailing barges *May*, of Ipswich, and *Portlight*, of Harwich, each with a crew of two, were in a dangerous position because of the bad weather. They had been at anchor about two miles east-north-east of Clacton pier since the evening before. At 10.25 the *Portlight* burnt a flare, and at 10.38 the life-boat *Sir Godfrey Baring* was launched in a rough sea. There was a strong east-by-north wind, and it was high water. The life-boat found that both barges were dragging their anchors. She made at once for the *May*, which was nearer the shore, and wirelessed for the Walton and Frinton life-boat to help the *Portlight*. The Clacton-on-Sea life-boat towed the *May* to Felixstowe and then went to Harwich because of the weather, returning to her station the following morning. The Walton and Frinton life-boat towed the *Portlight* to Harwich.—Property Salvage Case.

#### SECOND LIFE-BOAT TO HELP OF BARGES

**Walton and Frinton, Essex.**—About noon on the 21st of February, 1955, a wireless message was received from the Clacton-on-Sea life-boat, which had been launched to the sailing barges *May*, of Ipswich, and *Portlight*, of Harwich, which each had a crew of two. The message stated that the barges were dragging their anchors about two miles east-north-east of Clacton pier, and that the Clacton life-boat was going

to the help of the *May*. The Walton and Frinton life-boat was asked to put off to the *Portlight*, and at 12.25 the life-boat *E.M.E.D.*, on temporary duty at the station, put to sea. The sea was rough, a strong breeze was blowing from east-by-north, and it was high water. The Walton and Frinton life-boat found the *Portlight* dragging towards a lee shore, with her top sail blown away and her lee-board badly damaged. Two members of the life-boat's crew went aboard, and the life-boat took her in tow. She towed the *Portlight* to Felixstowe, landed her crew at Harwich, and then returned to her station, arriving at nine o'clock. The Clacton-on-Sea life-boat towed the *May* to Felixstowe.—Property Salvage Case.

#### SEVEN RESCUED FROM FRENCH TRAWLER

**Howth, Co. Dublin.**—At 5.40 on the afternoon of the 23rd of February, 1955, the trawler *Thérèse Emile Yuon*, of Concarneau, France, whose engine had broken down, was seen to break adrift from a Howth fishing boat, which was towing her towards the harbour. The trawler was soon blown on to a sandbank about half a mile north-west of the harbour, and at 6.15, at low water, the life-boat *R.P.L.* was launched. The sea was very rough, there was a fresh easterly breeze, and it was snowing. The life-boat tried to refloat the trawler, but failed. She then went alongside, rescued the crew of seven and arrived back at her station at ten o'clock. The trawler became a total wreck.—Rewards; £13 4s.

#### TWENTY-FOUR LANDED FROM AMERICAN STEAMER

**Selsey, Sussex.**—At 11.5 on the night of the 23rd of February, 1955, the coastguard rang up to say that the S.S. *Meta D.*, of New York, a vessel of 7,212 tons laden with coal and with a crew of thirty-eight, had gone aground on the Middle Grounds, four and a half miles south of Selsey Bill. Ten minutes later the life-boat *Canadian Pacific* was launched in a moderate sea. There was a fresh easterly breeze and the tide was flooding. There had been a warning of a north-easterly gale, and the coxswain thought it best to land the

thirty-eight men, but fourteen declined to leave their ship. The life-boat took the other twenty-four to Portsmouth and landed them there at four o'clock on the morning of the 24th. About 6.20 the life-boat left Portsmouth and stood by the *Meta D.*, while tugs tried to refloat her. They were not successful. The weather moderated later in the day, and the life-boat returned to her station, arriving at four in the afternoon. The *Meta D.* was refloatated that evening.—Rewards, £47 7s. 7d.

#### STEAMER REFLOATED

**Walmer, Kent.**—At 6.5 on the morning of the 24th of February, 1955, the Deal coastguard telephoned that the S.S. *Foch Rose*, of Liverpool, which had a crew of twelve, had run aground on Oldstairs Shoal. At 6.30 the life-boat *Charles Dibdin*, *Civil Service No. 2* was launched. The sea was rough, a strong easterly breeze was blowing, and the tide was low. The life-boat found the steamer two miles south of Deal Bank Buoy and put five members of her crew on board. At the request of the master the life-boat then ran out a kedge anchor for her and stood by with tugs. About nine o'clock the *Foch Rose* refloatated. The life-boat escorted her to Dover and then returned to her station, arriving at 11.20.—Property Salvage Case.

#### MOTOR BOAT TOWED IN THROUGH BLIZZARD

**Fleetwood, Lancashire.**—At 4.15 on the morning of the 24th of February, 1955, the police rang up to say that the 16-foot outboard motor boat *Lady Luck*, of Morecambe, which had put out with two men on board, was overdue. At 5.10 the life-boat *Ann Letitia Russell* was launched. The sea was rough, a fresh easterly breeze was blowing, and the tide was half ebb. The life-boat searched widely in a blizzard and found the *Lady Luck* anchored in Morecambe Bay and flying a distress signal. The men on board were suffering from exposure and had been without food for twelve hours. The life-boatmen gave them rum and hot soup and towed the boat to Heysham. The life-boat reached her station again at 12.35.—Rewards, £24 8s.

#### RELIEF MEN PUT ON BOARD TORPEDO BOAT

**Beaumaris, Anglesey.**—At 9.30 on the morning of the 24th of February, 1955, the marine superintendent of a firm of boat builders reported that the motor torpedo boat *Dark Antagonist*, under the firm's control, was moored in Friar's Bay with a watchman on board. He asked if the life-boat would land the man and take out two other men. At 9.45, as no other boat was available, the life-boat *N.T.*, on temporary duty at the station, was launched in a rough sea. There was a strong east-south-east breeze blowing and a blizzard. The life-boat landed the man at Beaumaris, put the two relief men aboard, and then towed the *Dark Antagonist* to safer moorings at Menai Bridge. She reached her station again at 5.45. The boat builders expressed their thanks and refunded the expenses to the Institution.—Rewards, £19 19s.

#### FISHING BOAT TOWED TO HOWTH

**Howth, Co. Dublin.**—At 5.40 on the afternoon of the 27th of February, 1955, a flare was seen off Ireland's Eye. At six o'clock the life-boat *R.P.L.* was launched. The sea was choppy, a fresh southerly breeze was blowing, and the tide was flooding. The life-boat found the fishing boat *Paragon*, of Howth, with a crew of two, broken down two miles east of Ireland's Eye. She towed her to harbour, arriving back at her station at 7.45.—Rewards, £5 8s.

The following life-boats went out on service, but could find no ships in distress, were not needed or could do nothing:

**Margate, Kent.**—February 14th.—Rewards, £10 16s.

**Sheringham, Norfolk.**—February 15th.—Rewards, £23 8s.

**Whitby, Yorkshire.**—February 16th.—Rewards, £16 8s. 6d.

**Tynemouth, Northumberland.**—February 20th.—Rewards, £10.

**Margate, Kent.**—February 23rd.—Rewards, £20 16s.

#### SEARCH FOR FISHING BOAT'S SKIPPER

**Campbeltown, Argyllshire.**—At 9.5 on the morning of the 28th of February,

1955, the Southend coastguard telephoned that an ex-coastguardsman at Feorlin had reported that two exhausted men from the fishing boat *Girl Ann*, of Fraserburgh, had reached his house and stated that their ship had run ashore on the southern side of Mull two miles from Feorlin. They said that seven men were aboard, and at 9.24 the life-boat *City of Glasgow II* put out in a very heavy sea. There was a moderate southerly gale, and the tide was flooding. A message was then received that five of the men had reached the Mull of Kintyre lighthouse. From them it was learnt that one of the men said to be still on board the *Girl Ann* was dead, but that the skipper was still missing. The life-boat searched for the skipper, but did not find him and arrived back at her station at 2.20. The *Girl Ann* became a total wreck.—Rewards, £15.

**Caister, Norfolk.**—February 28th.—Rewards, £14 8s. 6d.

### MARCH

DURING March life-boats were launched 33 times and rescued 6 lives.

#### DOCTOR TAKEN TO LONDON STEAMER

**Southend-on-Sea, Essex.**—At 8.43 on the evening of the 4th of March, 1955, the coastguard rang up to say that the S.S. *Mitcham*, of London, which was at anchor half a mile south-east of Chapman Light, had reported that her skipper was ill and needed a doctor. At 9.20 the life-boat *Greater London, Civil Service No. 3* embarked a doctor and was launched in a slight sea with a light north-westerly breeze blowing. She put the doctor aboard the steamer, and he found that both the skipper and the chief officer were ill. He treated them and re-embarked in the life-boat, which then returned to her station, arriving at 10.35.—Rewards, £7 15s.

#### POSTMAN REPORTS SHIP ON FIRE

**Caister, Norfolk.**—At 10.40 on the morning of the 11th of March, 1955, a postman told the mechanic of the life-boat that a ship was on fire about one and a half miles south-east of the life-boat station, and that a small tug

could be seen amongst the smoke. At 10.55 the life-boat *Jose Neville* was launched in a heavy swell with a moderate east-north-east breeze blowing. She found the motor tug *Alcha*, of Southend, with a crew of four. The *Alcha's* engine had broken down, and smoke floats and flares she had burnt had given the impression that she was ablaze. She was rolling heavily and in danger of going ashore. At the request of the tugmen the life-boat towed the *Alcha* to Great Yarmouth, and reached her station again at two o'clock.—Property Salvage Case.

#### FISHING BOAT TOWED TO FLEETWOOD

**Fleetwood, Lancashire.**—At 5.30 on the afternoon of the 12th of March, 1955, the Formby coastguard reported that the fishing boat *Tranquillity*, of Peterhead, had broken down near the Morecambe Bay lightvessel. At 7.18 the coastguard stated that a trawler had found her under sail and had towed her to a position nine miles west-by-south of the lightvessel. At 8.10 the life-boat *Ann Letitia Russell* was launched in a moderate sea. There was a fresh easterly breeze, and it was low water. The life-boat found the *Tranquillity*, which had a crew of two, at anchor ten miles west of Morecambe Bay lightvessel. She towed her to Fleetwood, reaching her station again at 8.40 on the morning of the 13th.—Rewards, £28 18s.

#### SICK MAN TAKEN FROM GREEK STEAMER

**Humber, Yorkshire.**—At 9.40 on the morning of the 13th of March, 1955, the Spurn Point coastguard telephoned that the S.S. *Hadiotis*, of Syra, Greece, which was lying at anchor two miles south of Spurn Point, had signalled that she had a sick steward and needed a doctor. At 10.50 the life-boat *City of Bradford III* embarked a doctor and was launched in a smooth sea. There was a light north-easterly breeze, and the tide was ebbing. The life-boat put the doctor aboard the steamer, and later re-embarked him and took the sick man to Spurn. She reached her station at 12.10.—Paid Permanent Crew.

### MAN BROUGHT FROM IRISH LIGHTVESSEL

Wicklow.—At 11.42 on the night of the 14th of March, 1955, the Commissioners of Irish Lights rang up to ask if the life-boat would land a man from the Codling lightvessel, as his wife was dangerously ill at Skerries. At one o'clock on the morning of the 15th the life-boat *Lady Kylsant* was launched in a choppy sea, with a light south-westerly breeze blowing. She took the man ashore and arrived back at her station at 5.5.—Rewards, £13 16s. Refunded to the Institution by the Commissioners of Irish lights.

### FOUR BOATS ESCORTED TO HARBOUR

Whitby, Yorkshire.—On the morning of the 17th of March, 1955, the local fishing boats *Provider A*, *Pilot Me* and *Lead Us* were at sea in a strong north-westerly wind and a heavy swell. About ten o'clock it was learned that the *Provider A* was returning to the harbour, and at 10.8 the No. 1 life-boat *Mary Ann Hepworth* was launched to stand by at the bar. She escorted in the *Provider A* and *Lead Us* and then waited for the other boat. About an hour later the *Pilot Me* arrived, and the life-boat escorted her in, reaching her station again at 12.30.—Rewards, £11 12s. 6d.

### COBLE ESCORTED TO AMBLE

Amble, Northumberland.—On the morning of the 18th of March, 1955, anxiety was felt for the safety of the local fishing coble *Ocean Pride*, which was still at sea with a crew of three in worsening weather, and at 11.57 the life-boat *City of Bradford II* put out. The sea was rough, a strong northerly breeze was blowing, and the tide was ebbing. The life-boat searched in a north-easterly direction and found the *Ocean Pride* about 1.50. She escorted her to Amble and reached her station again at 3.30.—Rewards, £10 10s.

### BARGE TOWED TO CLACTON

Clacton-on-Sea, Essex.—At 4.8 on the afternoon of the 19th of March, 1955, the coastguard telephoned that the motor barge *Persevere*, of Rochester, which had a crew of two, had broken

down and sprung a leak and had been taken in tow by a motor vessel. The motor vessel had left her at anchor three quarters of a mile south-west of Swin bell buoy. At 4.23 the life-boat *Sir Godfrey Baring* was launched. The sea was slight, there was a light north-north-west breeze, and the tide was flooding. The life-boat towed the barge to Brightlingsea and then returned to her station, arriving at 8.30.—Property Salvage Case.

### FISHING BOAT TOWED TO ST. ABBS

St. Abbs, Berwickshire.—Early on the morning of the 22nd of March, 1955, the local fishing boat *True Vine* put out with a crew of four. She had not returned by mid-day, and at 12.35, half an hour before high water, the life-boat *W. Ross Macarthur of Glasgow* was launched, with the second coxswain in charge. The sea was rough, and a moderate south-easterly breeze was blowing. The Cockburnspath coast-guard later reported that a fishing boat could be seen about seven miles north-west of St. Abbs, and the life-boat found her to be the *True Vine*. Her engine had broken down, and the life-boat towed her to St. Abbs, reaching her station again at 2.50.—Rewards, £8 19s.

### LIFE-BOAT STANDS BY VESSEL IN GALE

Fowey, Cornwall.—At 5.12 on the morning of the 23rd of March, 1955, the Polruan coastguard telephoned that a man at Hope Cove had reported hearing a wireless message that a vessel was in distress in Mevagissey Bay. At 5.45 the life-boat *Deneys Reitz* put out. The sea was rough, a moderate south-south-west gale was blowing, and it was high water. The life-boat made for the position and learned from another vessel that the motor vessel *Festivity*, of London, which had a crew of eight, needed help on the eastern side of St. Austell Bay. The life-boat found the *Festivity* dragging, with two anchors down, eight hundred yards south-west of Polkerris. Her engines were running at full speed. The life-boat stood by until the wind moderated and veered and the *Festivity* weighed her anchors and made for Fowey. The life-boat then returned





*By courtesy of*

*[Sport and General*

**ST. DAVID'S COXSWAIN**

Coxswain William Watts Williams at the Annual Meeting



*By courtesy of*

*[Isle of Wight County Press*

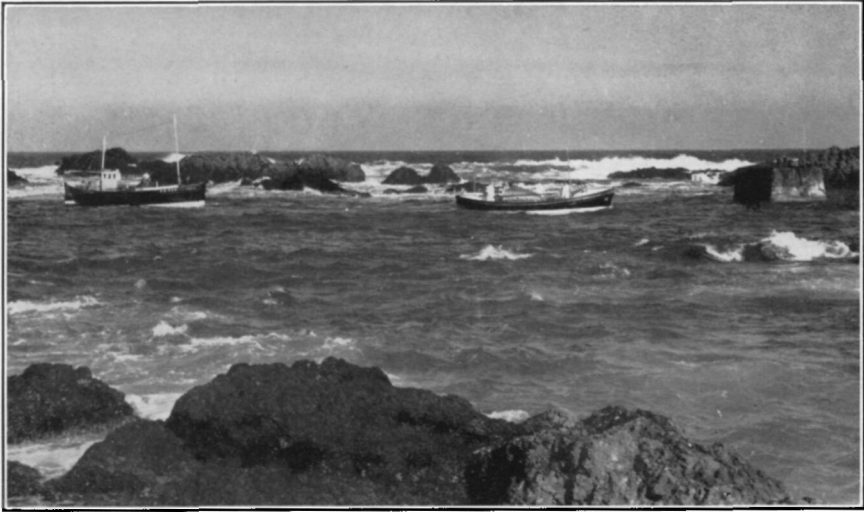
**THE NEW LIFE-BOAT FOR SOUTHEND IN THE BUILDERS' YARD**



*By courtesy of*

*[The Yorkshire Post*

**LAUNCH OF THE HUMBER LIFE-BOAT**



*By courtesy of]*

*[R. Nisbet*

**ST. ABBS LIFE-BOAT TOWING THE FISHING VESSEL *TRUE VINE***

(see page 72)



*By courtesy of]*

*[the Admiralty*

**HELICOPTER SCOOP NET**

The net is still secured alongside the cockpit

(see page 52)



*By courtesy of ]*

*[Central Press*

**IRISH SILVER MEDALLIST**

H.R.H. the Duchess of Kent presents the silver medal to Coxswain Richard Walsh of Rosslare Harbour



*By courtesy of ]*

*[Central Press*

**YORKSHIRE BRONZE MEDALLIST**

H.R.H. the Duchess of Kent presents the bronze medal to Coxswain Eric Taylor, of Whitby



*By courtesy of*

*[Central Press*

**VELLUM FOR AMERICAN AIRMAN**

H.R.H. the Duchess of Kent presents the thanks of the Institution inscribed on vellum to Major Paul L. Park



*By courtesy of*

*[Ellis Sykes*

**NATIONAL PRIZE-WINNER**

H.R.H. the Duchess of Kent presents the first prize in the Institution's essay competition to Miss Lesley Perry



*By courtesy of*

*[The Yorkshire Post*

**BROUGHT ASHORE FROM DUTCH SHIP**

Mrs. S. van der Veen, wife of the skipper of the *Lea* and her three children

(see page 81)



*By courtesy of]*

*[The Yorkshire Observer*

**DUTCH SHIP AGROUND**

The motor vessel *Lea* to which the Whitby life-boat put out  
(see page 81)



*By courtesy of]*

*[The Northern Whig*

**CLOUGHEY LIFE-BOAT RETURNS FROM SERVICE**

(see page 53)

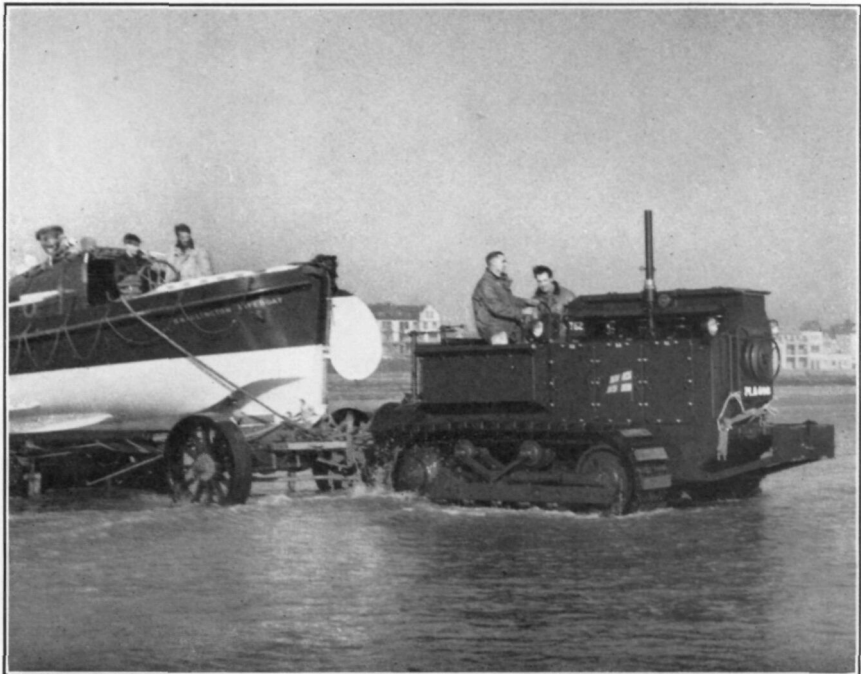


*By courtesy of*

*Associated Press*

**PANAMANIAN SHIP AGROUND**

Her crew of twenty-five were rescued by the St Mary's life-boat  
(see page 50)



*By courtesy of*

*Illustrated*

**BRIDLINGTON LIFE-BOAT AND TRACTOR**



to her station, arriving at 11.30. The skipper thanked the life-boatmen.—Rewards, £14 5s.

#### NORWEGIAN SHIP AGROUND ON BREAKWATER

**Plymouth, Devon.**—At 5.5 on the morning of the 23rd of March, 1955, the Longroom signal station telephoned that the motor vessel *Venus*, of Bergen, waiting to embark passengers for Madeira, had wirelessly that she was dragging her anchor in Plymouth Sound and needed a pilot and a tug. The *Venus* ran hard aground near Mount Batten breakwater, but no lives were in danger, and two tugs put off about 6.45. At 7.14 the life-boat *Thomas Forehead and Mary Rowse* put out in a rough sea, with a moderate south-westerly gale blowing and an ebbing tide. She found three naval tugs and the two other tugs trying to refloat the *Venus*, which remained fast. The refloating operations were called off at 9.10, and the life-boat returned to her station, arriving at 9.30. At 4.5 in the afternoon the life-boat put to sea again and stood by while another attempt to pull the vessel clear was made. This was also unsuccessful, and the life-boat returned to her station, arriving at 6.35. The *Venus* was refloat by three tugs on the morning of the 26th.—Rewards: 1st service, £8 15s.; 2nd service, £8 15s. The master of the *Venus* thanked the members of the life-boat crew and gave the proceeds of a seasonal collection in his ship to the Institution.

#### FRENCH FISHING BOAT TOWED TO HARBOUR

**St. Mary's, Scilly Islands.**—At 8.15 on the evening of the 23rd of March, 1955, a man reported that a small vessel had entered Porthressa Bay, apparently on her way to St. Mary's for shelter. He later said the vessel had anchored about seven hundred yards on the landward side of Peninnis lighthouse. As she was in a dangerous position, the life-boat *Cunard* was launched at 8.45 in a heavy swell, with a freshening south-westerly wind, an ebbing tide and heavy rain. There had been a gale warning. The life-boat found the fishing boat *Reine de la Mer*, of Douarnenez, France, with a crew of

sixteen. She towed her to harbour, reaching her station again at ten o'clock.—Rewards, £9 2s.

#### DOCTOR TAKEN TO FISHING BOAT

**St. Abbs, Berwickshire.**—During the morning of the 25th of March, 1955, a wireless message was heard from the fishing boat *Lindfar*, of Eyemouth, that she was returning to Eyemouth, as a member of her crew had been badly injured by a winch. The tide was too low for her to enter harbour, and at 9.50 the life-boat *W. Ross Macarthur of Glasgow* was launched, with a doctor on board. There was a moderate swell and a light south-south-west breeze. The life-boat came up with the fishing boat in Eyemouth Roads and put the doctor aboard. He treated the injured man, who was then transferred to the life-boat and taken to St. Abbs, where an ambulance was waiting. The life-boat reached her station again at eleven o'clock.—Rewards, £7 7s.

#### SKIPPER'S CHILDREN TAKEN OFF DUTCH SHIP

**Whitby, Yorkshire.**—At 3.6 on the morning of the 26th of March, 1955, the coastguard rang up to say that a vessel off Sandsend had flashed an SOS signal. At 3.30 the No. 1 life-boat *Mary Ann Hepworth* was launched. There was a ground swell, a light north-westerly breeze was blowing and it was one hour before high water. The life-boat saw distress rockets being fired and found the motor vessel *Lea*, of Groningen, aground four miles north-west of Whitby. The coxswain shouted to the crew to be ready to jump into the life-boat when she came close enough. With difficulty he took the life-boat alongside, and two of the skipper's children were passed into her. The life-boat then had to leave the ship because of the swell. She went alongside again and took on board the skipper's third child and his wife. The skipper and his crew of four declined to leave their ship, so the life-boat landed the woman and children and then returned to the *Lea* and stood by her. When the tide had ebbed, leaving the vessel high and dry, the life-boat returned to her station, arriving at 7.30. During the afternoon rocket

life-saving apparatus was connected to her from the shore in case the men had to abandon ship in a hurry, for the weather was becoming worse. At 3.25 in the afternoon the life-boat was launched again to stand by with a tug. The tug was unable to connect a tow rope to the *Lea* because of the shallow water and heavy swell, and about five o'clock one of the crew was taken ashore by breeches buoy. The four other men preferred to remain in the *Lea* and the life-boat stood by until the tide fell again. The life-boat finally reached her station at 6.30.—Rewards, £25 14s.

#### FISHING BOAT TOWED TO NORTH SUNDERLAND

**North Sunderland, Northumberland.**—At 1.31 on the afternoon of the 26th of March, 1955, the Seahouses coast-guard telephoned that the local fishing boat *John Wesley*, which had a crew of three, had broken down six miles south-south-east of North Sunderland and had been taken in tow by a cargo vessel. The vessel asked if the *John Wesley* could be towed ashore, and at 2.6 the life-boat *Grace Darling* was launched. The sea was moderate, a moderate north-easterly breeze was blowing, and it was two hours before high water. The life-boat towed the *John Wesley* to harbour and arrived back at her station at 2.45.—Rewards, £10 5s.

#### MAN AND WIFE TAKEN OFF LAUNCH

**Poole, Dorset.**—At 6.15 on the evening of the 26th of March, 1955, the police reported that a man and his wife had put out in the local motor launch *Renif*, but had been missing since 2.35. At 6.30 the life-boat *Thomas Kirk Wright* was launched. The sea was rough, a moderate south-westerly gale was blowing, and it was one hour after low water. The life-boat found the *Renif* broken down at Rum Row in the centre of the harbour. She took on board the two people and towed the launch to Poole, arriving at 8.40. The man and his wife expressed their thanks.—Rewards, £8 4s.

#### TWO AIRMEN RESCUED AFTER CRASH

**The Lizard, Cornwall.**—At 2.23 on the afternoon of the 31st of March, 1955, the life-boat honorary secretary saw an Avenger aircraft, with a crew of four, from the Royal Naval Air Station at Culdrose, crash into the sea half a mile south-west of Lizard Point. He at once sent off a small rowing boat, manned by two members of the life-boat crew and a lighthouse keeper. By this time the remaining crew of the life-boat *Duke of York* had also assembled, and at 2.44 the life-boat was launched in a slight sea. There was a moderate easterly breeze, and the tide was half ebb. The rowing boat found one airman in a rubber dinghy and another man in the sea. She rescued the man from the sea, and then the life-boat arrived and rescued the man in the dinghy. She took on board the men in the rowing boat, took the boat in tow, and made for her station. A helicopter had reached the position just after the life-boat, but made for the shore again and landed on the cliff-top near the life-boat station. The life-boat came ashore at three o'clock and landed the survivors, who were then taken by the helicopter to Culdrose. The life-boat put to sea again, searched for the two missing airmen, but did not find them. She reached her station again at 6.10.—Rewards, £20 13s.

The following life-boats went out on service, but could find no ships in distress, were not needed or could do nothing:

**Amble, Northumberland.** — March 2nd.—Rewards, £8 15s.

**Girvan, Ayrshire.**—March 7th.—Rewards, £12 15s.

**St. Peter Port, Guernsey.**—March 9th.—Rewards, £9 7s.

**Wells, Norfolk.** — March 10th. — Rewards, £15 16s.

**Skegness, Lincolnshire.**—March 10th.—Rewards, £11 10s.

**Shoreham Harbour, Sussex.** — March 15th.—Rewards, £11 1s.

**Newcastle, Co. Down.**—March 16th.—Rewards, £20 10s.

**Weymouth, Dorset.** — March 20th. — Rewards, £7 7s. 6d.

**Portrush, Co. Antrim.**—March 21st.—Rewards, £20 4s.

Sheringham, Norfolk.—March 22nd.  
—Rewards, £13 4s.

The Mumbles, Glamorganshire. —  
—March 23rd.—Rewards, £12 1s.

Southend-on-Sea, Essex.—March 23rd.  
—Rewards, £9.

Workington, Cumberland. — March  
24th.—Rewards, £10 10s.

Criccieth, Caernarvonshire. — March  
24th.—Rewards, £23 3s.

Barrow, Lancashire.—March 27th.—  
Rewards, £14. 7s. 6d.

## Obituary

### SIR RICHARD HOPKINS

SIR RICHARD V. N. HOPKINS, P.C., G.C.B., Permanent Secretary to the Treasury from 1942 to 1945, who died on the 30th of March, 1955, at the age of 75, had been a member of the Committee of Management and Chairman of the Civil Service Life-boat Fund since 1947.

Sir Richard Hopkins, who was educated at King Edward's School, Birmingham, and Emmanuel College, Cambridge, entered the Civil Service in 1902 and became Chairman of the Inland Revenue Department in 1922. He served in the Treasury from 1927 to 1945. After retiring from the Civil Service he took an extremely active part in public work for London University and the Church Assembly of the Church of England, in addition to the Royal National Life-boat Institution. He was also chairman of a number of committees appointed by the Government and held several directorships.

### J. F. LAMB

MR. JOHN F. LAMB, M.I.E.E., who died on the 24th of March, 1955, was a member of the Committee of Management of the Institution for 36 years. In the year of his co-option, 1919, he joined the Building Committee, now known as the Boat and Construction Committee. He was this Committee's Chairman for many years and he also served on a number of other Committees. He was elected a Vice-President in 1948.

Mr. Lamb was at one time Superintending Engineer in the Post Office engineering department in Cambridge.

### COXSWAIN HUGH NELSON

HUGH NELSON, coxswain of the Donaghadee life-boat, died on the 21st of November, 1954, at the age of 63. He

had served as coxswain of the Donaghadee life-boat since July, 1949, having previously been second coxswain for twenty years.

On the 31st of January, 1953, the Donaghadee life-boat rescued 31 survivors from the motor vessel *Princess Victoria*, which sank with heavy loss of life. For this service Coxswain Nelson was awarded the bronze medal of the Institution, the British Empire Medal and the Maud Smith award for the bravest act of life-saving in 1953. Altogether he took part in the rescue of 90 people.

### COXSWAIN THOMAS HORNE

THOMAS MOORE HORNE, who died in January, 1955, at the age of 82, was coxswain of the Exmouth life-boat from 1928 to 1938. He was second coxswain from 1920 to 1928, and before that had been signalman for eleven years.

### TWO STATION SECRETARIES

JOHN W. BAYES, M.B.E., honorary secretary at Flamborough from September 1920 to July 1954, died on the 24th of November, 1954. For his long and valued services the Institution awarded him binoculars in 1931 and the gold badge in 1948. In 1954 he was appointed an honorary life governor, the highest award which the Institution can confer on a voluntary worker. He was appointed M.B.E. in 1950.

HENRY ROBERT JOHNSON, joint honorary secretary at Sheringham since November 1932, died on the 15th of November, 1954. Mr. Johnson had formerly been chairman of the Sheringham committee and shared the post of honorary secretary at Sheringham with his son. For his long and valued services he was awarded binoculars in 1948.

**CHARLES H. BARRETT**

Charles H. Barrett, M.B.E., honorary secretary and treasurer of the Civil Service Life-boat Fund, died on the 26th of August, 1954, at the age of 74. His successor, Mr. C. J. Quinton, M.B.E., writes:

"Since 1938 Charles Barrett had been the honorary secretary of the Civil Service Life-boat Fund, assuming also the duties of honorary treasurer in 1947. He resigned on grounds of ill-health in January, 1954. He held office alike through the dark days of the war and in the subsequent period of consolidation in which not only was the income of the Fund greatly increased but its constitution adjusted to the larger role which in the light of the increase the Fund became fitted to play. In recognition of his unique services the Council elected Mr. Barrett to be an extra member both of their body and of the Executive Committee but, unfortunately, his illness prevented him from assuming these duties. It is fitting to record that in his last year of office contributions from the Civil Service reached the record total of £16,184.

"In 1949 the Committee of Management of the Institution presented Mr. Barrett with their record of thanks in recognition of his valuable services, and in 1951 His Majesty the King was graciously pleased to appoint him to be a member of the Order of the British Empire.

"The members of the Committee of

the Civil Service Life-boat Fund recall with much gratitude his unfailing kindness and his devotion to the cause which he served for so many years."

**BRIGADIER R. J. P. WYATT**

**BRIGADIER R. J. P. WYATT, M.C., T.D., D.L., J.P.**, District Organising Secretary for the South-East of England from August 1927 to December 1952, died on the 22nd of October, 1954. Brigadier Wyatt was educated at Winchester and Christ Church, Oxford. After serving in the 1914-18 war, during which he was awarded the M.C. and bar and was three times mentioned in dispatches, he joined the Sudan political service, remaining with it until 1925. From 1926 to 1927 he was A.D.C. to Field Marshal Lord Plumer in Palestine.

In 1939 he was appointed to command an infantry brigade of the Territorial Army and served until 1944. Brigadier Wyatt was chairman of the Worthing Magistrates Court, chairman of the Worthing and District Commissioners of Inland Revenue and Deputy Lieutenant for Sussex. He also held a number of other county and local appointments.

Some measure of the success he achieved in his work as a District Organising Secretary for the Institution is shown by the fact that in 1928 collections in the district amounted to £11,500. When he retired in 1952 the figure was £28,800.

**£50 Prize Offered**

UNDER the terms of the Thomas Gray Memorial Trust, the objects of which are "the advancement of the science of invention and the scientific and educational interests of the British Mercantile Marine," the Council of the Royal Society of Arts is offering a prize of £50 to a member of the British Merchant

Navy for a deed brought to its notice which is considered of outstanding professional merit. The prize is to be awarded for deeds performed in the year ending on the 30th of September, 1955, but these deeds may be brought to the notice of the Council up to the 31st of December, 1955.

**Erratum**

IN the March 1955 number, the caption to a photograph of the Seaham

life-boat incorrectly described it as the Sunderland life-boat.

## The Annual Meeting

THE annual meeting was held at the Central Hall, Westminster on the 8th of March, 1955, with Sir Godfrey Baring, Bt., K.B.E., Chairman of the Committee of Management, in the chair.

H.R.H. the Duchess of Kent, President of the Institution, presented medals for gallantry and other awards and gave an address. The Rt. Hon. the Lord de L'Isle and Dudley, V.C., proposed and the Rt. Hon. Walter Elliot, M.C., M.P., seconded the resolution of gratitude to the coxswains and crews of the life-boats, the honorary officers and committee of the stations and the honorary officers and members of the financial branches and the Ladies' Life-boat Guild.

Mr. H. S. H. Burdett-Coutts and Mr. John Russell, members of the Committee of Management, proposed and seconded a vote of thanks to the president.

Supporting the Duchess of Kent on the platform were the Danish Ambassador Mr. V. de Steensen-Leth; the Counsellor of the Irish Embassy, Mr. Frank Biggar; the Air and Cultural Attachés of the United States Embassy, Brigadier-General John M. Sterling and Dr. Myron L. Koenig; the Members of Parliament for Honiton and Lewes, Sir Cedric Drewe and Major Tufton Beamish; the Mayors and Mayoresses of over forty boroughs; the Chairmen of several Urban District Councils; representatives of the Ministry of Transport and Civil Aviation; the Civil Service Life-boat Fund; King George's Fund for Sailors; and the British Red Cross Society; the High Chief Ranger of the Ancient Order of Foresters; and donors of life-boats or their representatives, honorary life-governors and vice-presidents of the Institution, members of the Committee of Management, and the Chairman and Deputy Chairmen of the Central London Women's Committee of the Institution.

### Chairman's Speech

Sir Godfrey Baring spoke first. He said:

We are meeting here to receive the report on the work of the Royal National Life-boat

Institution in the year 1954. That it has been in every way an outstanding, and in some ways a unique year, nobody can doubt. The facts are in the report before you, and I feel sure you will hear more about them from this platform today. I will not, therefore, dwell on the Institution's achievements in the past year. But I feel bound to say that though I have had the honour to take the chair at this meeting on a good many occasions, I can think of no meeting at the Central Hall when I have undertaken my task of formally moving the adoption of the report with such great pride in the past year's work.

Members of our life-boat crews last year rescued the lives of 495 people—a wonderful figure and more than 40 per cent higher than the number rescued the year before. The dangers they faced in carrying out these rescues are always there, as was demonstrated all too tragically in December, when three gallant members of the Scarborough crew lost their lives after escorting the local fishing fleet into harbour.

When reporting on a year of such great achievement, we are particularly honoured to have the privilege and pleasure of welcoming Your Royal Highness as our President here today. Your Royal Highness's constant interest in the Service, and the inspiration you bring to those who are engaged in its work, cannot be too strongly stressed.

We are also most happy this year to welcome two very distinguished guest speakers. One is the holder of one of the great offices of State, the Secretary of State for Air, the Rt. Hon. the Lord de L'Isle and Dudley. At a time of year when all members of the Government have exceptionally arduous duties, it is very gratifying that one holding such important office has managed to find time to attend a meeting of this Institution, which has close and honourable connections with the service for whose affairs he is responsible to Parliament. At a later stage of this meeting medals for gallantry will be presented, and I think we must all agree that no man is better qualified from the record of his own personal distinction to assess gallantry than the Lord de L'Isle and Dudley.

Another very distinguished guest who is to speak today is the Rt. Hon. Walter Elliot, M.P. Mr. Elliot has long been known as one of the most able, fluent and witty speakers in the House of Commons, and in recent years his talents in this respect have become known to a very much wider public through the medium of the B.B.C. We are extremely happy that the wisdom and command of language, for which Mr. Elliot is so well known, should be directed today towards the affairs of the Life-boat Service.

As you will see from the report, the services for this year have been of a somewhat international complexion, and we are, therefore, specially honoured by the presence today of His Excellency the Danish Ambassador, by the Counsellor of the Irish Embassy and by the Air Attaché and the Cultural Attaché of the United States Embassy.

We have a number of other distinguished and welcome guests on our platform. I am particularly glad to call attention to the presence of representatives of those organisations, and of those far-seeing and generous individuals, whose gifts have helped to provide us with life-boats. Among them are representatives of the Ancient Order of Foresters and the Hearts of Oak Benevolent Society, of the Civil Service Life-boat Fund and King George's Fund for Sailors, of the Cunard White Star Steamship Company, of the Girl Guides Association and of the Aguila Wren Memorial Fund, as well as executors and trustees of those who have helped to provide life-boats which have done fine service at Exmouth, Falmouth, Gourdon and Redcar.

Now that I have had the pleasure—I believe I can safely say on behalf of all of you—of welcoming our Royal President and some of our distinguished guests, I will formally move the adoption of the report and accounts which are before you.

#### Medals for Gallantry

The report and accounts for 1954 were adopted, and the president, vice-presidents, treasurer and other members of the Committee of Management and the auditors were elected.

The Secretary read accounts of services by the life-boats at St. David's Pembrokeshire; Rosslare Harbour, Co. Wexford; Newhaven, Sussex; Clovelly, Devon; Exmouth, Devon; Whitby, Yorkshire; and No. 66 Air Rescue Squadron, United States Air Force. The President then presented four bronze and seven silver medals:

To COXSWAIN WILLIAM WATTS WILLIAMS, OF ST. DAVID'S, the silver medal for the rescue of 35 men from the Liberian tanker *World Concord* on the 27th of November, 1954; to MOTOR MECHANIC GEORGE JORDAN a second service clasp to his bronze medal for the same service; and to ASSISTANT MOTOR MECHANIC GWILLYM DAVIES the bronze medal for the same service.

To COXSWAIN RICHARD WALSH, of Rosslare Harbour, the silver medal for the rescue of 7 men from the fore part of the tanker *World Concord* on the 27th of November, 1954; to SECOND COXSWAIN WILLIAM DUGGAN the bronze medal for the same service; to MOTOR MECHANIC RICHARD HICKEY the bronze medal for the same service.

To COXSWAIN WILLIAM HARVEY, of Newhaven, the silver medal for the rescue of the crew of 8 of the Danish auxiliary schooner *Vega* on the 27th of November, 1954.

To COXSWAIN GEORGE LAMEY, OF CLOVELLY, the bronze medal for the rescue of the crew of 3 of the motor ketch *Progress* on the 28th of July, 1954.

To COXSWAIN HAROLD BRADFORD, OF EXMOUTH, the bronze medal for the rescue of the crew of 5 of the cabin cruiser *Nicky* on the 20th of September, 1954.

To COXSWAIN ERIC TAYLOR, OF WHITBY, the bronze medal for the rescue of the crew of 4 of the fishing boat *Foaglove* on the 15th of April, 1954.

To CAPTAIN CURTIS E. PARKINS, OF NO. 66 AIR RESCUE SQUADRON, UNITED STATES AIR FORCE, the silver medal for the rescue by helicopter of the sole survivor of the South Goodwin lightvessel on the 27th of November, 1954.

The Secretary explained that it was not customary to present the thanks of the Institution inscribed on vellum at the annual meeting, as this was normally done at a ceremony held locally. But on this occasion the Institution was happy to welcome the other three members of the helicopter crew who had rescued the survivor from the south Goodwin lightvessel. The President then presented vellums to:

MAJOR PAUL L. PARK, CAPTAIN WILLIS R. KUSY, and AIRMAN FIRST CLASS ELMER H. VOLLMAN.

#### Presidential Address

H.R.H. the Duchess of Kent, giving her presidential address, said:

This has been a very remarkable year in the history of the Life-boat Service. Rather more than 130 years ago, an eventful meeting took place in the City of London Tavern, presided over by the Archbishop of Canterbury, when it was decided to form a National Institution for the Preservation of Life from Shipwreck; in the succeeding years, that object has been achieved with such distinction, courage and skill that the lives of nearly 80,000 people have been saved. Yet during all these years there has never been one, in time of peace, in which life-boats were called out on service so often as they were in 1954.

You have heard the details of some of the great rescues during the worst days of a year when gales, often of hurricane force, were threatening ships all round our coasts. Listening to them, I have been impressed as on many former occasions, by the completely international character of the Service. The story of the Newhaven life-boat is a typical instance; leaving the harbour in a full gale, handled by her coxswain in the face of the most dangerous conditions with consummate skill, she reached a schooner whose cargo was being washed overboard—a Danish vessel, whose entire crew was subsequently rescued.

Equally characteristic and no less dramatic was the rescue, on that same day, of the crew of the Liberian tanker, *World Concord*, by two life-boats, one hailing from St. David's, the other from Rosslare Harbour in Ireland.

While all this was taking place, the tragedy of the South Goodwin Lightship was being enacted: I am sure that there can be no one in this hall who does not remember the desperate efforts which were made to save the lives of those who manned it, and the flight of the United States Air Force helicopter whose commander, Captain Parkins, is here today. By that exploit, he achieved the double distinction of being the first United

States citizen for more than a hundred years, and the first pilot of an aircraft in the entire history of the Institution, to receive its award for gallantry. In taking this opportunity to congratulate, most warmly, Captain Parkins and his crew, all of whom are here this afternoon, I know I shall be voicing the feelings of everyone present. But I feel sure that they would be the first to pay tribute to the crews of those life-boats, from Rams-gate, Walmer and Dover, who, although their efforts at rescue were destined to be unsuccessful, nevertheless stood by and braved the hazards of that terrible sea throughout the days in which it raged round the stricken vessel.

It is now twelve years since I first became connected with the Institution, but many more since I began to learn something of its work. The names of nearly all the places mentioned in this year's report have, for me, a familiar ring, and with many I feel a sense of personal connection, for throughout these years I have visited their stations and talked to the brave men who man their boats.

Nearly everyone here in this hall today is in some way connected with this Institution, some of you as active workers, but all of you as supporters. I ask you to continue that support for a service of which you have every right to feel immensely proud, and I know that you will join with me in congratulating the men of the life-boats, and in wishing them good luck and all success in the future.

#### The Secretary of State for Air

Lord de L'Isle and Dudley moved the following resolution:

"That this meeting, fully recognizing the important services of the Royal National Life-boat Institution in its national work of lifesaving, desires to record its hearty appreciation of the gallantry of the coxswains and crews of the Institution's life-boats and its deep obligation to the local committees, honorary secretaries and honorary treasurers of all station branches, and to the honorary officers and thousands of voluntary members of the financial branches and of the Ladies' Life-boat Guild in the work of raising funds to maintain the service."

In doing so, he said:

At some time in our lives we must all of us have heard the sound of a maroon and felt a stab of excitement as the shout, "The life-boat is going out" was heard. Most of us well remember running as fast as our legs would carry us in the hope that we should arrive in time to see the life-boat going down the slip and disappearing in a cloud of spray. It is all so smooth and efficient that it seems automatic, and it is also deeply moving.

Last summer I was at Bembridge in the Isle of Wight with my children. We heard those maroons and we ran and we saw this

happen, and I felt compelled by the same sense of admiration that I felt years ago as a child when, on the South Coast during the late war, I first saw a life-boat going down into a stormy sea. Therefore I regard it as a very great privilege to be here on this important occasion to move this resolution and to have the opportunity of expressing my gratitude to those brave men.

Of course, the coxswains and crews must be first in our minds, and Her Royal Highness has reminded us what a tremendous year this has been in the history of the Life-boat Institution: 668 launches and 495 lives saved. But the thing which is naturally of particular interest to me is that one in every eleven of those launches has been in connection with a reported crash at sea from the air.

I should like to take this opportunity of expressing to the Service and the crews the gratitude of Her Majesty's Services for their constant vigil and tireless efforts on their behalf in this respect.

Her Royal Highness has told us that it was 130 years ago that there was the first meeting to form this Institution, and I fancy that those men would have been very incredulous if they had been told about the conquest of the air.

Fifty years ago the Wright Brothers, at Daytona Beach, made the first powered flight, and those men, though perhaps a little sceptical about the future of the air, would not, I feel, have been surprised if they had been told that it might be necessary from time to time to rescue airmen from the sea. It is not unsuitable—in fact, it is very suitable—that fifty years later the first airman to be decorated for rescue by helicopter should be a member of the United States Air Force.

If I may venture an observation, it is that I believe that helicopters will play an increasing role in rescues at sea, but I do not think the helicopter will supplant the life-boat. As far as I know, no helicopter has yet been invented which can alight on a rough sea safely, and I feel certain that there will be a very great scope for rescue by the Service for a very long time to come.

We, as I said, think first of the crews. But we, as this resolution rightly expresses it, do not forget the work which maintains them, the work of the local committees, the financial branches, and, last but not least, the Ladies' Life-boat Guild. In this age it is more than ever remarkable that all this work is voluntary, that the sinews by which the Institution is maintained are voluntarily found, and it is indeed a magnificent effort. Colonel Walter Elliot is seconding this resolution, and he may tell you that the record of Scotland per capita is better than that of England. I do not know, but at any rate we must recall that some Scotsmen earn a modest though profitable livelihood in England, so that we do not begrudge them the wherewithal. But, at any rate it is a generous rivalry and in a great cause, and I should like to commend this resolution to you with all the sincerity and warmth of feeling that I can command.

### Resolution Seconded

Seconding the resolution, Mr. Walter Elliot said:

I have the very great honour of seconding the resolution which has been proposed in such felicitous terms by so felicitous a speaker as Lord de L'Isle and Dudley. He has spoken particularly of co-operation in the sphere of one of the elements which has been chosen for man's transport, that of the air. May I, coming from one of the great ports and ship-building centres of our island, from the Clyde, second this resolution and say that we desire, we of the seafaring community, and of the shipbuilding community, to express our thanks and our sense of obligation to the gallant men of the Life-boat Service, and those of you whose work in raising funds has made that gallant work possible?

The great seafaring communities know well what is owed to the life-boats. Those who go down to the sea in great ships recognize, more than anyone else can, the craftsmanship and the skill of the seafarers in the small boats—examples of which have been given to us this afternoon—who are able in the stress of storms to approach in the most dangerous conditions men in deadly peril of their lives and to bring them off in safety. We have another feeling also in the great shipbuilding centres of which the Clyde is one. Lord de L'Isle and Dudley made some reference to Scotland so that I will say no more than that this is one; were I speaking in Scotland I would say more. There is a hush over all a shipbuilding town when a great ship goes through, and a feeling that they have sent out part of themselves afloat to carry the reputation of their port and their city and their shipyard round the world. So when they hear of a ship in great distress, when they hear as we do nowadays on the wireless of the momentous minute-by-minute account of some gallant rescue, they feel it is their own work, the work of their hands, which is being saved; and they feel themselves honoured by the efforts which are being made and put forth by their brothers who go to sea in the small boats.

Lord de L'Isle and Dudley was good enough to say that I might mention the fact that Scotland had by no means an unworthy record in the funds which were raised. That is so. We claim that we have doubled the figure per capita that they have in England for raising funds. I would say that ours is more than three times that of Wales and Ireland. Yet we have, of course, a great coastline, the coastline of the northern kingdom. We have 32 out of the 155 motor life-boats, and we recognize and know that without the help of those life-boats the death roll round our coasts would be enormously heavier than it is now.

We say that in the brotherhood of the sea we are all equal. We have seen gallant men honoured this afternoon, and the proudest thing we can say is that there are as good fish in the sea as ever came out of it, and there are as gallant men in the Life-boat Service as even those gallant men whom we have seen honoured here today.

Future meetings will still be held here, we hope, under the same gracious patronage, and we know that the men of the future will have performed just as gallant deeds, and that the audiences of the future will be as proud to hear of them and to applaud their works, as the audience today have been. The deeds of today, gallant as they are, will not surpass the gallant deeds which are yet to be performed in the future by the men of the Life-boat Service.

### Awards for Honorary Workers

The Secretary reported that since the last annual meeting four honorary workers had been appointed honorary life governors of the Institution, the highest honour which the Institution can confer on an honorary worker. The President then presented the vellums awarded to two honorary life governors:

THE COUNTESS HOWE, CENTRAL LONDON.

The late Mr. J. W. BAYES, FLAMBOROUGH, who was represented by his daughter, Miss Bayes.

MARY DUCHESS OF MONTROSE, ARRAN, and MR. R. H. FRANCEYS, BLACKPOOL, who had also been appointed honorary life governors, were unable to be present at the meeting.

The Secretary reported that the gold badge, which is given only for distinguished service, had been awarded to seven honorary workers.

The President presented gold badges to:

MRS. B. SLEIGH, ACCRINGTON.

LADY WINIFRED LOWRY CORRY, FERMANAGH.

MRS. ROCH, Youghal.

MR. O. JONES, Ipswich.

MAJOR G. M. DUNCAN, CAMPBELTOWN.

MISS PARKINSON, MARKET WEIGHTON, and MR. F. RUDDOCK, COURTMACSHERRY, who had also received gold badges, were unable to be present at the meeting.

### A Vote of Thanks

The President then presented a certificate to the winner of the first prize in an essay competition open to secondary school-children under sixteen in Great Britain and Ireland for the best essay on the subject of the Life-boat Service. This was won by Miss Lesley Perry, of West Norfolk and King's Lynn High School for Girls.

Proposing a vote of thanks of H.R.H. the Duchess of Kent, Mr. H. S. H. Burdett-Coutts said:

Your Royal Highness, to me I think falls the pleasantest task of the afternoon, because I have to express to you, Madam, the very deep gratitude that we all feel to you for coming here once more to preside at our Annual General Meeting. We all of us recognize, Madam, the immense inroads that



are made on your private life by the generosity with which you attend public occasions, and it is always with great diffidence that we ask you to attend our functions, more particularly since we know with what readiness you always answer our requests. Already this last year your Royal Highness has named two life-boats at Walton and at Fraserburgh, and Your Royal Highness's presence at Fraserburgh was a great solace to those who were bereaved in the disaster which overwhelmed the previous boat there.

Believe me, Madam, it is a source of great inspiration to all of us to have Your Royal Highness with us here at our Annual General Meeting year after year, unchanging and unchanged, and, if I may take the liberty of saying so, Madam, the years that have passed over your head since first you became our President have only left you their spring.

It only remains for me to express once more to Your Royal Highness the deep gratitude we feel for all you have done for us in the

past and to express the hope that you will continue to grant us your gracious favours in the future.

Mr. John D. Russell seconded the vote of thanks, which was carried with enthusiastic applause.

In the evening the medallists and their families went to the Crazy Gang show at the Victoria Palace. Two of them, Coxswain George Lamey and Coxswain Harold Bradford, later took part in a B.B.C. television programme.

The proceedings at the meeting were televised by the B.B.C. and the Columbia Broadcasting System and were shown in cinema newsreels and reported in the B.B.C. Radio Newsreel. The B.B.C. also recorded an interview with the medallists from St. David's.

## New Ways of Raising Money

A LORRY decorated by the chairman and secretary of the Luton branch, Lieut-Commander Bernard McDonald, R.N.V.R., and Commander W. R. S. Smith, R.N.V.R., with equipment supplied by the Institution's depot won the first prize of £10 in the Luton Easter Bonnet Parade. A feature of the decorated lorry was an enormous sou'wester with the caption "The hat that is always fashionable."

\* \* \*

Mr. A. W. Hartup, the proprietor of the Castle Studio in Rhyl, asks his customers to make contributions to his life-boat collecting box in return for the service he gives in putting films into their cameras.

\* \* \*

Mr. Duffield of Messrs. H. Duffield and Sons of Fulford, Yorkshire, has for some time been asking customers to make contributions in his collecting-box when he supplies them with air for their tyres.

\* \* \*

When the Edinburgh Troop Entertainments Service was wound up it was found that it had a credit balance. The

sum left has been given to the Institution as a contribution to the work of the Life-boat Service during the war.

\* \* \*

Mr. T. E. Roderick has made a contribution as the outcome of an experience he had when serving as a cadet in the training vessel M.S. *Chantala*, owned by the British India Steam Navigation Company. The *Chantala* was lying at her berth in Melbourne one Sunday afternoon when a racing skiff approached her and was clearly in difficulties. Mr. Roderick and some others lowered one of the ship's boats and picked up the crew of the skiff. The rescued men insisted on making a payment of five Australian pounds, and Mr. Roderick has now given this amount to the Institution.

\* \* \*

It was stated in the September 1954 number of the *Life-boat* in this column that Messrs. Micromodels were producing a booklet of instructions on how to make a model life-boat. These booklets are now available and can be supplied to branches at 2s. each. The sale price to the public is now 3s.

# THE LIFE-BOAT

[JUNE, 1954.]  
Statement

INCOME AND EXPENDITURE—1st Jan. to 31st Dec., 1954.

1953	£	EXPENDITURE	£	s.	d.	£	s.
		<b>LIFE-BOATS:—</b>					
		New Life-boats for the following Stations: On account—					
		Campbeltown, Coverack, Exmouth, Filey, Fowey,					
		Fraserburgh, Humber, North Sunderland, Padstow,					
		Plymouth, Ramsgate, Runswick, St. Peter Port,					
		Southend-on-Sea, Stornoway, Stromness, Stronsay,					
		Troon, Walton; materials for future building					
		and improvements and alterations to existing					
		fleet .. .. .	216,657	5	7		
184,064		Upkeep of Cowes Office and Store .. .. .	384	9	11		
279		Upkeep of and Repairs to Life-boats .. .. .	32,751	8	9		
24,323		Rentals and Maintenance of Radio Equipment and					
		Loud Hailers, and Radio Licences .. .. .	9,757	15	7		
9,799		Consulting Naval Architect .. .. .	353	18	—		
352		Salaries of Superintendent Engineer, Surveyor of					
		Life-boats, Inspectors of Machinery, Assistant					
		Surveyors of Life-boats and Machinery, Draughts-					
		men, and Clerical Staff .. .. .	37,172	12	—		
36,611		Travelling Expenses .. .. .	11,126	5	5		
11,243		Pensions under the Pension Scheme .. .. .	1,659	8	8		
1,761		Contributions to 1938 Pension Scheme .. .. .	2,741	5	4		
2,751						312,604	9
271,183							
		<b>LIFE-BOAT CARRIAGES AND TRACTORS:—</b>					
		New Tractors .. .. .	25,863	12	—		
19,215		Repairs to Life-boat Carriages .. .. .	880	5	5		
562		Repairs to Tractors .. .. .	424	5	1		
144		Salaries of Assistant Surveyor of Carriages, and					
		Tractor Engineers .. .. .	1,740	4	6		
1,701		Travelling Expenses .. .. .	841	4	8		
793		Contributions to 1938 Pension Scheme .. .. .	124	14	10		
122						29,874	6
22,537							
		<b>LIFE-BOAT HOUSES AND SLIPWAYS:—</b>					
		New Construction and Adaptation .. .. .	11,145	3	6		
16,359		Repairs and Maintenance .. .. .	20,657	8	10		
23,146		Pension under the Pension Scheme .. .. .	39	—	—		
39						31,841	12
39,544							
33,639		<b>LIFE-BOAT STORES .. .. .</b>				39,274	16
		<b>LIFE-BOAT DEPOT:—</b>					
		Rates, Insurance, Equipment and Repairs .. .. .	9,067	18	2		
7,651		Salaries of Superintendent of Depot, Assistant, and					
		Clerical Staff and Wages of Manual Workers .. .. .	42,439	10	5		
40,413		Gratuities and Pensions under the Pension Schemes .. .. .	533	10	—		
753		Contributions to 1938 Pension Scheme .. .. .	746	9	1		
729						52,787	7
49,546							
		<b>PAYMENTS IN CONNEXION WITH LIFE-BOAT STATIONS:—</b>					
		Conveyance of Life-boats, Carriages, Tractors, and					
		Stores; Work to Moorings; Telephones; Postages,					
		etc. .. .. .	21,677	13	7		
20,651		Insurance under National Insurance Acts and against					
		claims at Common Law .. .. .	4,134	10	11		
4,158		Salaries of Assistant Secretaries, etc., of Stations .. .. .	267	—	—		
289						26,079	4
25,098							
		<b>WAGES, REWARDS AND OTHER PAYMENTS TO COXSWAINS, MOTOR MECHANICS AND CREWS:—</b>					
		Cost of Wreck Services, including Rewards to Life-					
		boat Crews and others, Special Rewards and					
		Recognitions, Medals and Vellums .. .. .	11,242	9	1		
11,868		Grants to men injured in the Life-boat service .. .. .	1,253	13	10		
990		Fees of Coxswains, Bowmen and Signalmen, Wages					
		of Motor Mechanics, etc. .. .. .	96,163	12	8		
88,460		Payments to Life-boat Crews and Launchers for					
		exercises .. .. .	8,315	1	4		
7,760		Annuities and Gratuities under the Regulations to					
		Coxswains, Bowmen, Signalmen, Part Time and					
		Assistant Motor Mechanics .. .. .	4,862	6	—		
5,376		Pensions and Grants to Relatives of deceased Life-					
		boatmen and others .. .. .	6,242	7	2		
7,156		Pensions and Gratuities under the Pension Scheme to					
		Ex-permanent Crews of Life-boats .. .. .	2,487	15	3		
1,855						130,567	5
123,465							
£565,012		Carried forward .. .. .				£628,029	2

Accounts

## INCOME AND EXPENDITURE—1st Jan. to 31st Dec. 1954.

1953	INCOME		£	s.	d.	£	s.	d.
	SUBSCRIPTIONS, DONATIONS, ETC.:—							
7,097	General Subscriptions to Headquarters	.. ..	7,208	15	9			
5,295	"    "    through Station Branches	.. ..	6,362	4	9			
21,352	"    "    through Financial Branches	.. ..	21,785	6	10			
15,055	Donations to Headquarters	.. ..	24,334	9	9			
50,419	"    "    through Station Branches	.. ..	57,387	16	—			
150,113	"    "    through Financial Branches	.. ..	174,559	2	2			
	Contributions from Harbour Authorities towards up-keep of Life-boat Stations	.. ..	1,800	—	—			
1,675	Contribution Boxes to Headquarters	.. ..	265	6	9			
339	"    "    through Station Branches	.. ..	16,360	9	4			
13,432	"    "    through Financial Branches	.. ..	4,414	9	10			
3,934								
268,711						314,478	1	2
	LIFE-BOAT FUNDS:—							
	Civil Service Life-boat Fund	.. ..						
	in respect of the following Life-boat Establishments:							
	Blyth, Hartlepool, Holyhead, Margate, Portrush,							
	Port St. Mary, St. David's, Southend-on-Sea and							
6,188	Walmer and Whitehills	.. ..	5,805	1	4			
208	Bevan Reward Fund	.. ..	208	5	—			
6,396						6,013	6	4
	INCOME FROM INVESTMENTS:—							
52,485	Dividends and Interest on Investments ( <i>less</i> £4,108 12s. 10d. tax)	.. ..	57,569	—	8			
	<i>Less—</i>							
	Interest on certain Trust Funds transferred to Special Purposes Fund	.. ..	1,230	9	—			
1,310	Interest on certain Endowment Funds transferred to General Subscriptions, etc. (in accordance with the directions of the respective donors)	.. ..	676	10	5			
633						1,915	19	5
1,943								
50,542						55,653	1	3
5,615	Income Tax recovered on Dividends	.. ..	6,373	16	4			
56,157						62,026	17	7

## INCOME AND EXPENDITURE—1st Jan. to 31st Dec., 1954—continued.

1953	EXPENDITURE	£	s.	d.	£	s.	d.
565,012	Brought forward .. .. .				623,029	2	
	<b>LIFE-BOAT INSPECTORS:—</b>						
	Salaries of Chief Inspector, Deputy Chief Inspector, Assistant Chief Inspector, Inspectors of Life-boats and Clerical Staff .. .. .	15,398			16,188	10	11
4,902	Travelling Expenses .. .. .				5,833	2	1
1,537	Pensions under the Pension Scheme .. .. .				1,842	4	5
1,544	Contributions to 1938 Pension Scheme .. .. .				1,624	10	7
23,381							
1,826	<b>RATES AND REPAIRS OF MECHANICS' COTTAGES, ETC.: .. .. .</b>				25,488	8	
	<b>ADMINISTRATION:—</b> .. .. .				3,332	18	
	Salaries of Secretary, Assistant Secretary, Accountant, Internal Auditor, and Clerical Staff .. .. .	24,014			24,819	16	11
	Rent, Depreciation, Rates, Lighting, Heating Insurance, etc., of the House of the Institution .. .. .	3,151			3,228	7	5
	Insurance under National Insurance Acts and against claims at Common Law .. .. .	3,233			3,335	9	8
	Telephone Operator, Commissionaires and Nightwatchman .. .. .	1,633			1,632	8	11
2,077	Telephones, Postages and Parcels .. .. .				2,135	15	—
1,456	Pensions under the Pension Scheme .. .. .				1,146	3	—
	Travelling and other Expenses of Chair- man and Committee of Management .. .. .	1,169			1,128	16	4
1,745	Contributions to 1938 Pension Scheme .. .. .				2,090	15	1
					39,517	12	4
38,478	Less estimated amount chargeable to raising of funds and publicity .. .. .	19,239			19,758	16	2
19,239	Stationery, Office Expenses, Printing and Books .. .. .				5,698	3	—
6,119	Auditors' Fee .. .. .				472	10	—
473	Law Expenses .. .. .				1,621	13	11
1,817	Repairs and Improvements to the House of the Institution .. .. .				619	19	1
811							
28,459					28,171	2	
544	<b>GRANTS IN CONNEXION WITH CERTAIN LEGACIES .. .. .</b>				487	—	
	<b>FESTIVAL OF BRITAIN:—</b>						
2,000	Exhibits at South Bank and on S.S. <i>Campania</i> .. .. .						
	<b>EXPENSES CONNECTED WITH RAISING OF FUNDS AND PUBLICITY:</b>						
	Salaries of Publicity Secretary, Assistant and Clerical Staff .. .. .	2,847			2,880	5	8
18,214	Salaries of District Organizing Secretaries and Clerical Staff .. .. .				17,830	5	7
5,335	Travelling expenses of District Organizing Secretaries .. .. .				4,902	7	11
245	Annual General Meeting .. .. .				166	2	4
9,870	Advertising and Appeals .. .. .				10,623	11	2
	Stationery, Printing, Books, Films, Badges, Collecting Boxes, Postages .. .. .	26,002			32,302	17	5
	Printing and Binding the Annual Report and Life-boat Journal .. .. .	3,700			4,337	11	11
	Salaries and Commissions of Assistant Secretaries, etc., of Branches .. .. .	6,132			7,820	9	1
1,905	Pensions under the Pension Scheme .. .. .				1,580	11	—
1,530	Contributions to 1938 Pension Scheme .. .. .				1,760	1	2
19,239	Estimated proportion of Administration Expenses as above .. .. .				19,758	16	2
95,019							
716,241	<b>Total Expenditure .. .. .</b>				103,962	19	
	<b>Deduct:—</b>				784,471	11	
	Expenditure on new Life-boats included in this account borne by:—						
42,699	Gifts and Legacies for special purposes .. .. .				103,873	10	—
141,365	Reserve for Replacement of Life-boats .. .. .				112,783	15	7
184,064					216,657	5	7
34,650	Other expenditure included in this account borne by Special Gifts and Legacies .. .. .				51,286	8	10
218,714							
					267,943	14	
497,527	Transfer to General Purposes Fund being excess of income for general purposes over expenditure, not borne by special funds .. .. .				516,527	16	
12,000					67,952	8	
£509,527					£584,480	4	1

ounts

INCOME AND EXPENDITURE—1st Jan. to 31st Dec., 1954—*continued.*

1953	INCOME				
£				£	s. d.
331,264	Brought forward .. ..			382,518	5 1
	<b>SUNDRY RECEIPTS:—</b>				
5,673	Sale of old Stores .. .. .			3,924	1 10
806	Rentals of Freehold and Leasehold Premises .. ..			782	7 2
6,479				4,706	9 -
337,743	Total Ordinary Income .. ..			387,224	14 1
271,784	<b>LEGACIES FOR GENERAL PURPOSES .. ..</b>			297,255	10 10
609,527	<b>TOTAL INCOME FOR GENERAL PURPOSES</b>			684,480	4 11
	Gifts and Legacies for Special purposes transferred to Funds:—			£ s. d.	
	General Endowment:—				
1,090	Legacies .. .. .			2,795	10 2
1,100	Special Gifts .. .. .			— — —	
2,190				2,795	10 2
	Special Purposes and Maintenance:—				
144,812	Legacies .. .. .			128,623	6 6
18,511	Special Gifts .. .. .			48,335	12 1
163,323				176,958	18 7
775,040	Total Income .. .. .			864,234	13 8
609,527	<b>Deduct:—</b>				
100,000	Amount transferred to Reserve for Replacement of Life-boats .. .. .			100,000	- -
509,527				584,480	4 11

NOTE.—This account includes the receipts and disbursements of the Headquarters of the Institution for the year to 31st December, 1954, and of the Branches for the year to 30th September, 1954.

1953	<i>Dr.</i>	<b>GENERAL ENDOWMENT FUN</b>
		The Income to be applied for the purposes of the Institut
		£ s.
	£ 242,521	To BALANCE AT 31ST DECEMBER, 1954 .. .. . 245,316 2
	<hr/> <hr/>	<hr/> <hr/>
	£242,521	£245,316 2

<i>Dr.</i>	<b>SPECIAL PURPOSES AND MAINTENANCE FUN</b>	
	The Capital to be applied for the purposes of the Institut	
	£ s.	
	To DEFRAY EXPENDITURE AS SHEWN IN	
	INCOME AND EXPENDITURE ACCOUNT:—	
42,699	ON NEW LIFE-BOATS .. .. . 103,873 10	
34,650	ON OTHER PURPOSES .. .. . 51,286 8	
	„ TRANSFERS FOR EXPENDITURE PREVIOUSLY CHARGED AGAINST	
	OTHER FUNDS:—	
49,386	RESERVE FOR REPLACEMENT OF LIFE-BOATS .. .. . 13,549 6	
6,620	GENERAL PURPOSES FUND .. .. . — —	
9,732	„ TRANSFER TO GENERAL PURPOSES FUND ON FULFILMENT OF TRUST 530 13	
934	„ GRANTS IN CONNEXION WITH CERTAIN TRUST LEGACIES .. .. . 896 5	
238,455	„ BALANCE AT 31ST DECEMBER, 1954 .. .. . 246,517 10	
	<hr/> <hr/>	
	£382,476	£416,653 14

<i>Dr.</i>	<b>RESERVE FOR REPLACEMENT OF LIFE-BOA'</b>	
	£ s.	
184,064	To EXPENDITURE ON NEW LIFE-BOATS .. .. . 216,657 5	
42,699	Less BORNE BY SPECIAL PURPOSES AND MAINTENANCE FUND .. 103,873 10	
	<hr/> <hr/>	
	141,365	112,783 15
990,462	BALANCE AT 31ST DECEMBER, 1954 .. .. . 991,227 19	
	<hr/> <hr/>	
	£1,131,827	£1,104,011 15

<i>Dr.</i>	<b>GENERAL PURPOSES FU</b>	
	£ s.	
3,616	To PROVISION FOR ADDITIONAL LIABILITY, 1909 PENSION SCHEME .. 1,437 12	
—	„ DUTY ON LEGACY RECEIVED PRIOR TO 1954 .. .. . 1,465 7	
3,237	„ DEPRECIATION ON REVALUATION OF POST WAR CREDITS .. .. . — —	
470,741	„ BALANCE AT 31ST DECEMBER, 1954 .. .. . 541,793 4	
	<hr/> <hr/>	
	£477,594	£544,696 4

## ounts

1953	31st December, 1954.	Cr.
	in accordance with the directions of the respective Donors.	
£		£ s. d.
240,331	By BALANCE AT 31ST DECEMBER, 1953 .. .. .	242,520 12 2
	„ LEGACIES AND SPECIAL GIFTS (INCOME ONLY AVAILABLE) RECEIVED	
	IN THE YEAR: .. .. .	£ s. d.
1,090	Legacies .. .. .	2,795 10 2
1,100	Special Gifts .. .. .	- - -
		2,795 10 2
2,190		
£242,521		£245,316 2 4
	31st December, 1954.	Cr.
	in accordance with the directions of the respective Donors.	£ s. d.
217,843	By BALANCE AT 31ST DECEMBER, 1953 .. .. .	238,455 7 -
	„ LEGACIES AND GIFTS FOR SPECIAL PURPOSES (CAPITAL AVAILABLE)	
	RECEIVED IN THE YEAR:— .. .. .	£ s. d.
144,812	Legacies .. .. .	128,623 6 6
18,511	Special Gifts .. .. .	48,335 12 1
163,323		176,958 18 7
	„ INTEREST ON UNEXPENDED BALANCES OF CERTAIN SPECIAL TRUST	
1,310	FUNDS .. .. .	1,239 9 -
£382,476		£416,653 14 7
	31st December, 1954.	Cr.
		£ s. d.
982,441	By BALANCE AT 31ST DECEMBER, 1953 .. .. .	990,462 8 9
	„ TRANSFER FROM SPECIAL PURPOSES AND MAINTENANCE FUND AS	
49,386	ABOVE .. .. .	13,549 6 7
100,000	„ TRANSFER FROM INCOME AND EXPENDITURE ACCOUNT .. .. .	100,000 - -
£1,131,827		£1 104,011 15 4
	31st December, 1954.	Cr.
		£ s. d.
441,402	By BALANCE AT 31ST DECEMBER, 1953 .. .. .	470,740 14 2
7,840	„ PROFIT ON SALE AND REDEMPTION OF INVESTMENTS .. .. .	3,954 8 3
—	„ PROFIT ON SALE OF FREEHOLD PROPERTY .. .. .	459 18 2
—	„ REDEMPTION ON POST WAR CREDITS .. .. .	1,058 2 5
	„ TRANSFERS FROM SPECIAL PURPOSES AND MAINTENANCE FUND AS	
16,352	ABOVE .. .. .	530 13 3
12,000	„ TRANSFER FROM INCOME AND EXPENDITURE ACCOUNT .. .. .	67,952 8 4
£477,594		£544,696 4 7

Statement  
Statement of Funds and Relati

1953	£		£	s. d.
242,521		GENERAL ENDOWMENT FUND (Income available in accordance with the directions of the respective Donors) .. .. .	245,316	2
238,455		SPECIAL PURPOSES AND MAINTENANCE FUND (Capital to be applied in accordance with the directions of the respective Donors) .. .. .	246,517	10
990,462		RESERVE FOR REPLACEMENT OF LIFE-BOATS .. .. . The estimated cost of replacing the entire Fleet exceeds £3,000,000 and the estimated liability for replacements at present contemplated exceeds £1,000,000, part of which will be met by Special Gifts and Legacies.	991,227	19
470,741		GENERAL PURPOSES FUND .. .. . Of this Fund £128,790 relates to Freehold and Leasehold Properties necessary to the Institution's work. The balance of £413,003 is available for the general purposes of the Institution and is intended to cover ordinary liabilities as they arise, including certain pensions, insurance risks in respect of the Life-boat Fleet and Crews not otherwise covered, and replacements other than Life-boats. Replacements at present contemplated include new construction and adaptation of Life-boat Houses £100,000 and provision of new Carriages and Tractors £60,000.	541,793	4
<hr/>				
£1,942,179			£2,024,854 16	

(Signed) GODFREY BARING  
*Chairman.*

(Signed) A. D. BURNETT BROWN  
*Secretary.*

We have examined the above Statement, also the Income and Expenditure Account and find them correct and in accordance therewith. We have also verified the Investments.

3 Frederick's Place,  
Old Jewry, London, E.C.2.  
21st February, 1955.





Services of the Life-boats of the Institution during 1954

		Time of		Persons
		Launching.		rescued from
				shipwreck.
1954.				
Jan.	6.	2.0 p.m.	Fishing coble <i>Provider</i> . Flamborough life-boat escorted boat.	
"	6.	4.0 p.m.	Fishing boats <i>Betty</i> and <i>Shirley Williamson</i> , of Scarborough. Scarborough life-boat escorted boats.	
"	7.	1.54 p.m.	Motor vessel <i>Berend N.</i> , of Delfzijl. Yarmouth, Isle of Wight, life-boat gave help.	
"	13.	12.45 p.m.	Fishing coble <i>Silver Line</i> , of Flamborough. Flamborough life-boat saved boat and - - - - -	3
"	15.	4.35 a.m.	S.S. <i>Slaney</i> , of London. Great Yarmouth and Gorleston life-boat landed a sick man.	
"	15.	9.50 a.m.	Three fishing boats, of St. Abbs. St. Abbs life-boat escorted boats.	
"	15.	10.0 a.m.	Fishing boats, of North Sunderland. North Sunderland life-boat escorted boats.	
"	15.	10.35 a.m.	Seven fishing cobles, of Filey. Filey life-boat escorted boats.	
"	15.	11.25 a.m.	Fishing boats <i>Whitby Lass</i> and <i>Foarglove</i> . Whitby No. 1 life-boat escorted boats.	
"	15.	12.10 p.m.	Fishing boat <i>May Lily</i> , of Scarborough. Scarborough life-boat -	4
"	15.	1.2 p.m.	Motor vessel <i>Michel Swenden</i> , of Rotterdam. Holyhead life-boat stood by vessel.	
"	15.	10.50 p.m.	Barge <i>Musgrave</i> , of Preston. Lytham-St. Anne's life-boat - -	1
"	16.	12.45 a.m.	Steam trawler <i>Lynandi</i> , of Milford Haven. Angle life-boat escorted vessel.	
"	17.	8.2 a.m.	S.S. <i>Durcard</i> , of Grangemouth. Whitby No. 1. life-boat gave help.	
"	17.	6.17 p.m.	Tanker <i>Wave Victor</i> , of London. Ifracombe life-boat. - - -	10
"	17.	6.25 p.m.	Tanker <i>Wave Victor</i> , of London. Appledore life-boat - - -	24
"	19.	4.30 a.m.	S.S. <i>Etna</i> , of Stockholm. Stornoway life-boat - - - - -	25
"	19.	5.30 p.m.	Mallaig life-boat took a doctor to the Island of Rhum.	
"	19.	8.30 p.m.	Motor vessel <i>Laidaure</i> , of Stockholm. Campbeltown life-boat landed an injured man.	
"	21.	10.7 a.m.	Fishing boats <i>Victory</i> and <i>Sarah Ann</i> , of Holy Island. Holy Island life-boat escorted boats.	
"	21.	1.40 p.m.	Meteor aircraft. Margate life-boat gave help.	
"	23.	9.16 p.m.	Fishing boat <i>Poseidon</i> , of Rothesay. Montrose life-boat assisted to save boat and - - - - -	4
"	24.	8.45 a.m.	Fishing boat <i>Poseidon</i> , of Rothesay. Aberdeen No. 1 life-boat assisted to save boat and - - - - -	
"	31.	8.13 a.m.	S.S. <i>Antigone</i> , of Antwerp. Ramsgate life-boat stood by vessel.	
Feb.	3.	8.30 a.m.	S.S. <i>Hera</i> , of Mariehamn. Walton and Frinton life-boat stood by vessel.	
"	4.	8.40 p.m.	S.S. <i>Kenbrook</i> , of London. Aldeburgh No. 1 life-boat stood by vessel.	
"	9.	2.20 a.m.	S.S. <i>Aase Maersk</i> , of Nyborg, and S.S. <i>Ivor Isobel</i> , of London. Weston-super-Mare life-boat stood by vessels.	
"	12.	3.40 p.m.	Fishing boat <i>Callum Cille</i> , of Oban. Islay life-boat - - - -	2
"	13.	7.40 a.m.	S.S. <i>Ardgantock</i> , of Greenock. Yarmouth, Isle of Wight, life-boat stood by vessel.	
"	13.	2.8 p.m.	S.S. <i>Ardgantock</i> , of Greenock. Bembridge life-boat escorted vessel.	
"	13.	2.27 p.m.	Steam trawler <i>Bempton</i> , of Aberdeen. Stromness life-boat stood by vessel.	
"	19.	1.12 p.m.	Fishing boats <i>Braw Lads</i> and <i>Trusty Isle</i> . Eyemouth life-boat escorted boats.	
"	19.	3.15 p.m.	Fishing boat <i>Margaret Anna</i> , of Amble. Amble life-boat escorted boat.	
"	19.	7.42 p.m.	S.S. <i>City of York</i> . Whitby No. 1 life-boat landed a sick man.	
"	20.	6.15 p.m.	Motor boat. Kirkcudbright life-boat saved boat and - - - -	2
"	21.	4.14 p.m.	Tynemouth life-boat recovered the body of a man from the sea.	
"	22.	11.20 a.m.	Motor vessel <i>Margrethe Bakke</i> , of Haugesund. Dover life-boat gave help.	
"	28.	6.40 a.m.	Trawler <i>River Spey</i> , of Milford Haven. Valentia life-boat saved vessel and - - - - -	12
"	28.	4.15 p.m.	Blackwater lightvessel. Rosslare Harbour life-boat landed a sick man.	
Mar.	2.	10.7 p.m.	Tanker <i>Atonality</i> , of London. Plymouth life-boat gave help and landed eleven.	
"	3.	3.0 a.m.	Dinghy. Falmouth life-boat gave help.	
"	3.	1.20 p.m.	Fishing boat <i>Primrose</i> . Dunbar life-boat escorted boat.	
"	4.	1.46 p.m.	Fishing boats <i>Faith Star</i> and <i>Lead Us</i> , of Whitby. Whitby No. 1 life-boat escorted boats.	
"	5.	2.30 a.m.	S.S. <i>Bruse</i> , of Oslo. Sunderland life-boat stood by vessel.	
"	7.	10.58 a.m.	S.S. <i>Cape Clear</i> , of Glasgow. Southend-on-Sea life-boat gave help.	

		Time of Launching.		Persons rescued from shipwreck.
1954.				
Mar.	9.	8.40 p.m.	Motor vessel <i>Kenria</i> , of Hull. Southend-on-Sea life-boat took out a doctor.	
"	10.	12.6 a.m.	Dover life-boat rescued a woman cut off by the tide - - - -	1
"	10.	1.18 a.m.	S.S. <i>Guildford</i> , of London. Whitby No. 1 life-boat - - - -	18
"	11.	6.35 p.m.	Fishing boat <i>Zuava</i> , of Fletwood. Barrow life-boat saved boat and - - - - -	2
"	12.	5.0 p.m.	Motor trawler <i>Ross Corr</i> , of Dublin. Valentia life-boat gave help.	
"	13.	1.10 a.m.	Tanker <i>Adroity</i> , of London. Lowestoft life-boat stood by vessel.	
"	14.	7.30 p.m.	Salvage vessel <i>Juniper</i> , of London. Southend-on-Sea life-boat saved vessel and - - - - -	4
"	18.	10.50 p.m.	Fishing boat <i>Goodheart</i> , of Folkestone. Dover life-boat gave help.	
"	20.	10.15 a.m.	Barra Island life-boat took a sick man to Lochboisdale.	
"	21.	2.42 p.m.	Fishing boat <i>Mohawk</i> . Sunderland life-boat gave help.	
"	22.	11.35 p.m.	Trawler <i>Unity</i> , of Inverness. Mallaig life-boat saved vessel and -	8
"	24.	7.32 a.m.	Eighteen fishing boats. Whitby No. 1 life-boat escorted boats.	
"	24.	8.52 a.m.	Fishing cable <i>Catherine and Ann</i> , of Filey. Filey life-boat escorted boat.	
"	24.	11.30 a.m.	Fishing cable <i>Betty</i> , of Scarborough. Scarborough life-boat escorted boat.	
"	25.	10.15 p.m.	Barge <i>Alan</i> , of Sheerness. Selsey life-boat landed two.	
"	26.	8.0 a.m.	Barge <i>Alan</i> , of Sheerness. Selsey life-boat gave help.	
"	29.	6.25 p.m.	Maidens lighthouse. Donaghadee life-boat landed a sick man.	
"	29.	9.45 p.m.	Fishing boat <i>Muirneag II</i> , of Stornoway. Stornoway life-boat escorted boat.	
"	31.	4.0 a.m.	S.S. <i>Brookside</i> , of Sunderland. Walton and Frinton life-boat escorted vessel.	
"	31.	2.20 p.m.	Aberystwyth life-boat helped three youths cut off by the tide.	
April	1.	3.0 p.m.	Sailing boat <i>Avec Nom</i> , of Kingsgate. Margate life-boat saved boat and - - - - -	2
"	4.	10.20 a.m.	Skelligs Rock lighthouse. Valentia life-boat landed an injured man.	
"	7.	10.30 a.m.	Blackwater lightvessel. Rosslare Harbour life-boat landed a sick man.	
"	8.	1.26 p.m.	Fishing boat <i>Bydand</i> , of Berwick. Berwick-on-Tweed life-boat gave help.	
"	15.	9.30 a.m.	Fishing boats, of Whitby. Whitby No. 1 life-boat escorted boats and rescued 4 from the fishing boat <i>Forglove</i> - - - - -	4
"	15.	10.30 a.m.	Fishing cable <i>Coronation Queen</i> . Runswick life-boat escorted boat.	
"	16.	12.10 p.m.	Dinghy. Holyhead life-boat landed two.	
"	19.	12.5 p.m.	Yacht <i>Merlin</i> , of Maldon. Margate life-boat saved yacht and -	3
"	20.	1.38 a.m.	Fire on Britannia pier, Great Yarmouth. Great Yarmouth and Gorleston life-boat stood by.	
"	23.	2.44 a.m.	Lifting Camel No. <i>L.C. 16</i> . Teesmouth life-boat - - - - -	12
"	27.	12.29 a.m.	Meteor aircraft. Eastbourne life-boat - - - - -	1
"	29.	9.0 a.m.	Fishing boat <i>Island Rover</i> , of Tralee. Valentia life-boat gave help.	
May	1.	1.45 a.m.	Fishing boat <i>Spes Melior II</i> , of Peterhead. Peterhead life-boat -	9
"	2.	11.40 a.m.	Three trawlers, of France. Ramsgate life-boat escorted boats.	
"	3.	4.50 p.m.	Fishing boat <i>Devotion</i> , of Dunbar. Dunbar life-boat escorted boat.	
"	3.	8.10 p.m.	Aux. ketch <i>Three Brothers</i> , of Rye. Youghal life-boat gave help.	
"	5.	4.5 p.m.	Humber lightvessel. Humber life-boat landed a sick man.	
"	5.	7.50 p.m.	Two boys stranded on island off Skerries, and a boat. Clogher Head life-boat rescued 6 and saved a boat. - - - - -	6
"	5.	8.7 p.m.	Five sailing dinghies. New Brighton life-boat landed seven and gave help.	
"	5.	9.50 p.m.	S.S. <i>Sir James</i> , of Cardiff. Troon life-boat escorted vessel.	
"	6.	1.10 a.m.	S.S. <i>Celt</i> , of Glasgow. Barrow life-boat escorted vessel.	
"	8.	3.0 p.m.	Steam trawler <i>Brecon Castle</i> , of Swansea. Valentia life-boat landed a sick man.	
"	9.	3.32 p.m.	Sailing boat. Buckie life-boat saved boat and - - - - -	2
"	14.	5.15 a.m.	Morecambe Bay lightvessel. Barrow life-boat landed a sick man.	
"	14.	5.58 a.m.	Motor boat <i>Apollo</i> , of Plymouth. Plymouth life-boat gave help.	
"	14.	9.15 p.m.	Irish corvette <i>Maev</i> . Rosslare Harbour life-boat took out a doctor.	
"	15.	8.10 a.m.	Home-made punt <i>Brumus</i> . Southend-on-Sea life-boat saved boat and - - - - -	3
"	15.	5.5 p.m.	Sailing dinghy <i>Punch</i> . Shoreham Harbour life-boat saved boat and - - - - -	1
"	16.	7.52 a.m.	Yacht <i>Aquila</i> . Ramsgate life-boat saved yacht and - - - - -	3
"	21.	10.50 a.m.	Ten fishing cibles, of Filey. Filey life-boat escorted boats.	
"	23.	6.0 p.m.	Motor boat <i>Dorothy</i> . Swanage life-boat gave help.	
"	24.	8.5 a.m.	S.S. <i>British Valour</i> , of London. Girvan life-boat stood by vessel.	
"	25.	11.30 p.m.	Fire on Peet's Light. Lytham-St. Anne's life-boat gave help.	

		Time of Launching.		Persons rescued from shipwreck.
1954.				
May	26.	8.0 p.m.	Yacht <i>Alethea</i> , of Howth. Howth life-boat saved yacht and Yacht <i>Southern Cross</i> . Howth life-boat gave help.	4
"	27.	8.5 p.m.	Yacht <i>Maybe</i> , of Dun Laoghaire. Howth life-boat saved yacht and	2
"	29.	9.50 p.m.	Motor cruiser <i>Sea Eagle</i> , of Norwich. Great Yarmouth and Gorleston life-boat	3
"	31.	11.0 a.m.	Fishing coble <i>Windsor Lad II</i> . Filey life-boat escorted boat.	
"	31.	11.45 p.m.	Three fishing cobbles. Newbiggin life-boat escorted cobbles.	
June	1.	11.0 a.m.	Fishing trawler <i>St. Kieran</i> , of Galway. Galway Bay life-boat landed five and gave help.	
"	3.	12.58 p.m.	Fishing boat <i>Britannia</i> , of Lerwick. Aith life-boat saved boat and	5
"	5.	9.7 p.m.	Yacht <i>Aurelia</i> , of Hoylake. Hoylake life-boat saved yacht and	2
"	7.	8.3 a.m.	Aux. yacht <i>Margaret</i> , of Boston. Aldeburgh No. 1 life-boat escorted yacht.	
"	7.	12.35 p.m.	Motor boat <i>Cas-Jel</i> , of Foreness. Margate life-boat saved boat and	3
"	7.	2.3 p.m.	Sailing dinghy. Fishguard life-boat saved dinghy.	
"	7.	2.7 p.m.	Two "pedalo" pleasure floats. Ramsgate life-boat	4
"	7.	4.40 p.m.	Three boys cut off by the tide. Newhaven life-boat gave help.	
"	7.	7.10 p.m.	Sailing boat. Mumbles life-boat escorted boat.	
"	9.	3.35 a.m.	Ketch <i>Progress</i> , of Bideford. Angle life-boat gave help.	
"	9.	9.30 p.m.	Motor pleasure boat <i>Nemo II</i> , of Clacton. Clacton-on-Sea life-boat saved boat.	
"	9.	11.45 p.m.	Yacht <i>Lutine</i> . Dover life-boat gave help.	
"	10.	5.35 a.m.	Hopper <i>Novia Magum</i> , of Holland. Dover life-boat stood by vessel.	
"	10.	5.45 p.m.	Motor cruiser <i>Ubique II</i> , of Erith. Southend-on-Sea life-boat saved a dinghy and	3
"	10.	10.45 p.m.	Motor cruiser <i>Ubique II</i> , of Erith. Southend-on-Sea life-boat saved yacht.	
"	11.	1.20 p.m.	Stronsay life-boat took a hospital case to Kirkwall from North Ronaldshay.	
"	12.	9.30 a.m.	Fishing boat <i>Naom Finton</i> , of Portmagee. Valentia life-boat gave help.	
"	13.	7.27 p.m.	Yacht <i>Jean</i> . New Brighton life-boat saved yacht and	2
"	13.	7.43 p.m.	Yacht <i>Dawn Wind</i> , of Great Yarmouth. Aldeburgh No. 1 life-boat gave help.	
"	15.	12.20 p.m.	H.M.L. M.L. No. 323. Caister life-boat gave help.	
"	17.	4.0 p.m.	Fishing boat <i>Nono</i> , of Camaret. Valentia life-boat gave help.	
"	17.	5.25 p.m.	Sailing dinghy. Beaumaris life-boat saved yacht and	2
"	18.	12.30 a.m.	Two rowing boats. Blackpool life-boat	4
"	18.	4.5 p.m.	Speed boat <i>Blue Peter</i> , of Margate. Southend-on-Sea life-boat saved boat and	2
"	22.	10.25 p.m.	Motor boat <i>Nautigel</i> , of Warrenpoint. Clogher Head life-boat saved boat and landed a body.	
"	24.	4.24 p.m.	Four persons cut off by the tide. Newhaven life-boat	4
"	24.	9.45 p.m.	Yacht <i>Fisher</i> , of Shoreham. Walmer life-boat saved yacht and	3
"	26.	2.0 p.m.	Sailing yacht <i>Gareen Junior</i> . Barry Dock life-boat saved yacht and	2
July	2.	12.20 a.m.	Longhope life-boat took an injured man to Kirkwall.	
"	3.	5.3 p.m.	Motor boat <i>Phoenix</i> , of Dublin. Dun Laoghaire life-boat saved boat and	4
"	3.	6.40 p.m.	Two sailing boats. Dun Laoghaire life-boat gave help and landed four.	
"	3.	7.15 p.m.	Motor launch <i>Acorn</i> , of Fowey. Fowey life-boat gave help.	
"	4.	3.24 p.m.	Sailing whaler. The Lizard life-boat saved whaler.	
"	4.	7.17 p.m.	Cutter, of the Royal Navy. Falmouth life-boat saved boat and	5
"	10.	1.40 p.m.	S.S. <i>Windward Islands</i> , of Gothenburg. Lytham-St. Anne's life-boat landed a sick man thereby saving his life	1
"	11.	12.51 a.m.	Cabin cruiser <i>Mousme</i> , of London. Eastbourne life-boat saved boat and	3
"	15.	11.30 a.m.	Sailing boat <i>Kandee</i> . Dun Laoghaire life-boat saved boat.	
"	16.	9.42 p.m.	Cabin cruiser <i>Douglas</i> . Kirkcudbright life-boat saved boat and	8
"	17.	4.10 p.m.	Whaler, of the Royal Marines. Walmer life-boat saved boat and	6
"	17.	5.55 p.m.	Yacht <i>Yana</i> . Weymouth life-boat saved yacht and	2
"	18.	2.0 p.m.	Sailing boat, of Conway. Beaumaris life-boat saved boat and	2
"	18.	9.40 p.m.	Yacht <i>Flying Fox</i> . Poolbeg life-boat stood by yacht.	
"	18.	9.50 p.m.	Converted ship's boat <i>Venture</i> . Skegness life-boat saved yacht and	2
"	20.	8.44 p.m.	Ex-landing craft <i>Althea</i> , of Southampton. Yarmouth, Isle of Wight, life-boat gave help.	
"	22.	12.30 a.m.	Rowing boat. Helvick Head life-boat saved boat and	2
"	22.	11.20 a.m.	Fishing boat <i>Tranquillity</i> , of Peterhead. Barrow life-boat saved boat and	3

		Time of Launching.		Persons rescued from shipwreck.
1954.				
July	22.	4.33 p.m.	Cabin cruiser <i>Hollivell</i> . Clacton-on-Sea life-boat gave help.	
"	23.	4.15 p.m.	Yacht <i>Monk</i> , of Dun Laoghaire. Wicklow life-boat saved yacht.	
"	24.	1.30 a.m.	Converted fishing boat <i>Silver Craig</i> . Troon life-boat saved boat and - - - - -	11
"	24.	11.49 a.m.	Yacht <i>Black Adder</i> . Bembridge life-boat gave help.	
"	24.	12.50 p.m.	Aux. yacht <i>Svenska</i> , of Brixham. Margate life-boat gave help.	
"	25.	8.0 p.m.	Sailing yacht <i>Arielle</i> . Cromarty life-boat gave help.	
"	25.	10.55 p.m.	Yacht <i>Rousalka</i> . Filey life-boat gave help.	
"	26.	1.30 p.m.	Yacht <i>Mabel</i> , of Dun Laoghaire. Rosslare Harbour life-boat gave help.	
"	26.	5.50 p.m.	Fishing boat <i>Lindy Lou</i> , of Aberdovey. Aberystwyth life-boat -	3
"	27.	9.52 a.m.	Motor yacht <i>Venturous</i> . Ramsgate life-boat gave help.	
"	27.	1.10 p.m.	Motor yacht <i>Petan</i> . Skegness life-boat gave help.	
"	27.	11.0 p.m.	Pontoon. New Brighton life-boat gave help.	
"	28.	1.0 p.m.	Ketch <i>Progress</i> , of Bideford. Clovelly life-boat - - - - -	3
"	28.	5.30 p.m.	Steam trawler <i>Phrontis</i> , of Fleetwood. Fleetwood life-boat landed a body.	
"	29.	10.55 p.m.	Motor boat <i>Martha</i> , of Dublin. Dun Laoghaire life-boat gave help.	
"	31.	7.14 a.m.	Yacht <i>Tarka</i> . Swanage life-boat gave help.	
"	31.	12.15 p.m.	Speed boat <i>Brigand</i> , of Shoreham. Shoreham Harbour life-boat gave help.	
"	31.	2.30 p.m.	Woman trapped at foot of a cliff. Swanage life-boat gave help.	
Aug.	1.	3.0 p.m.	Angling party on the Calf of Man. Port St. Mary life-boat landed twelve.	
"	1.	9.20 p.m.	Yacht <i>Eilca</i> . New Brighton life-boat gave help.	
"	4.	10.30 p.m.	Yacht <i>Dusmarie</i> , of Colchester. Walton and Frinton life-boat gave help.	
"	6.	4.20 p.m.	Boy cut off by the tide and a man who swam to him. Walmer life-boat - - - - -	2
"	6.	8.42 p.m.	Two canoes. Great Yarmouth and Gorleston life-boat - - -	5
"	7.	4.5 p.m.	Cabin cruiser <i>Elsie</i> , of Wareham. Poole life-boat gave help.	
"	11.	12.5 a.m.	Motor vessel <i>Audentia</i> , of Bremen. Fraserburgh life-boat gave help.	
"	12.	9.30 p.m.	Motor vessel <i>Bostonian VII</i> . Shoreham Harbour life-boat - -	2
"	13.	12.20 a.m.	Motor vessel <i>Bostonian VII</i> . Shoreham Harbour life-boat saved vessel.	
"	13.	2.49 p.m.	Yacht <i>Imp</i> and a canoe. Hoylake life-boat saved two boats.	
"	14.	5.2 a.m.	Three motor yachts. Ramsgate life-boat gave help.	
"	17.	4.0 p.m.	Motor yawl <i>Jean Horsley</i> . Seaham life-boat saved boat and - -	5
"	17.	9.20 p.m.	Sailing boat <i>Sarah</i> , of Wicklow. Wicklow life-boat saved boat and	4
"	18.	2.15 p.m.	Yacht <i>Barnklet</i> , of Burnham. Dover life-boat saved yacht.	
"	18.	3.15 p.m.	S.S. <i>Baron Yarborough</i> , of Ardrossan. Workington life-boat transferred provisions.	
"	18.	5.28 p.m.	Rowing boat. Fowey life-boat saved boat and - - - - -	2
"	19.	4.30 p.m.	Fishing boat <i>Endeavour</i> . Eyemouth life-boat gave help.	
"	20.	12.50 p.m.	Yacht <i>Eolet</i> . Beaumaris life-boat saved yacht and - - - -	2
"	23.	5.30 p.m.	Fishing boat <i>Ariadne Johanna</i> , of Holland. Berwick-on-Tweed life-boat gave help.	
"	24.	4.28 p.m.	Dinghy. Yarmouth, Isle of Wight, life-boat gave help and landed two.	
"	24.	7.7 p.m.	Yacht <i>Amy</i> . Criccieth life-boat escorted yacht.	
"	24.	6.50 p.m.	Boy fell down a cliff. Torbay life-boat landed one.	
"	25.	7.12 a.m.	Fishing boat <i>Krab</i> , of Poland. Anstruther life-boat stood by vessel.	
"	28.	10.35 p.m.	Motor yacht <i>Libera</i> . Poolbeg life-boat saved yacht and - - -	2
"	29.	10.15 a.m.	Converted ship's boat <i>Sun</i> , of Stonehaven. Anstruther life-boat gave help and landed three.	
"	29.	6.36 p.m.	Yacht <i>Trenchemer</i> , of Aberdeen. Yarmouth, Isle of Wight, life-boat stood by yacht.	
"	29.	11.0 p.m.	Yacht <i>Cormorant</i> , of Hartlepool. Runswick life-boat saved yacht and - - - - -	3
"	30.	1.55 p.m.	Fishing boat <i>Arka</i> , of Gdynia. Broughty Ferry life-boat landed an injured man.	
"	31.	10.50 p.m.	Sailing boat <i>Victory</i> , of Falmouth. Falmouth life-boat gave help and landed nine.	
Sept.	2.	2.50 a.m.	Fishing boat <i>Ibis</i> , of Mevagissey. Fowey life-boat escorted boat.	
"	3.	8.30 a.m.	Yacht <i>Squall</i> , of Belfast. Rosslare Harbour life-boat gave help.	
"	8.	6.13 p.m.	Fishing boat <i>Tranquillity</i> , of Peterhead. Barrow life-boat gave help.	
"	8.	9.30 p.m.	Sailing dinghy. Weymouth life-boat saved boat.	
"	9.	9.15 a.m.	Three fishing cobles. Boulmer life-boat escorted boats.	

1954.	Time of Launching.		Persons rescued from shipwreck.
Sept. 10.	1.3 p.m.	Motor vessel <i>Island Commodore</i> , of London. St. Peter Port life-boat saved vessel and - - - - -	37
" 10.	3.28 p.m.	Yacht <i>Osterling</i> . Swanage life-boat gave help.	
" 11.	8.0 p.m.	Motor boat <i>Betsy Nora</i> , of Torquay. Torbay life-boat gave help.	
" 11.	8.5 p.m.	Nab lighthouse. Bembridge life-boat landed a sick man.	
" 12.	1.30 p.m.	Bather. Salcombe life-boat landed a body.	
" 12.	10.1 p.m.	Motor yacht <i>Dorian</i> , of Guernsey. St. Peter Port life-boat saved yacht and - - - - -	6
" 16.	11.5 a.m.	Fishing cibles <i>Louisa Twyzell</i> and <i>John and Margaret</i> . Newbiggin life-boat gave help.	
" 19.	3.15 p.m.	Yacht <i>Larrios</i> , of Douglas. Kirkcudbright life-boat gave help.	
" 19.	3.35 p.m.	Fishing boat <i>Tranquillity</i> , of Peterhead. Barrow life-boat - -	2
" 19.	9.30 p.m.	Motor boat <i>Mahala</i> , of Appledore. Appledore life-boat saved boat and - - - - -	2
" 19.	11.57 p.m.	Cabin cruiser <i>Nicky</i> , of Starcross. Exmouth life-boat. - - -	5
" 20.	3.55 a.m.	Motor vessel <i>Iona</i> , of Kirkwall. Stronsay life-boat gave help.	
" 20.	7.44 a.m.	Trawler <i>Flower of Fleet</i> , of Brixham. Weymouth life-boat gave help.	
" 20.	11.5 a.m.	Rowing boat <i>Alice</i> . Coverack life-boat saved boat and - - -	2
" 20.	3.30 p.m.	Yacht <i>Scaup</i> , of Gravesend. Southend-on-Sea life-boat saved yacht and - - - - -	3
" 20.	5.25 p.m.	Yacht <i>Schilleen</i> . Walton and Frinton life-boat saved yacht and Persons trapped by the tide. Walton and Frinton life-boat - -	4
" 22.	10.5 a.m.	Fishing coble <i>Dennis</i> , of Flamborough. Flamborough life-boat escorted boat.	
" 23.	4.15 p.m.	S.S. <i>William</i> , of Drammen, Norway. Workington life-boat took out a doctor.	
" 23.	4.20 p.m.	<i>M.F.V. No. 900</i> , of Pembroke Dock. Fishguard life-boat saved vessel and - - - - -	12
" 24.	1.15 a.m.	Yacht <i>Mouette</i> , of Poole. Poole life-boat saved yacht.	
" 24.	8.4 a.m.	Fishing boat <i>Golden Gift</i> , of Yarmouth. Great Yarmouth and Gorleston life-boat gave help.	
" 25.	2.25 p.m.	Rowing boat <i>Spray</i> , of Elie. Anstruther life-boat saved boat and	2
" 26.	10.4 a.m.	Fishing boat <i>Nacelle</i> , of Barrow. Barrow life-boat escorted boat.	
" 26.	2.26 p.m.	Trawler <i>Irma Alice</i> , of Belgium. Great Yarmouth and Gorleston life-boat gave help.	
" 27.	3.40 p.m.	Fishing boat <i>Provider</i> , of Hartlepool. Hartlepool life-boat gave help.	
" 28.	6.45 a.m.	Tug <i>Sally</i> , of Whitstable, and yacht <i>Sunbeam</i> . Margate life-boat stood by vessels.	
" 28.	10.10 p.m.	Motor boat <i>Duchess of Normandy</i> , of Jersey. St. Helier life-boat landed ten from a reef.	
" 29.	8.10 a.m.	Barge <i>Ellendale</i> . Porthdinllaen life-boat - - - - -	2
" 30.	9.12 a.m.	Sailing boat <i>Ripple</i> . Torbay life-boat gave help.	
Oct. 2.	11.40 a.m.	Cromer lightvessel. Cromer No. 1 life-boat landed a sick man thereby saving his life - - - - -	1
" 3.	1.35 a.m.	Trawler <i>Dorothy Lambert</i> , of Fleetwood. Stornoway life-boat stood by vessel.	
" 4.	8.45 p.m.	Fishing boat <i>Fisher Boy</i> , of Wick. Thurso life-boat gave help.	
" 15.	12.40 p.m.	Crab boat <i>Why Worry</i> , of Cromer. Cromer No. 1 life-boat saved boat and - - - - -	2
" 15.	2.40 p.m.	Fishing boat <i>Jeanetta</i> , of Annan. Workington life-boat - - -	2
" 16.	10.36 a.m.	S.S. <i>Cyclades</i> , of Piraeus. Ramsgate life-boat gave help.	
" 19.	12.10 a.m.	Motor vessel <i>Feistein</i> , of Stavanger. Walmer life-boat gave help.	
" 19.	10.45 p.m.	Fishing boats <i>Cineraria</i> , of Peterhead, and <i>Ivy Rose</i> , of Stornoway. Stornoway life-boat escorted boats.	
" 20.	2.50 p.m.	Fishing boat <i>Robina</i> . Cromarty life-boat gave help.	
" 20.	4.0 p.m.	Fishing boat <i>Daisy Picker</i> , of Tralee. Fenit life-boat gave help.	
" 23.	4.40 p.m.	Fishing boat <i>Anna Rosa</i> , of Rhyl. Llandudno life-boat escorted boat.	
" 25.	9.20 a.m.	Fishing boats, of Whitby. Whitby No. 1 life-boat escorted boats.	
" 25.	11.15 a.m.	Six fishing boats. Scarborough life-boat escorted boats.	
" 25.	11.34 a.m.	Eight fishing boats, of Filey. Filey life-boat escorted boats.	
" 26.	6.30 a.m.	Motor schooner <i>Windermere</i> , of Dublin. Ballycotton life-boat escorted vessel.	
" 26.	9.25 p.m.	Yacht <i>Moon Raker</i> , of Salcombe. Torbay life-boat saved yacht and - - - - -	3
" 26.	10.0 p.m.	Fishing boat <i>Floreat II</i> , of Arbroath. Arbroath life-boat escorted boat.	
" 27.	4.39 a.m.	Cabin cruiser <i>Ruth</i> , of Poole. Exmouth life-boat saved yacht and	2
" 27.	9.25 a.m.	Yacht <i>Gwendoline</i> . Newhaven life-boat saved yacht and - -	1
" 27.	12 noon.	Sailing dinghy. Dungeness life-boat saved boat and - - - -	2

		Time of Launching.		Persons rescued from shipwreck.
1954.				
Oct.	28.	9.40 p.m.	S.S. <i>Pass of Glenogle</i> , of London. Whitby No. 1 life-boat landed a body.	
Nov.	2.	2.38 a.m.	S.S. <i>Themsleigh</i> , of Hull. Walton and Frinton life-boat gave help.	
"	2.	9.0 p.m.	Fishing boat <i>Castrelios</i> , of Vigo, Spain. Valentia life-boat gave help.	
"	4.	9.20 p.m.	Motor boat <i>Tamar</i> , of Exmouth. Salcombe life-boat gave help.	
"	5.	8.0 a.m.	Motor vessel <i>El Morocco</i> , of Belgium. Falmouth life-boat gave help.	
"	5.	9.56 a.m.	Fishing boat <i>Ivylea</i> , of Stromness. Aith life-boat escorted boat.	
"	6.	7.15 a.m.	Trawler <i>Swinoujscie Czajk</i> , of Poland. Sheringham life-boat gave help.	
"	6.	7.50 a.m.	Yacht <i>Dawn Star</i> , of Cork. Padstow No. 1 life-boat saved yacht.	
"	7.	12.5 p.m.	Trawler <i>Swinoujscie Czajk</i> , of Poland. Sheringham life-boat gave help.	
"	8.	6.35 p.m.	Motor boat <i>Pat IV</i> , of Ramsgate. Ramsgate life-boat gave help.	
"	10.	1.19 p.m.	Fishing boat <i>Venus</i> , of Whitby. Whitby No. 1 life-boat saved boat and - - - - -	5
"	10.	1.20 p.m.	Fishing boats, of Bridlington. Bridlington life-boat escorted boats.	
"	10.	2.30 p.m.	Sandsucker <i>Bowstar</i> , of Cardiff. Barry Dock life-boat escorted vessel.	
"	11.	10.5 a.m.	Fishing boats, of Arbroath. Arbroath life-boat escorted boats.	
"	11.	12.25 p.m.	Rowing boat, of Herne Bay, and another boat. Margate life-boat escorted boats.	
"	11.	2.20 p.m.	Fishing boats, of Bridlington. Bridlington life-boat escorted boats.	
"	12.	5.30 p.m.	Motor vessel <i>Antigoon</i> , of Antwerp. Angle life-boat stood by vessel.	
"	13.	3.45 p.m.	Moelfre life-boat rescued a heifer from the sea.	
"	14.	8.15 p.m.	S.S. <i>Caronte</i> , of Rouen. Humber life-boat took out a doctor.	
"	15.	1.30 p.m.	Five fishing boats, of Whitby. Whitby No. 1 life-boat escorted boats.	
"	18.	6.0 p.m.	S.S. <i>Caprella</i> , of Panama. Southend-on-Sea life-boat took out a doctor.	
"	21.	11.42 a.m.	Dinghy <i>Horace</i> , of New Brighton. New Brighton life-boat gave help.	
"	22.	3.50 p.m.	Port Erin life-boat took Warden to the Calf of Man.	
"	25.	Midnight	Fishing boat <i>Vestfart</i> , of Gothenburg. Stromness life-boat landed six.	
"	25.	10.40 a.m.	Motor vessel <i>Drakedene</i> , of Cardiff. Walmer life-boat gave help.	
"	26.	1.45 a.m.	S.S. <i>Granfoss</i> , of Oslo. Lerwick life-boat escorted vessel.	
"	26.	1.50 p.m.	Eight fishing boats, of Filey. Filey life-boat escorted boats.	
"	26.	3.50 p.m.	S.S. <i>Ocean Coast</i> , of Liverpool. Yarmouth, Isle of Wight, life-boat took out a doctor.	
"	26.	9.20 p.m.	Fishing boat <i>Ros Airgead</i> , of Dublin. Valentia life-boat assisted to save vessel and - - - - -	5
"	27.	3.5 a.m.	Motor vessel <i>Gramsbergen</i> , of Holland. Fishguard life-boat. - -	11
"	27.	4.50 a.m.	Aux. schooner <i>Vega</i> , of Svendborg, Denmark. Newhaven life-boat	8
"	27.	8.28 a.m.	Tanker <i>World Concord</i> , of Monrovia, Liberia. St. David's life-boat	35
"	27.	1.50 p.m.	Tanker <i>World Concord</i> , of Monrovia, Liberia. Rosslare Harbour life-boat - - - - -	7
"	27.	7.5 p.m.	Four trawlers, of Poland. Great Yarmouth and Gorleston life-boat escorted boats.	
"	27.	8.10 p.m.	S.S. <i>Olivia</i> , of Marichamn. Southend-on-Sea life-boat took out a doctor.	
"	28.	7.20 a.m.	South Goodwin lightvessel. Ramsgate life-boat stood by salvage vessels.	
"	28.	12.45 p.m.	Coaster <i>Carpo</i> , of Rotterdam. Coverack life-boat landed two bodies.	
"	28.	1.5 p.m.	Rosslare Harbour life-boat with survivors of tanker <i>World Concord</i> . Holyhead life-boat escorted boat.	
"	29.	5.55 a.m.	South Goodwin lightvessel. Ramsgate life-boat stood by salvage vessels.	
"	29.	3.5 p.m.	Fishing boat <i>White Heather</i> , of Berwick. St. Abbs life-boat saved boat and - - - - -	5
"	30.	12.35 a.m.	Steam trawler <i>Picton Castle</i> , of Swansea. Baltimore life-boat stood by vessel.	
"	30.	3.50 a.m.	Motor vessel <i>Ability</i> , of London. Angle life-boat stood by vessel.	
"	30.	5.35 a.m.	English and Welsh Grounds lightvessel. Weston-super-Mare life-boat stood by vessel.	
"	30.	7.10 p.m.	Fishing boat, of Northbay. Barra Island life-boat gave help.	
"	30.	9.38 p.m.	S.S. <i>Hudson Bay</i> , of London. Great Yarmouth and Gorleston life-boat landed an injured man.	
Dec.	1.	1.0 p.m.	Skelligs Rock lighthouse. Valentia life-boat landed a sick man.	
"	6.	1.15 p.m.	Sand barges <i>Julia Pile</i> and <i>Nellie Ann</i> , of Barnstaple. Appledore life-boat saved a barge and - - - - -	4

		Time of Launching.		Persons rescued from shipwreck.
1954.				
Dec.	7.	11.0 a.m.	Fishing boats, of Bridlington. Bridlington life-boat escorted boats.	
"	7.	3.10 p.m.	Fishing boats <i>Amber Queen</i> and <i>Sealgair</i> . Thurso life-boat escorted boats.	
"	7.	4.40 p.m.	Sailing yacht <i>Hyacinth</i> , of Washington. St. Peter Port life-boat saved yacht and - - - - -	2
"	8.	9.0 a.m.	Converted ship's boat <i>David Nancy</i> , of Barrow. Barrow life-boat	1
"	8.	10.55 a.m.	S.S. <i>Heimdal</i> , of Sweden. Wicklow life-boat stood by vessel.	
"	8.	11.0 a.m.	Eleven fishing cobles, of Filey. Filey life-boat escorted boats.	
"	8.	11.40 a.m.	Fishing boat <i>Venture</i> . Scarborough life-boat saved boat and rescued 1 and escorted six other fishing boats. - - - - -	1
"	8.	2.50 p.m.	Fishing boats <i>Pilot Me</i> and <i>Courage</i> , of Scarborough, and Whitby fishing boats. Whitby No. 1 life-boat escorted boats.	
"	8.	7.20 p.m.	Motor barge <i>Gold</i> , of Rochester. Sheringham life-boat landed two.	
"	8.	9.50 p.m.	Motor vessel <i>Martje</i> , of Groningen. Teesmouth life-boat landed two injured men.	
"	9.	12.10 a.m.	Motor barge <i>Gold</i> , of Rochester. Sheringham life-boat saved barge.	
"	9.	3.35 a.m.	Sheringham life-boat towing motor barge <i>Gold</i> , of Rochester. Wells life-boat gave help.	
"	10.	8.5 a.m.	Valentia life-boat landed a sick man from the Inishtearaght Rock lighthouse and relieved the Skelligs Rock lighthouse.	
"	10.	2.0 p.m.	Galway Bay life-boat took a hospital case to the mainland thereby saving a life - - - - -	1
"	11.	9.2 p.m.	Trawler <i>Thyme</i> . Mumbles life-boat saved boat and - - - - -	3
"	12.	1.40 a.m.	S.S. <i>Downshire</i> , of Belfast. Newcastle, Co. Down, life-boat gave help.	
"	14.	3.57 p.m.	Motor boat <i>Sandwich</i> . Ramsgate life-boat gave help.	
"	16.	5.13 p.m.	Steam trawler <i>Bonaccord</i> , of Aberdeen. Stromness life-boat saved vessel and - - - - -	11
"	18.	2.0 a.m.	Fishing boat <i>Morning Star</i> , of Rothesay. Fleetwood life-boat. -	2
"	18.	1.45 p.m.	Fishing cobles <i>Imperialist</i> and <i>Silver Line</i> , of Flamborough. Flamborough life-boat escorted boats.	
"	19.	11.0 a.m.	Valentia life-boat relieved the Inishtearaght Rock lighthouse and landed a sick man.	
"	20.	3.10 p.m.	Fishing coble <i>Silver Line</i> , of Flamborough. Flamborough life-boat escorted boat.	
"	21.	2.58 p.m.	Tug <i>Harold Brown</i> and a barge. Shoreham Harbour life-boat saved vessels and - - - - -	4
"	22.	8.50 a.m.	Lighter <i>Gerard</i> , of London. Southend-on-Sea life-boat gave help.	
"	22.	11.23 a.m.	Rowing boat. Clacton-on-Sea life-boat saved boat and rescued 2 and rescued a man who fell off the pier - - - - -	3
"	22.	12.38 p.m.	Fishing boat, of Passage East. Dunnmore East life-boat saved boat and - - - - -	2
"	23.	1.15 p.m.	Fishing boat <i>Rolling Wave</i> . Southend-on-Sea life-boat transferred an injured man to a motor vessel.	
"	30.	3.0 p.m.	S.S. <i>Baron Haig</i> , of Ardrossan. Workington life-boat took out a doctor.	

#### SUMMARY OF THE YEAR'S WORK

Lives rescued by life-boats - - - - -	495
Lives rescued in other ways for whose rescue the Institution gave rewards - - - - -	66
<b>Total of lives rescued - - - - -</b>	<b>561</b>
Persons landed from vessels on which they might have been in danger - - - - -	94
Boats and vessels which life-boats saved or helped to save	82
Boats and vessels which life-boats stood by, escorted to safety, or helped - - - - -	288
<b>Total number of launches, including those in which for various reasons no services were rendered - - - - -</b>	<b>668</b>

### Notice

All contributions for the Institution should be sent either to the honorary secretary of the local branch or guild, or to Colonel A. D. Burnett Brown, O.B.E., M.C., T.D., M.A., the Secretary, Royal National Life-boat Institution, 42 Grosvenor Gardens, London, S.W.1.

All enquiries about the work of the Institution or about this journal should be addressed to the Secretary.

The next number of THE LIFE-BOAT will be published in SEPTEMBER, 1955.