

THE LIFE-BOAT

The Journal of the Royal National Life-boat Institution

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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, 1956 - - - - 80,036

Notes of the Quarter

SIR GODFREY BARING, who recently announced his decision not to seek re-election as Chairman of the Committee of Management, has served on the Committee for forty-five years. For nearly thirty-three years he has been the Committee's Chairman. This record is unique in the history of the Institution. The only other Chairman to hold the office for a comparable period was the first man to fill this post, Thomas Wilson, who played a very large part in bringing Sir William Hillary's plan for a national life-boat service into being.

When Thomas Wilson died after serving as Chairman for twenty-eight years, it was recorded in *The Life-boat* that at the age of eighty-four he "filled the Chair of the last General Meeting of the Committee with that sound judgment, universal urbanity and kindness, which had been his characteristic; that he had arduously and constantly given his personal attendance as Chairman on all occasions, and exerted himself by the influence of his name to raise and recruit funds for the maintenance of the Institution, as well as liberally, himself and his family, contributing towards the same." These words are

remarkably applicable to Sir Godfrey Baring.

When Sir Godfrey Baring first joined the Committee of Management the motor life-boat was still at an experimental stage and the annual income and expenditure of the Institution amounted to something like one-eighth of the present sum. Since he joined the Committee more than 29,000 lives have been rescued, life-boats have been launched on service nearly 20,000 times and 665 medals have been awarded. A note on the new Chairman and Deputy Chairman appears on page 237.

80,000 LIVES

When the New Brighton life-boat rescued five people after a sandhopper and the cargo steamer *Indus* had been in collision on the 16th of February, a service which is reported on page 247, it brought the number of people rescued since the Institution was founded in 1824 to more than 80,000. During the 132 years of the Institution's existence the average number of lives rescued every month has been approximately fifty. All these lives have not, of course, been rescued exclusively by the Institution's life-boats, as the

figure includes those rescued by shore-boats in cases in which the Institution has made awards. In the early days it was not easy to make a clear distinction in this matter, for many boats serving as life-boats were privately organised and were not completely under the Institution's control.

WHEELHOUSES TO BE FITTED

In 1955 a new 47-foot Watson cabin life-boat, which has since been stationed at Thurso in Caithness-shire, was completed and was sent on a lengthy sea trial during which she was examined by life-boat crews at many stations. One of the new features of this life-boat was the provision of a covered steering position which virtually provided a wheelhouse. This was fitted experimentally and coxswains were asked to express their opinion on it.

The majority of coxswains were in favour of this innovation, although a few wondered whether they would have as clear a range of vision as they had in boats with an uncovered steering position.

The Committee of Management has now decided that at all stations where new boats of the 47-foot and 52-foot types are to be stationed the crews will be given a choice between the wheelhouse and the open cockpit protected by windscreens as fitted hitherto in 52-foot Barnett and 46-foot 9-inches Watson boats.

NEW CAISTER COXSWAIN

Twenty-four hours after a new coxswain had been appointed the Caister life-boat was called out to take a sick man off the Cross Sand lightship. Coxswain Jack Plummer, who was appointed on the 1st of April, is the heir to a great tradition. Of all the life-boat stations in Great Britain and Ireland none has been responsible for the saving of so many lives as Caister. The figure of lives rescued by this station now stands at 1,764. Coxswain Plummer, who was bowman for nearly nineteen years, first joined the crew in 1930. His predecessor, Coxswain James Brown, became a regular member of the crew forty-two years ago and has been coxswain for the last six years.

STORIES OF THE LIFE-BOATS

"Stories of the Life-boats 1956" has recently been published. It contains accounts of a further selection of outstanding services by life-boats in the past eighty years. One account is written by the former motor mechanic of the Maryport life-boat and describes his own experiences during a service in 1934. The story of the achievements of the Margate and Ramsgate life-boats at Dunkirk in 1940 is also retold. A Scottish edition containing accounts mainly of services by Scottish life-boats has also been published. Both books are obtainable from Headquarters or from branches of the Institution (price 1s. 6d.).

Last-Minute Rescue from Sinking Ship

At 12.38 early on the morning of the 2nd of January, 1956, the motor vessel *Citrine* of Glasgow, a vessel of 779 tons, bound from Llandulas for London with a cargo of limestone and carrying a crew of ten, wirelessly that her fore hatch had stove in and that she needed immediate help. Her position was three miles east of the Lizard.

Eighteen minutes later the Lizard coastguard telephoned the Lizard life-boat station, and at 1.25 the Lizard life-boat *Duke of York* was launched. At 1.8 the Porthoustock coastguard

informed the Coverack life-boat station and twelve minutes later the Coverack life-boat *William Taylor of Oldham* was launched. The second coxswain, Reginald Carey, was in charge as the regular coxswain, Archibald Rowe, was sick.

Down by the Head

A fresh gale was blowing from the north-west with squalls. Clear of the lee of the land the sea was very rough. The tide was ebbing.

The Coverack life-boat was the first

to reach the *Citrine*. This was at 1.50. She found her well down by the head, with her stern to wind, and she closed her starboard quarter. The *Citrine's* master was trying to reach the shelter of the land stern first, and he wirelessly that he intended to try to beach his ship on Kennack Sands, about a mile north of Cadgwith. The Coverack life-boat stood by her, and the Lizard life-boat also reached the position at 2.5.

Both Life-boats Remain

The *Citrine* made some progress and both life-boats remained with her. Wind and sea conditions began to improve as they approached the land, but about 2.30 the *Citrine* hit the bottom and she began to sink quickly.

Her crew tried to launch one of the ship's boats, but it fouled the falls and capsized. Seven of the crew were thrown into the sea, but the other three managed to scramble aboard the *Citrine* again.

The Coverack life-boat rescued four of the men from the sea and the Lizard life-boat rescued the other three. By this time most of the deck of the *Citrine* was awash, and she had a very heavy list to port. It was clear that she could not remain afloat

long, and the three men aboard seemed unlikely to jump.

Acting Coxswain Carey decided he must go in towards the three men remaining on board. He took the life-boat full-speed ahead over the port quarter of the *Citrine*, which was listing heavily towards him. He then brought the life-boat full-speed astern, the life-boat's keel just touching the deck of the wreck. The three men each grabbed one of the life-boat's outside life-lines and were dragged clear of the vessel just before she sank. They were quickly hauled on board, and the life-boat returned to Coverack, arriving at 3.30. One of the men who had been picked out of the sea by the Coverack life-boat died. The Lizard life-boat reached her station again at 3.25.

A Bronze Medal

For this service the bronze medal for gallantry was awarded to Acting Coxswain Reginald Carey.

Rewards: The Lizard, rewards to the crew £7 10s.; rewards to the helpers on shore, £9 18s. Coverack, rewards to the crew, £14 5s.; rewards to the helpers on shore etc., £10 16s. The owners made gifts of money to both crews and a donation to the funds of the Institution.

Service in Appalling Conditions

At 12.55 on the afternoon of the 8th of January, 1956, the Spurn Point coast-guard rang up the Humber life-boat station to say that the motor vessel *Stevonia*, of Goolc, had wirelessly that her cargo had shifted and that she had a heavy list. Her position was seventeen miles north of Spurn Point. At 1.21 the Humber life-boat *City of Bradford III* was launched.

There was a very high and confused sea, a fresh northerly gale was blowing, and snow was falling. It was nearly high water.

The Humber life-boat made for the position in the teeth of a gale, and at 1.4 the Bridlington coastguard informed the Bridlington life-boat station of the *Stevonia's* position. The Bridlington life-boat, *Tillie Morrison*, *Sheffield II* was launched at 2.13.

The Humber life-boat reached the *Stevonia* at 3.40 and found four steamers standing by her. In appalling weather conditions the life-boat and steamers stood by the *Stevonia* while she slowly made for Spurn. She finally anchored in the Sunk Roads at 9.20.

Recalled to Station

The Bridlington life-boat had not been needed, and she was recalled to her station, arriving at six o'clock. The Humber life-boat, however, anchored near the *Stevonia*, and it was not until 11.20 at night that the *Stevonia's* master was satisfied that he needed no further help. The Humber life-boat then returned to her station, arriving at 2.20 on the morning of the 9th.

The conditions of this particular service were so disagreeable throughout that the Committee of Management addressed collective letters of appreciation to the coxswains and crews of both life-boats in recognition of the fortitude they displayed in the prevailing conditions. They also granted additional monetary rewards to all who took part in the service.

Coxswain's Comments

Comments by the Bridlington coxswain and motor mechanic on the way in which the Bridlington life-boat stood

up the conditions were reported in the March 1956 number of the *Life-boat* on page 185.

Rewards: Humber, permanent paid crew; scale rewards, £15 15s.; additional rewards, £10 10s. Bridlington, rewards to the crew, £11 10s.; rewards to the helpers on shore, £11 12s. 6d.; additional rewards to the crew, £10 10s. Total rewards, Humber £26 5s.; Bridlington, £33 12s. 6d. The owners of the *Stevonia* expressed their warm appreciation of the services of the Humber life-boat crew and made them a gift.

New Ways of Raising Money

LEEDS LADIES' LIFE-BOAT GUILD has formed a luncheon club whose object is to encourage interest in the work of the Life-boat Service generally, to publicise the efforts of the Guild and to persuade members of the luncheon club to join the Guild. It meets once a month and on each occasion a guest speaker, who does not necessarily speak about the Life-boat Service, is invited.

* * *

The committee of the Northern Associated Offices Sports Club of No. 1, Moorgate Street, London, E.C.2, recently sent a postal order to the Institution. The money was raised by fines exacted from members of the cricket club who arrived late for matches.

* * *

Mrs. Copley of the Walmer Castle Inn, Dover, recently made a table lamp in wicker in the form of a lighthouse. After being on show in the inn for some weeks it was raffled, and £8 4s. 4d. was handed over to the Dover branch.

* * *

The Chichester and District branch arranged a Hatters' Tea Party organised by Messrs. D'Arcy's of Chichester in conjunction with Messrs. Sam Scott of London. The compere of the hat show was Mrs. Law of Messrs. Scotts,

who arranged for all proceeds to go to the Institution.

* * *

Mr. Kieran O'Driscoll, honorary secretary of the Valentia, Co. Kerry branch, has been most successful on flag days in persuading owners of small fishing boats and motor boats to buy flags not for themselves alone but for the whole boat. Most of the boat owners have paid £1 per flag for the boat.

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Two white Pyrenean mountain dogs belonging to Miss Margaret Openshaw of Weston-super-Mare have collected about £120 in the course of ten outings on Weston pier.

* * *

Mr. George Burroughs and Mr. Hazeal Booth have been collecting considerable sums for the Institution from the customers at a public house near Ipswich after informal concerts in which the principal item has been the "Pin Mill Anthem" sung by Mr. Booth with words composed by Mr. Burroughs. The tune is that of "Galway Bay" and the customers are encouraged to join in the chorus.

* * *

Mrs. Childs, a member of Seaham Ladies' Committee, has raised a considerable sum by making marmalade and selling it to her friends.

The New Chairman

COMMODORE THE RT. HON. THE EARL HOWE, P.C., C.B.E., V.R.D., R.N.V.R., has been elected Chairman of the Committee of Management of the Royal National Life-boat Institution to succeed Sir Godfrey Baring, Bt., K.B.E., who recently announced his desire not to seek re-election, after having held the post for nearly 33 years.

Lord Howe, who was educated at Eton and Christ Church, Oxford, served in command of the Howe Battalion, R.N.D., in Belgium and in H.M.S. *Queen Elizabeth* in the 1914-18 war. He was A.D.C. to King George V from 1925 to 1928 and Member of Parliament for South Battersea from 1918 to 1929.

He joined the Committee of Management of the Royal National Life-boat Institution in 1919 and served as Deputy Treasurer from 1931 to 1947. He became chairman of the General Purposes and Publicity Committee in 1932 and was appointed a Vice-Presi-

dent in 1936. In 1946 he was elected Deputy Chairman. During his period of service on the Committee he has visited nearly every life-boat station in Great Britain and Ireland.

The Countess Howe, who was chairman of the Central London Women's Committee from 1948 to 1954, was appointed an honorary life governor of the Institution in 1955.

The new Deputy Chairman is Captain the Hon. V. M. Wyndham-Quin, R.N. Captain Wyndham-Quin was in command of destroyers and saw service in the Grand Fleet and Harwich Force in the 1914-18 war. He returned to active service from 1939 to 1943 in command of H.M. ships in Home Waters, in the South Atlantic and Mediterranean Fleets. From 1944 to 1947 he was Naval Attaché at H.M. Embassy in Buenos Aires.

He joined the Committee of Management of the Institution in 1939 and became Chairman of the Operations Committee in 1954.

A Hundred Years Ago

An extract from The Life-boat July, 1856

AN invention has recently been brought to perfection, and patented, which we think we may fairly characterize as one of the most ingenious of modern times. This invention, which is the production of Mr. J. Boydell, an engineer of experience and great practical ingenuity, is no less than an endless railway, which, attached to the wheels of any vehicle, enables it to travel on its iron way over the softest sand or shingle; over rough, uneven, or stony ground, or mud; up hill and down dale, and even over considerable obstacles, such as a large stone or the trunk of a moderately-sized tree, lying in its way.

We feel no doubt that this extraordinary invention will be most extensively and profitably employed for agricultural purposes, such as to carts for drawing heavy loads over soft or

wet ground, or for carrying off timber when cut down; since it both effects an immense saving of labour, and also prevents the ground travelled over from being cut up by ruts, as is the case with ordinary wheels.

It has already been successfully used, attached to a locomotive steam-engine, for ploughing, drawing several ploughs after it at one and the same time. The point of view, however, under which it comes before us, is its applicability to the conveyance of life-boats; and we do conceive, from the trials we have already witnessed of it, that it will prove an incalculable advantage in that respect, and will be thus indirectly the means of saving many human lives.

The apparatus of the railway may be thus briefly described. A series of flat boards, six in number, plated with

iron on both sides, and each equal in length to the radius of the wheel, and from 10 to 16 inches wide, are loosely attached round the felloe of the wheel, in such a manner that they are carried round with it as it revolves, and each in succession is laid flatly on the ground in front of it, and lifted again in its rear, as soon as passed over. On the inner surface of these boards,

or on that next the circumference of the wheel an iron rail or tramway is fixed, upon which the tyre of the wheel runs; the boards thus corresponding to the sleepers of an ordinary railway, so the wheels fitted with this apparatus carry their own rails and sleepers with them, laying down a literally endless railway whenever they are set in motion.

Obituary

THE EARL OF HARROWBY

JOHN HERBERT DUDLEY RYDER, fifth Earl of Harrowby, died on the 30th of March, 1956, at the age of 91. The Earl of Harrowby had held the office of treasurer of the Institution longer than anyone else in the Institution's history. He was appointed to the post in 1899 and resigned more than 47 years later in October 1946. He was a partner in Coutts & Co., the Institution's bankers.

The Earl of Harrowby was succeeded as treasurer of the Institution by the late Duke of Montrose.

COXSWAIN JOHN MCLEAN

COXSWAIN JOHN MCLEAN, of Peterhead, died on the 9th of January, 1956, at the age of 62. He was the holder of the gold medal, the highest award for gallantry which the Institution can confer. He won this award for services in three days in January 1942, when in heavy seas, blinding snow and winds which at times reached 105 miles an hour the Peterhead life-

boat rescued 106 survivors from three ships.

Coxswain McLean retired in 1954 after having served for 16½ years as coxswain. During that period the Peterhead life-boat was launched on service 106 times and rescued 444 lives.

He was awarded the Royal Humane Society's testimonial on parchment in 1951 for diving fully clothed into the sea to rescue an eight-year-old girl.

LADY FRANCIS OSBORNE

LADY FRANCIS OSBORNE, who died on the 13th of March at the age of 87, was an honorary life governor of the Institution. This is the highest honour which the Institution can confer on a voluntary worker.

Lady Francis Osborne was president of the Berwick-on-Tweed branch from 1902 and president of the Berwick-on-Tweed Ladies' Life-boat Guild from its formation in 1923. She was awarded a gold badge in 1932 and appointed an honorary life governor in 1947.

Longest Winter Service

THE Sugar Manufacturers' Association (of Jamaica), Ltd., has once again awarded a case of rum to the life-boat crew which carried out the longest service during the winter months of 1955-56. The award has gone to the crew of the Arklow life-boat for a service lasting more than seventeen

hours on the 22nd-23rd of December, 1955. A full account of this service appeared in the March 1956 number of *The Life-boat* on page 220. The award for the winter of 1954-55 was also won by an Irish crew, that of the Rosslare Harbour life-boat.

Services of the Life-boats in January, February and March, 1956

66 Lives Rescued

JANUARY

DURING January life-boats were launched on service 34 times and rescued 31 lives.

ANGLERS IN DISTRESS IN PLYMOUTH SOUND

Plymouth, Devon.—At 12.8 early on the morning of the 2nd of January, 1956, the Yealm coastguard reported that flares had been seen in the direction of Picklecombe and stated that a naval M.F.V. had put out. At 1.55 the Queen's harbour-master asked for the life-boat, and at 2.15 the life-boat *Thomas Forehead and Mary Rowse* put out. The sea was rough, a gale was blowing from the north-north-west, and the tide was flooding. The life-boat found the 30-foot motor boat *Edna*, of Plymouth, with five anglers on board, at anchor near a reef in Plymouth Sound, between Drake's Island and Mount Edgumbe. The *Edna's* propeller shaft had broken, and she was in shallow, rock-infested water. The life-boat crew gave the men hot soup and towed their boat to Plymouth, arriving at 3.50.—The anglers' club made a donation to the funds of the Institution.—Rewards to the crew, £10.

BRONZE MEDAL FOR ACTING COXSWAIN

Early on the morning of the 2nd of January, 1956, the motor vessel *Citrine*, of Glasgow, sank off the Cornish coast. The Lizard life-boat rescued three of her crew from the sea, and the Coverack life-boat rescued four others from the sea, one of whom died later. To rescue the three remaining men of the crew of ten, Acting Coxswain Reginald Carey of Coverack had to take the life-boat over the *Citrine's* port quarter. For this service, a full account of which is given on page 234,

he was awarded the bronze medal for gallantry.

STEAMER ESCORTED TO RIVER LIFFEY

Dun Laoghaire, Co. Dublin.—At 3.45 on the morning of the 2nd of January, 1956, a telephone message was received from the Formby coastguard that the S.S. *Kyle Castle*, of Liverpool, with a crew of twelve, had a heavy list about twenty miles east-south-east of Bailey lighthouse. At 4.15 the life-boat *Dunleary II* put out. There was a rough sea, a moderate north-north-west gale was blowing, and the tide was ebbing. The life-boat found the steamer being towed by a tug four miles east-south-east of the Kish Bank lightvessel. Another tug was standing by. At the request of the master of the *Kyle Castle* the life-boat escorted her to the entrance of the River Liffey. She then returned to her station, arriving at 11.55.—Rewards to the crew, £23; reward to the helper on shore, etc., £1 11s.

TWO MEN MAROONED ON WRECK RESCUED

Stronsay, Orkneys.—At 3.38 on the afternoon of the 7th of January, 1956, the Kirkwall coastguard rang up to say that two men were marooned on an old wreck close in shore in Inganess Bay. He reported that the coastguard Life-Saving Apparatus Company were going to the position. At 5.5 the coastguard asked for the life-boat, and at 5.35 the life-boat *The John Gellatly Hyndman* put out. There was a rough sea, a moderate northerly gale was blowing, and it was two hours before high water. The life-boat reached the wreck at 7.48, rescued the men, and took them to

Kirkwall. She reached her station again at 1.30 early on the 8th.—Rewards to the crew, £20 5s.; reward to the helper on shore, 12s.

SEARCH FOR STEAMER AND FISHING BOAT

Scarborough, Yorkshire. — On the morning of the 8th of January, 1956, anxiety was felt for the safety of the local fishing boat *Pilot Me II*, as the weather was worsening. The life-boat crew assembled, but at 6.30 the coastguard rang up to say that a message had been received from Cromer that the S.S. *Arthur Wright* had wirelessed that her steering gear had carried away off Scarborough Rock. Twenty minutes later the life-boat *Annie Ronald and Isabella Forrest*, on temporary duty at the station, was launched. There was a rough sea and a north-north-easterly gale. It was low water. The life-boat searched for the steamer. She did not find her, but came up with the *Pilot Me II* to the east of the position given. She escorted her in and reached her station again at 10.45. The *Arthur Wright* reached Bridlington Bay without help.—Rewards to the crew, £12; rewards to the helpers on shore, £12 6s.

COLLECTIVE LETTER OF APPRECIATION

On the afternoon of the 8th of January, 1956, the Humber and Bridlington life-boats put out to the help of the motor vessel *Stevonia*, of Goole. Conditions at sea were such that the Committee of Management decided to address collective letters of appreciation to the coxswains and crews of both boats, in addition to granting extra monetary awards. For a full account of this service see page 235.

FISHING BOAT TOWED TO WORKINGTON

Workington, Cumberland.—At 10.30 on the morning of the 10th of January, 1956, the Walney Island coastguard rang up to say that the skipper of a fishing boat had come in from sea at

Whitehaven and had stated that he had been towing the fishing boat *Tranquillity*, of Peterhead. The *Tranquillity*, which had a crew of three, had broken down and the fishing boat had had to slip her in the bad weather south-west of St. Bees Head. The coastguard asked for the life-boat, and at 10.45 the life-boat *Manchester and Salford XXIX* put out. The sea was rough, there was a strong southerly wind, and the tide was ebbing. The life-boat made a search and came up with the *Tranquillity* between six and seven miles south-west of St. Bees Head. She found that the *Tranquillity* had broken a coupling and towed her to Workington, arriving at 4.30.—Rewards to the crew, £18 10s.; reward to the helper on shore, 17s.

INJURED MAN TAKEN TO MAINLAND

Galway Bay.—At two o'clock on the afternoon of the 12th of January, 1956, the local doctor asked if the life-boat would take to the mainland a man who had been seriously injured and needed hospital treatment. As there was no other suitable boat available, the life-boat *Mabel Marion Thompson* embarked the patient and left her station at 2.45, with the second coxswain in charge. There was a slight swell, a northerly breeze was blowing, and the weather was fine. The life-boat took the injured man to Rossaveal and returned to her station, arriving at six o'clock.—Rewards to the crew, £12 5s.; reward to the helper on shore, 12s. Refunded to the Institution by the Galway County Council.

DOCTOR AND NURSE TAKEN TO SHETLAND ISLAND

Aith, Shetlands.—On the 9th of January, 1956, the doctor at Walls asked if the life-boat would take him and a relieving nurse to Foula, because continuous bad weather had isolated the island for nearly a month and at least two people there were seriously ill. The life-boat honorary secretary communicated with Foula, but learnt that weather conditions were not suitable

for people to go ashore. It was not until the 13th that the weather moderated and it was safe to land. At 10.25 that morning the life-boat *The Rankin* embarked the doctor and nurse, as well as mail and stores, and made for Foula in a rough sea with a squally north-north-west wind blowing. She reached the island at 1.45 and landed the doctor, the nurse and the stores. The life-boat waited while the doctor visited his patients, then re-embarked him and made for Aith, arriving at nine o'clock at night.—Rewards to the crew, £26 5s.; reward to the helper on shore, 12s. Refunded in part to the Institution by the Zetland County Council.

FISHING BOAT TOWED FROM ROCKS

Ballycotton, Co. Cork.—At 9.30 on the night of the 15th of January, 1956, a man reported that his two sons had put off from Cork Harbour in the local seven-ton fishing boat *St. Mary*, but that they had not returned. The men had left at five o'clock in the evening, and they had no sails or lights. At 9.50 a flare was seen about four miles west of the life-boat station, and at two o'clock the life-boat *Mary Stanford* put out. There was a ground swell, a moderate westerly breeze was blowing, and the tide was ebbing. It was very dark. The life-boat found the *St. Mary* one hundred yards from rocks three and a half miles west of Ballycotton, and passed a rope aboard. She then towed her to Ballycotton and reached her station again at 12.30 early on the 16th.—Rewards to the crew, £10 10s.; reward to the helper on shore, 14s.

THREE BOATS ESCORTED TO SCARBOROUGH

Scarborough, Yorkshire. — On the morning of the 18th of January, 1956, the weather worsened while the local fishing boats *Betty*, *Hilda II*, and *Premier* were still at sea, with three men in each boat. At 10.40 the life-boat *E.C.J.R.* was launched. The sea was rough, there was a strong north-

erly wind, and the tide was ebbing. The life-boat came up with the boats, escorted them to the harbour, and reached her station again at 1.50.—Rewards to the crew, £10; rewards to the helpers on shore, £10 12s.

SIX BOATS ESCORTED TO WHITBY

Whitby, Yorkshire.—On the morning of the 18th of January, 1956, the weather deteriorated while six local fishing boats were still at sea, and it was decided that the no. 1 life-boat should launch to escort them into the harbour. At 10.54 the life-boat *Mary Ann Hepworth* was launched in a very rough sea, with a strong north-north-west gale blowing and an ebbing tide. The life-boat escorted in the fishing boats *Faith Star* and *Galilee* and then waited for the four other boats. The *Provider A*, *Success*, *Lead Us* and *Pilot Me* arrived at intervals during the early afternoon, and they were all escorted into the harbour by the life-boat, which then returned to her station, arriving at 3.30. Rewards to the crew, £14 5s.; rewards to the helpers on shore, £2 16s.

FIVE FISHERMEN MAROONED ON ISLAND

Stornoway, Outer Hebrides.—At 5.45 on the morning of the 20th of January, 1956, the coastguard rang up to say that the fishing boat *Amethyst*, of Buckie, which had a crew of nine, had run ashore on Trodday Island at the north end of Skye. Five of her crew had gone ashore and were marooned on the island. At 6.35 the life-boat *The James and Margaret Boyd* put out. The sea was rough, there was a fresh south-westerly gale, and the tide was flooding. The life-boat reached Trodday at 10.45 and with difficulty went alongside a ledge of rocks. Using ropes, the life-boat crew helped the fishermen into the life-boat and then put them aboard the *Amethyst*. The fishing boat made for Gairloch, escorted by another fishing boat, and the life-boat returned to her station,

arriving at 3.5.—Rewards to the crew, £22 5s.

TRANSFERRED TO LIFE-BOAT IN STRETCHER

Lowestoft, Suffolk.—On the morning of the 20th of January, 1956, the Lowestoft berthing master reported that the master of the tanker *British Empress*, of London, which was lying off the Corton lightvessel, had asked for the Port Medical Officer, as a member of the tanker's crew had been badly injured. At 10.30 the life-boat *Michael Stephens* put out, with the medical officer on board, in a choppy sea. There was a strong west-south-west wind and the tide was flooding. The life-boat put the doctor aboard the tanker, and the injured man, who had fractured his skull, was transferred to the life-boat in a Neil Robertson stretcher. The life-boat then returned to her station, where an ambulance was waiting, arriving at 1.14. The owners of the tanker made a donation to the funds of the Institution, and the master of the tanker expressed his thanks. Rewards to the crew, £10 10s.; rewards to the helpers on shore, £1 4s.

LIFE-BOAT OUT TWICE TO FISHING BOATS

Buckie, Banffshire.—At 9.15 on the night of the 20th of January, 1956, the coastguard rang up to say that the local fishing boat *Briarbank* was towing the fishing boat *Katreen* to Buckie, but that the weather was becoming worse. Ten minutes later the coastguard reported that the boats were in difficulties at the entrance to the harbour, and at 9.38 the life-boat *Glencoe*, *Glasgow* was launched. The sea was very rough, a strong gale was blowing from west-north-west, and the tide was ebbing. The life-boat found that the tow rope had parted and the *Katreen* had gone on to the rocks north-west of the pier. Her crew of five had been taken aboard the *Briarbank*. The *Briarbank's* steering gear had broken down, so the life-boat put a rope aboard with the intention of

towing her in. However, that rope parted too. The *Briarbank* then put out to sea under her own power, and as the life-boat was not needed, she returned to her station, arriving at 11.15. At 11.32 the next morning the coastguard telephoned that the *Briarbank* was in Buckie Bay and might be in need of help. The life-boat again put to sea at 12.40. There was a heavy swell, but the wind had dropped slightly and the tide was flooding. The life-boat escorted the *Briarbank* into the harbour, arriving at two o'clock. Rewards: first service, rewards to the crew, £12 5s.; reward to the helper on shore, 12s; second service, rewards to the crew, £8 15s.; reward to the helper on shore, 12s.

EX-COXSWAIN IN BOAT TOWED IN

Ramsgate, Kent.—At 10.26 on the night of the 25th of January, 1956, a message was received from the East Pier watchhouse that red flares had been seen off Broadstairs. At 10.30 the life-boat *Michael and Lily Davis* put out. The sea was slight, there was a moderate south-west breeze, and it was one hour after high water. The life-boat made a search, and off Broadstairs she came up with the motor boat *Champion*, of Ramsgate, with an ex-Ramsgate life-boat coxswain and another man on board. They were returning from the North Goodwin lightvessel, but were in need of help. The life-boat towed her to Ramsgate, arriving at 11.10.—Rewards to the crew, £8 15s.; rewards to the helpers on shore, 10s.

BOAT ESCORTED TO BRIDLINGTON

Bridlington, Yorkshire.—During the morning of the 26th of January, 1956, the weather became worse while the local fishing boat *Gloamin N*, which had a crew of four, was still at sea. At 10.10 the life-boat *Tillie Morrison*, *Sheffield II* was launched. The sea was very rough, a gale was blowing from the south-south-east, and the tide was flooding. The life-boat came up

with the *Gloamin N* in Bridlington Bay, escorted her to the harbour, and reached her station again at 1.10. The Flamborough life-boat also made a search during a routine exercise, but was not needed.—Rewards to the crew, £10 10s.; rewards to the helpers on shore, £5 2s.

FISHING BOAT TOWED TO NEWHAVEN

Newhaven, Sussex.—At 5.40 on the evening of the 27th of January, 1956, the coastguard rang up to say that a message had been received from the Niton radio station. A ship had reported that the fishing boat *Silver Shadow*, which had a crew of two, had broken down and needed help four and a quarter miles west-south-west of Newhaven pier. At 5.55 the life-boat *Cecil and Lilian Philpott* was launched. The sea was calm, there was a light easterly breeze, and the tide was low. The life-boat took the fishing boat in tow and returned to the harbour, arriving at eight o'clock.—Rewards to the crew, £10 10s.; rewards to the helpers on shore, £3 14s.

TRAWLERS WITH RESCUED CREW ESCORTED IN

Aberdeen.—At 11.19 on the morning of the 29th of January, 1956, the coastguard rang up to say that a message had been received from the Stonehaven radio station that the trawlers *York City*, of Grimsby, and *Junella*, of Hull, had picked up the crew of nine of the German motor vessel, *Gertrude*, which had sunk about 123 miles east-by-south of Peterhead. The trawlers were making for Aberdeen, and at 1.26 on the 30th the coastguard stated that they had been sighted three miles to the east-south-east. As the sea was rough and a strong south-south-west wind was blowing, the no. 1 life-boat *Hilton Briggs* put out at 1.50 to stand by the trawlers as they entered the harbour. The tide was flooding. Using her radio telephone, the life-boat spoke the trawlers and gave them advice on local conditions and the best way of approaching the harbour

entrance. She then put pilots aboard and escorted the trawlers to the harbour, reaching her station again at 3.30.—Rewards to the crew, £10; reward to the helper on shore, £2 6s.

THREE FISHING BOATS ESCORTED THROUGH HEAVY SWELL

Scarborough, Yorkshire. — On the morning of the 30th of January, 1956, the weather worsened while three fishing cobbles were at sea, and at 2.20 the life-boat *E.C.J.R.* was launched. There was a very rough sea, a moderate south-south-east wind was blowing, and the tide was flooding. There was a heavy swell breaking across the harbour entrance, but the life-boat came up with the *Pilot Me*, *Brilliant Star* and *Progressive*, and escorted them all into the harbour, reaching her station again at 4.20.—Rewards to the crew, £7 10s.; rewards to the helpers on shore, £7 11s.

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

Longhope, Orkneys.—January 4th.—Rewards, £19 5s.

Ballycotton Co. Cork.—January 10th.—Rewards, £15 1s.

Stornoway, Outer Hebrides.—January 17th.—Rewards, £10 10s.

Clacton-on-Sea, Essex. — January 19th.—Rewards, £17 5s.

Broughty Ferry, Angus. — January 19th.—Rewards, £30 18s.

Anstruther, Fifeshire.—January 19th.—Rewards, £39 17s.

Salcombe, Devon.—January 20th.—Rewards, £19 9s.

Torbay, Devon.—January 20th.—Rewards, £14 9s.

The Mumbles, Glamorganshire. — January 21st.—Rewards, £26 8s.

Flamborough, Yorkshire. — January 26th.—Rewards, £19 14s.

Southend-on-Sea, Essex. — January 29th.—Rewards, £12.

FEBRUARY

DURING February life-boats were launched on service 32 times and rescued 20 lives.

SERVICE ON COLDEST NIGHT
FOR NINE YEARS

Dunmore East, Co. Waterford.—At two o'clock on the morning of the 1st of February, 1956, a message was received that the steam trawler *Deeside*, of Milford Haven, was sending out S O S messages on her wireless ten miles west-south-west of Hook lighthouse. She stated that her engine room was flooded, and that she was leaking badly, and she asked for the life-boat. At 2.45 the life-boat *Annie Blanche Smith* was launched. She made for the position in a rough sea. There was a strong north-east wind, and it was low water. The night was said to be the coldest for nine years. The life-boat found that a drifter had taken the *Deeside* in tow. The two vessels made for Dunmore, with the life-boat standing by, but the wind had freshened and made it impossible for the drifter and the trawler to enter the harbour. It was decided that the trawler should be taken up-river and beached, so the life-boat escorted her and the drifter as far as Creadon Head. She then returned to her station, arriving at 7.50.—Rewards to the crew, £11 15s.; reward to the radio operator on shore, 17s.

FISHING BOAT ACCOMPANIED
TO HARBOUR

North Sunderland, Northumberland.—About 5.30 on the evening of the 2nd of February, 1956, the life-boat assistant mechanic rang up to say that the wife of a fisherman had reported that her husband had not returned in his local fishing boat *Kindly Light*. He had been fishing for crabs about eight miles south-south-east of Seahouses and had been expected home before dark. At 5.52 the life-boat *Grace Darling* was launched. The sea was rough, there was a westerly breeze, and the tide was flooding. The life-

boat came up with the fishing boat, but the three men on board did not need help. They had been delayed because their crab pots had been fouled in the bad weather conditions. The life-boat accompanied the fishing boat to the harbour and reached her station again at seven o'clock.—Rewards to the crew, £7 10s.; rewards to the helpers on shore, £6 13s.

SEVEN RESCUED FROM SHIP
ON ROCKS

Exmouth, Devon.—At 8.50 on the night of the 2nd of February, 1956, a man rang up to say that he could see a vessel close inshore near the Maer Rocks and that she was sounding her siren. The coastguard reported that the vessel was making a distress signal, so at 9.14 the life-boat *Maria Noble* was launched. There was a very heavy swell and a light east-north-east breeze. The tide was flooding. The life-boat found the M.V. *Arrowhead*, of Guernsey, with a crew of seven, laden with wheat and bound for St. Malo. She was hard and fast on the rocks and leaking badly. Her crew had lowered one of their boats and were preparing to abandon ship. The life-boat rescued the whole crew, took the ship's boat in tow, and made for her station. The tow rope parted in the heavy weather, and the ship's boat was lost, but the life-boat with the rescued men reached her station at 10.5.—Rewards to the crew, £7 10s.; rewards to the helpers on shore, £13 4s.

PRIEST TAKEN TO MAINLAND

Arranmore, Co. Donegal.—At 9.30 on the night of the 2nd of February, 1956, a doctor at Bunbeg reported that the priest at Tory Island was ill and asked if the life-boat would take him to the mainland for hospital treatment. The island had been cut off for nine days, and no other boat could reach it. At nine o'clock on the morning of the 3rd the life-boat *W. M. Tilson* put out in a very rough sea, with a south-easterly gale blowing and rain. The life-boat reached Tory Island at noon, but she could not come close inshore

because of the weather. The priest was ferried out in a small boat and transferred to the life-boat, which took him to Burtonport, whence he was taken to Letterkenny District Hospital. The life-boat then returned to her station, arriving at seven o'clock in the evening. The priest made a donation to the funds of the Institution.—Rewards to the crew, £24 5s.; rewards to the helpers on shore, £2 1s.

FREIGHTER'S CREW TAKEN OFF BY HELICOPTER

Longhope, Orkneys, and Wick, Caithness-shire.—At 4.22 on the morning of the 3rd of February, 1956, the freighter *Dovre fjell*, of Oslo, a converted tanker, wirelessed that she had gone aground in the Pentland Skerries but was in no immediate danger. She had a crew of forty-one, thirty-one of whom were Italians, and was bound from Newcastle-on-Tyne to Canada in ballast. The Wick radio station re-broadcast the message, and the Kirkwall coastguard rang up the Longhope life-boat station at 4.34. At 5.15 the life-boat *Thomas McCunn* was launched. At 5.20 the Wick coastguard informed the Wick life-boat station, and at 5.45 the life-boat *City of Edinburgh* put out.

The Wick life-boat reached the *Dovre fjell* first and found her lying on a shelf of rocks on the south side of the Little Skerry. High and confused seas were breaking right over her, and there was a strong southerly wind and ebbing tide. The life-boat anchored and veered down towards the freighter's stern, but the master said that the life-boat would not be able to go alongside. At 8.10 the Longhope life-boat reached the position, and about nine o'clock two naval helicopters arrived from Lossiemouth and began lifting the freighter's crew. One of the aircraft flew over the bridge, picked up a man and flew him clear while winching him up. The other helicopter then flew in and picked up another man in the same way. This method was repeated until both helicopters had taken off thirty-one men and had landed them at John o' Groat's.

The life-boats stood by the whole time, and at 10.37 a helicopter arrived from the R.A.F. station at Leuchars.

The master of the *Dovre fjell* and nine men decided to remain in their ship, but they later changed their minds and were taken ashore by the R.A.F. helicopter about midday. The life-boats stood by the whole time, and when the last man had left the freighter returned to their stations, Wick arriving at 2.30 and Longhope arriving at three o'clock. The Norwegian and Italian Governments expressed their thanks. Rewards: Longhope, rewards to the crew, £26; rewards to the helpers on shore, £5 11s. Wick, rewards to the crew, £23 10s.; rewards to the helpers on shore, etc., £1 9s. 6d.

DOCTOR TAKEN TO AMERICAN STEAMER

Aberdeen.—On the 9th of February, 1956, the agents for the S.S. *Mormacoak*, of New York, rang up to say that the vessel's cargo had broken adrift in bad weather and that her chief officer had been badly hurt. The vessel was making for Aberdeen and was due to arrive at 7.30 in the evening. The agents asked if the life-boat would take out a doctor as soon as she arrived, and at 7.5 the no. 1 life-boat *Hilton Briggs* put out. There was a moderate swell and a moderate south-south-east wind. It was low water. The life-boat embarked a doctor and a pilot and took them to the *Mormacoak*, which by this time had reached a position off Girdleness. The two men boarded the vessel, and the doctor after treating the chief officer re-embarked in the life-boat, which returned to her station, arriving at 9.5.—Rewards to the crew, £8 15s.; rewards to the helper on shore, etc., 18s.

CHANNEL ISLANDS LIFE-BOATS IN SEARCH

St. Peter Port, Guernsey, and St. Helier, Jersey.—At 4.30 on the morning of the 10th of February, 1956, a wireless distress message was received at

the St. Peter Port signal station from the M.V. *Conlea*, of London, which had a crew of seven and was bound for St. Malo laden with pitch. The vessel stated that her engine room was flooded and that she was fifteen miles west of La Corbière. A few seconds later she wirelessly again that her position was serious and that she was making for Jersey very slowly. This information was passed to the St. Peter Port life-boat station, and at 5.29 the life-boat *Euphrosyne Kendal* put out.

At 4.55 the distress signal had been received at St. Helier from the Niton radio station, and at 5.30 the St. Helier life-boat *Elizabeth Rippon* also put to sea. The sea was rough, a gale was blowing from the north-east, and there were squalls of heavy snow. It was high water. Both life-boats made a search, in which an aircraft and other vessels also took part, and the St. Peter Port life-boat came up with the M.V. *Winchester* at 7.51. The *Conlea* had sunk. Of the vessel's crew of seven, six men had been rescued by the *Winchester*. The *Winchester* wirelessly the life-boat that the seventh man, who was the *Conlea's* chief engineer, was in the sea and drifting away. Both life-boats searched for him, but when the St. Peter Port life-boat found him, he was dead. The life-boat picked up his body and took it to St. Peter Port, arriving at eleven o'clock. The St. Helier life-boat reached her station at 10.55.—St. Peter Port: rewards to the crew, £16 5s.; reward to the helper on shore, 17s.; St. Helier: rewards to the crew, £16 5s.; reward to the helper on shore, 12s.

LIFE-BOAT PUTS OUT TWICE TO FRENCH TRAWLER

Kilmore, Co. Wexford.—On the morning of the 10th of February, 1956, a man reported that the trawler *Marylis*, of Lorient, had run on the rocks in Ballyhealy Bay and that her crew of nine needed help. At 10.35 the life-boat *Ann Isabella Pyemont* was launched. There was a swell and a light north-easterly breeze, and it was

low water. It was very cold, and there were snow showers. The life-boat found the trawler half a mile east of the White Hole and stood by her until after high water. The skipper asked if the life-boat would stand by his ship again on the next high water. The life-boat returned to her station, arriving at 6.15, and at 5.10 on the morning of the 11th put to sea again. She found that even if the weather became worse and the trawlermen had to come ashore they would be able to do so without help. After standing by for about an hour and a half, she therefore returned to her station, arriving at 7.40.—Rewards to the crew, £29 15s.; rewards to the helpers on shore, £20 2s.

DUTCH MOTOR VESSEL TOWED TO HARBOUR

Berwick-on-Tweed, Northumberland, and Eyemouth, Berwickshire.—On the morning of the 11th of February, 1956, the motor vessel *Tonny*, of Dordrecht, appeared to be aground off Berwick. A little later she was seen to move to the south-east and fly distress signals. At 9.10 the Berwick coast-guard informed the Berwick-on-Tweed life-boat station, and at 9.38 the life-boat *J. and W.* was launched. There was a moderate sea and a moderate west-north-west wind. It was nearly low water. The life-boat came up with the *Tonny*, which was laden with phosphate, about three miles south of Berwick pier. She had holed herself in attempting to enter the harbour, was partly flooded and had no power. She was drifting towards rocks, but the life-boat passed a line to her and held her clear. About 11.30 the *Tonny* appeared to be sinking, and the life-boat let her go and rescued four of her crew. The life-boat then stood by while two fishing boats made an attempt to beach the *Tonny*. The Burnmouth stationmaster had rung up the Eyemouth life-boat station at 10.50, and at 11.2 the life-boat *Clara and Emily Barwell* was launched. She reached the position at 12.20 and together with the Berwick-on-Tweed life-boat and the fish-

ing boats took the *Tonny* in tow. The four boats towed the vessel to Berwick harbour, and the life-boats then returned to their stations, Berwick-on-Tweed arriving at 1.31 and Eye-mouth at 3.45.—Property Salvage Cases.

SICK WOMAN BROUGHT TO MAINLAND

Galway Bay.—At five o'clock on the afternoon of the 15th of February, 1956, the local doctor asked if the life-boat would take a very sick woman to the mainland in order that she could be sent to Galway hospital. At 5.15 the life-boat *Mabel Marion Thompson* put out. There was a slight swell and a moderate north-westerly breeze. The tide was half flood. The life-boat embarked the patient, took her to Rossaveal, where an ambulance was waiting, and returned to her station, arriving at ten o'clock. The woman's life was saved.—Rewards to the crew, £13 10s.; reward to the helper on shore, 12s. Refunded to the Institution by the Galway County Council.

RESCUE FROM HOPPER IN COLLISION

New Brighton, Cheshire.—At 1.40 on the afternoon of the 16th of February, 1956, the Formby coastguard rang up to say that a message had been received from the port radar station that the M.V. *Indus* had collided with the Dock Board hopper *Mersey No. 24* near New Brighton stage. The collision was seen from the life-boat station, and at 1.50 the life-boat *Norman B. Corlett* put out. There was a swell and a light north-easterly breeze, and it was high water. The life-boat found the hopper, which had a crew of eleven, impaled on the stem of the *Indus*, which kept her afloat. She was nine hundred feet north-east of Tower buoy. The *Indus* then went astern, and the hopper listed to starboard and began to sink. A tug had rescued five of her crew, and the life-boat went to her and rescued five more. The skipper remained on the sinking hopper and tried to pass a line to a salvage

vessel, but the hopper sank beneath him and he scrambled to the salvage vessel. The life-boat took the men she had rescued to her station, arriving at 3.10.—Rewards to the crew, £7 10s.; rewards to the helpers on shore, £1 6s.

TWO STEAMERS IN COLLISION OFF CROMER

Cromer, Norfolk.—At 7.44 on the morning of the 19th of February, 1956, the coastguard rang up to say that the S.S. *Corchester*, of London, had collided with another vessel two miles west of Haisboro' lightvessel, and that the *Corchester* was sinking. At 7.57 the no. 1 life-boat *Henry Blogg* was launched. There was a rough sea and a strong north-easterly wind, with squalls of snow. The tide was flooding. Two miles west of the lightvessel the life-boat came up with several ships and saw that all that remained of the *Corchester* above the surface was her stern. Thirteen of her crew of twenty-one had reached the S.S. *Cormull* in a ship's boat. The life-boat searched for the eight other members of her crew but found nothing. One of the eight had been found by the men in the ship's boat, but he was dead. The *Cormull* took his body on board and asked the life-boat if she would land it. It was transferred to the life-boat, and as the weather was too bad to allow her to be rehoused at Cromer, the life-boat made for Great Yarmouth, arriving at 1.5. She remained there and was taken back to her station on the morning of the 21st. The owners of the *Corchester* made a gift to the members of the crew.—Rewards to the crew, £26 18s. 4d.; rewards to the helpers on shore, etc., £22 17s.

EMPTY DINGHY TOWED TO HARBOUR

Shoreham Harbour, Sussex.—At 8.14 on the morning of the 26th of February, 1956, the coastguard rang up to say that the Brighton police had reported that a ten-foot dinghy was adrift one mile south-east of the Brighton Palace pier. At 8.25 the life-boat *Rosa*

Woodd and Phyllis Lunn was launched. The sea was calm, there was a light north-north-east breeze, and the tide was flooding. The life-boat found that there was no one aboard the dinghy, but she towed it to Shoreham Harbour, arriving at her station at ten o'clock. —Rewards to the crew, £8 15s.; rewards to the helpers on shore, £3 1s.

THREE BOATS ESCORTED TO GIRVAN

Girvan, Ayrshire.—About nine o'clock on the night of the 27th of February, 1956, the police reported that the fishing boat *Incentive*, of Dunure, had sent a radio message that she had lost her rudder and was lying at anchor about two and a half miles north of the harbour. At 9.15 the life-boat *Robert Lindsay* put out. She made for the position in a rough sea, with a strong southerly breeze blowing and a flooding tide. Two other fishing boats had taken the *Incentive* in tow, and the life-boat escorted all three boats to Girvan, reaching her station again at 10.20.—Rewards to the crew, £7 10s.; rewards to the helper on shore, 13s.

TEN MEN PICKED OFF ROCKS BY HELICOPTER

Arranmore, Co. Donegal.—About three o'clock on the afternoon of the 29th of February, 1956, the Malin Head radio station reported that the motor vessel *Greenhaven*, of Newcastle, had wirelessed that her engine had broken down five and a half miles north of Rathlin O'Birne. The S.S. *Galtee* was standing by her. A later message said that the *Greenhaven* was making way at slow speed and that the *Galtee* was still standing by. H.M.S. *Wizard* put out from Londonderry, and the *Galtee* tried to take the *Greenhaven* in tow. The weather prevented her from doing so, and at 9.30 the life-boat *W. M. Tilson* put out. There was a very rough sea, a moderate westerly gale was blowing, and it was nearly high water.

The life-boat began to search, and the honorary secretary went overland to

the south side of Aran in the hope of seeing the *Greenhaven*. He saw her lights and immediately told the radio station. H.M.S. *Wizard* found the vessel aground on the south-western side of Roaninish Islands. The life-boat reached her at four o'clock on the morning of the 1st of March. By this time the *Wizard* was illuminating the wreck with starshell, and an aircraft was dropping flares. The wind had increased to a fresh gale and there was a heavy ground swell and high seas.

The *Greenhaven's* crew of ten had scrambled to the very rocky shore, but the life-boat could not come close to them because the seas were pounding on the rocks. The life-boat stood by with the intention of rescuing the men from the eastern side of the island at dawn, but the *Greenhaven's* master signalled the *Wizard* to arrange for a helicopter. At eight o'clock two helicopters arrived from the Royal Naval Air Station at Eglinton. The weather had moderated, and they picked up the ten men within twenty minutes. They landed them at Port Noo, and the life-boat returned to her station, arriving at 11.10. The Commanding Officer of H.M.S. *Wizard* thanked the life-boat crew, and the Senior Naval Officer, Northern Ireland, expressed his appreciation.—Rewards to the crew, £32 5s.; rewards to the helpers on shore, etc., £3 5s.

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 2nd.—Rewards, £20 19s.

Humber, Yorkshire.—February 3rd.—Rewards, £4. Permanent Paid Crew.

Scarborough, Yorkshire.—February 6th.—Rewards, £16 11s.

HELICOPTERS RESCUE TUG'S CREW

Walton and Frinton, Essex.—At 7.35 on the morning of the 11th of February, 1956, the motor mechanic heard a distress message on his wireless set from the tug *Rumania*. The tug said that she was aground on the Long

Sand and needed help. At 7.46 the Walton-on-the-Naze coastguard reported that the *Rumania* was on the North Long Sand, and at 8.15 the life-boat *Edian Courtauld* put out. The sea was very rough, a gale was blowing from the east, and the tide was half flood. There were snow showers. A helicopter took off from Martlesham, and an R.A.F. rescue launch put out from Felixstowe. The life-boat made for the position given, but a later message stated that the *Rumania* was between two and three miles south of the S.S. *Loide-Honduras*, of Rio de Janeiro, which had run ashore on the north-east end of the Long Sand the day before.

When the life-boat was about one mile from the *Rumania*, the helicopter rescued eight of the tug's crew of ten. At this time a snow storm reduced visibility to fifty feet and blotted out the wreck from the view of the life-boat. A fixed wing aircraft was circling the *Rumania* at 600 feet, and another helicopter took off and rescued the other two men. At 10.51 the coastguard reported that all the tug-men had been rescued. The life-boat then went to the *Loide-Honduras*, but the steamer did not need help, and the life-boat returned to her station, arriving at 2.14. The next day the Walton and Frinton life-boat was again called out, as it was thought she might be needed to help refloat the *Loide-Honduras*, but when she arrived she found that two Dutch tugs already had the steamer in tow.—Rewards for the two services, £55 8s.

Whitehills, Banffshire. — February 13th.—Rewards, £9 5s.

Clacton-on-Sea, Essex. — February 13th.—Rewards, £19 6s.

Stronsay, Orkneys.—February 14th.—Rewards, £11 2s.

Campbeltown, Argyllshire.—February 20th.—Rewards, £11 5s.

Islay, Inner Hebrides. — February 20th.—Rewards, £11 19s.

Porthdinllaen, Caernarvonshire.—February 22nd.—Rewards, £18 10s.

Valentia, Co. Kerry.—February 25th.—Rewards, £15 1s.

Baltimore, Co. Cork.—February 25th.—Rewards, £15 5s.

Stornoway, Outer Hebrides.—February 29th.—Rewards, £14 5s.

MARCH

DURING March life-boats were launched on service 33 times and rescued 15 lives.

TWO LIFE-BOATS OUT AFTER VESSEL BREAKS ADRIFT

Penlee, and The Lizard, Cornwall.—At 9.40 on the night of the 1st of March, 1956, the St. Just coastguard rang up the Penlee life-boat station to say that the motor vessel *Crete Avon*, of London, a vessel of 4,100 tons, had been in tow of the tug *Cruiser*, of Glasgow, but that the tow rope had parted six miles east of Wolf Rock. At ten o'clock the life-boat *W. and S.* was launched. She made for the position in a heavy sea, with a west-by-south gale blowing and an ebbing tide. The *Crete Avon* was drifting eastwards and the tug was making for shelter to recover her hawser. The Porthleven coastguard Life-Saving Apparatus team stood by, and at 11.55 the Lizard life-boat crew assembled.

At 11.30 the Penlee life-boat reached the *Crete Avon*, which was then between nine and ten miles west of the Lizard, and went alongside. The *Crete Avon* had on board fifteen people, including a woman, but the master said that he needed no help and would wait for the tug. The life-boat remained near her and passed a wireless message to the *Crete Avon* from Lands End radio station asking if she needed another tug. The master again said he needed no further help, but the life-boat continued to stand by. The ebb tide eventually carried the vessel clear of The Lizard and to seaward, so the Penlee life-boat returned to her station, arriving at 2.30 early on the 2nd. The Lizard life-boat crew stood down at 2.25, and at 8.50 it was reported that the *Cruiser* had taken the *Crete Avon* in tow again.

About 12.20 in the afternoon, the Lizard coastguard rang up the Lizard life-boat station and said that the tow rope had parted again and that the

vessel was now three miles south-west of the coastguard station. The master still said that he did not need a life-boat, but at 12.57 the coastguard reported that the vessel had drifted close in-shore and that the Life-Saving Apparatus team were assembling. At 1.20 the Lizard life-boat *Duke of York* was launched in a rough sea with a moderate westerly breeze blowing. She found the *Crete Avon* at anchor very close to rocks. The master asked the life-boat to stand by, and she passed wireless messages for the vessel to the *Cruiser* and to Lands End radio station. The tug managed to take the *Crete Avon* in tow again at 3.20, and the life-boat stood by until the tug had pulled the *Crete Avon* clear of the rocks. She then returned to her station, arriving at five o'clock.—Rewards: Penlee, rewards to the crew, £16 3s. 6d.; rewards to the helpers on shore, £8 9s. 6d. The Lizard, rewards to the crew, £16 9s.; rewards to the helpers on shore, £10 11s.

DECK BOY TAKEN FROM NORWEGIAN TANKER

Southend-on-Sea, Essex.—At 11.20 on the morning of the 3rd of March, 1956, the coastguard reported that the tanker *Tank Queen*, of Oslo, had anchored off Southend in dense fog and needed a doctor. One of her deck boys was thought to have acute appendicitis. At noon the life-boat *Greater London II*, Civil Service No. 30 was launched, with a doctor and other medical helpers. She made for the tanker in a calm sea, with a light south-westerly breeze blowing, and came up with her one mile east of West Shoebury. She put the doctor aboard at 12.25. At 1.15 the doctor re-embarked in the life-boat with the patient, who was landed at Southend at 1.40. The boy's life was saved.—Rewards to the crew, £8 15s.; rewards to the helpers on shore, £3 18s.

DEAD MAN BROUGHT FROM LIGHTVESSEL

The Mumbles, Glamorganshire.—At

7.14 on the morning of the 4th of March, 1956, the coastguard reported that a man in the Scarweather lightvessel had collapsed and needed hospital treatment. At 7.29 the Superintendent of Trinity House at Swansea asked for the life-boat, but a message was then received that the man had died. The Superintendent asked if the life-boat would bring the body ashore, and as no other boat was available, the life-boat *William Gammon—Manchester and District XXX* was launched at 9.35. The sea was moderate, there was a light south-westerly breeze, and the tide was ebbing. The life-boat took the body on board and returned to her station, arriving at 11.55.—Rewards to the crew, £9; rewards to the helpers on shore, £5 12s. Refunded to the Institution by Trinity House.

SICK MAN BROUGHT FROM STEAMER

Lytham-St. Anne's, Lancashire.—At 6.35 on the evening of the 6th of March, 1956, the watchman in the navigation barge which is moored off Lytham rang up to say that he had received a message that the S.S. *Monita*, of Stockholm, at anchor off Nelson buoy, had a sick man on board. The Preston pilot boat had put off to attend ships entering and leaving the harbour, and it was unlikely that she would be able to bring the patient ashore quickly. At 7.15 the life-boat *Sarah Townsend Porritt* put out with a doctor. The sea was moderate, there was a moderate south-westerly wind, and the tide was ebbing. The life-boat came up with the pilot boat, which had the sick man and the radio officer from the *Monita* on board, and embarked both of them. A third man, a stowaway from the *Empire Gaelic*, who had been transferred to the pilot boat, was also taken into the life-boat, which landed all three at Lytham at nine o'clock. The stowaway was reported to have been anxious to visit his sick mother in Ireland, but had been unable to afford the fare.—Rewards to the crew, £8 15s.; rewards to the helpers on shore, £2 12s.

DOCTOR TAKEN TO WESTERN ISLE

Galway Bay.—At 6.45 on the evening of the 7th of March, 1956, the local doctor asked if the life-boat would take him to Inishere to attend a maternity case. As no other boat was available, the life-boat *Mabel Marion Thompson* put out, with the assistant mechanic in charge, and the doctor on board. The sea was calm, there was a light south-westerly breeze, and it was low water. The life-boat took the doctor to Inishere and returned to her station, arriving at 11.45. Rewards to the crew, £12 5s.; reward to the helper on shore, 16s. Refunded to the Institution by the Galway County Council.

FISHING BOAT TOWED TO RAMSGATE

Ramsgate, Kent.—At 8.24 on the evening of the 9th of March, 1956, the harbour watchman reported that he had seen flares to the southward. A man was missing in the local fishing boat *Nyria*, and at 8.33 the life-boat *Michael and Lily Davis* put out. The sea was slight, there was a light east-south-east breeze, and the tide was half flood. The life-boat came up with the *Nyria* in Pegwell Bay. She found that her engine had broken down and towed her back to Ramsgate, arriving at 9.15.—Rewards to the crew, £7 17s. 6d.; rewards to the helpers on shore, 5s.

FIVE MEN PUT ABOARD DUTCH SHIP

Torbay, Devon.—Early on the morning of the 10th of March, 1956, five members of the crew of the motor vessel *Arienoldus G.*, of Rotterdam, which was anchored one mile south-east of Teignmouth bar, put off in a small boat to land the mate who had been injured and needed hospital treatment. They brought him ashore, but the wind freshened and prevented them from putting off again in their boat. Only an engineer and a boy had been left on board the *Arienoldus G.*, and it was thought that they might

be in danger if the vessel dragged her anchors. At five o'clock in the afternoon the ship's agents at Teignmouth asked the coxswain if the life-boat would take the five men to the ship. The life-boat *George Shee* embarked them and put out at 6.28. The sea was rough, there was a moderate east-south-east wind blowing, and it was high water. The life-boat put the five men aboard their ship and returned to her station, arriving at 7.45.—Rewards to the crew, £9; rewards to the helpers on shore, £1 4s.

LOBSTER BOAT'S ENGINE BREAKS DOWN

Howth, Dublin.—At three o'clock on the afternoon of the 10th of March, 1956, the Civic Guard at Skerries reported that a lobster boat from Rush was in difficulties about three miles off shore between Rush and Lambay. At 3.30 the life-boat *R.P.L.* put out. There was a choppy sea, a fresh southerly breeze was blowing, and the tide was flooding. The life-boat came up with the boat and found that her engine had broken down but her crew of two had been able to make temporary repairs. The life-boat stood by her until she reached Rush and then returned to her station, arriving at 6.30.—Rewards to the crew, £10 10s.; rewards to the helper on shore etc., £1 4s.

FISHING BOAT TOWED TO STROMNESS

Stromness, Orkneys.—At 4.8 on the afternoon of the 10th of March, 1956, the Kirkwall coastguard rang up to say that he had received a message from the Wick radio station that the fishing boat *Amber Queen*, which had a crew of three, had broken down about two miles off Inganess, Yesnaby. At 4.23 the life-boat *Archibald and Alexander M. Paterson* was launched. There was a swell and a moderate southerly gale, and the tide was flooding. The life-boat reached the *Amber Queen* at 5.20, towed her to Stromness, and reached her station again at 7.45.

Rewards to the crew, £13 15s.; rewards to the helpers on shore, etc., £5 1s.

VESSEL ON ROCKS NEAR CAMPBELTOWN

Campbeltown, Argyllshire.—At 8.40 on the evening of the 13th of March, 1956, the Southend coastguard rang up to say that the motor vessel *Lochinvar*, of Glasgow, which had a crew of fifteen, had wirelessed that she had struck the rocks at Sanda. At nine o'clock the life-boat *City of Glasgow II* put out. There was a swell and a moderate south-south-east breeze, and the tide was flooding. The life-boat made for the position in a thick haze and found the *Lochinvar* on Paterson's Rock to the east of Sanda. The vessel refloated on the tide at 11.3, but she was leaking. The life-boat escorted her as far as Pladda lighthouse, where a tug met her, and then returned to her station, arriving at 3.30 on the 14th.—Rewards to the crew, £20 15s.

SEVENTEEN MEN LOST FROM FRENCH TRAWLER

Penlee, Cornwall.—At seven o'clock on the morning of the 14th of March, 1956, the Tol-Pedn-Penwith coastguard rang up to say that a trawler had been wrecked at Wireless Point, Porthcurno. At 7.15 the life-boat *W. and S.* was launched. The sea was rough, there was a fresh south-easterly wind, and it was one hour after high water. The life-boat made for the position and found the trawler *Vert Prairial*, of Dieppe, on her beam ends among rocks. There was no sign of life in her, but several bodies were seen floating in the surf. The life-boat picked up two of them, and the rest were washed ashore and recovered by coastguardsmen. A helicopter and other aircraft joined in a further search lasting an hour, but no survivors were seen, and the life-boat left for her station at 10.30, arriving at 11.15. All the trawler's crew of seventeen lost their lives.—Rewards to the crew, £16 5s.; rewards to the helpers on shore, £9 4s. 6d.

INJURED MAN TAKEN FROM SHIP

Fowey, Cornwall.—At 7.33 on the morning of the 16th of March, 1956, the Polruan coastguard rang up to say that the motorship *Eminent*, of Amsterdam, had wirelessed that she had broken down about one mile south-east of Fowey and needed a tug. There had been a gale warning and she was in danger of running ashore. At 7.53 the life-boat *Deneys Reitz* put out, with the second coxswain in charge for the first time. The sea was moderate, there was a strong south-westerly wind, and it was high water. The life-boat found that the *Eminent* had anchored off Pencarrow Head, and she stood by her. The master asked if the life-boat would land an injured man, so she took him on board and put him ashore at Fowey, where a doctor and ambulance were waiting. The life-boat then returned to the ship and stood by her again, but at 9.30 a Dutch tug arrived. The tug took the *Eminent* in tow and made for Falmouth. The life-boat returned to her station, arriving at 10.55.—Rewards to the crew, £12 5s.; reward to the helper on shore, 2s. 6d.

SICK MAN FROM LIGHTVESSEL BROUGHT ASHORE

Tenby, Pembrokeshire.—At 11.35 on the morning of the 22nd of March, 1956, the Superintendent of Trinity House at Swansea asked if the life-boat would land a sick man from the *St. Gowan* lightvessel. At 11.50 the life-boat *Henry Comber Brown* was launched, with the second coxswain in charge. There was a rough sea, a strong south-easterly wind was blowing, and the tide was flooding. The life-boat took on board the patient, wirelessed for a doctor and ambulance to meet her at Tenby, and landed the man at 4.15. The man's life was saved.—Rewards to the crew, £16; rewards to the helpers on shore, £8 13s. Refunded to the Institution by Trinity House.

FISHING BOAT TOWED TO WELLS

Wells, Norfolk.—At 3.30 on the afternoon of the 22nd of March, 1956, the



By courtesy of

LAUNCH OF COVERACK LIFE-BOAT

[Kemsley Picture Service



By courtesy of

LIZARD LIFE-BOAT RETURNS FROM CITRINE RESCUE

[P.A.—Reuter

(see page 234)

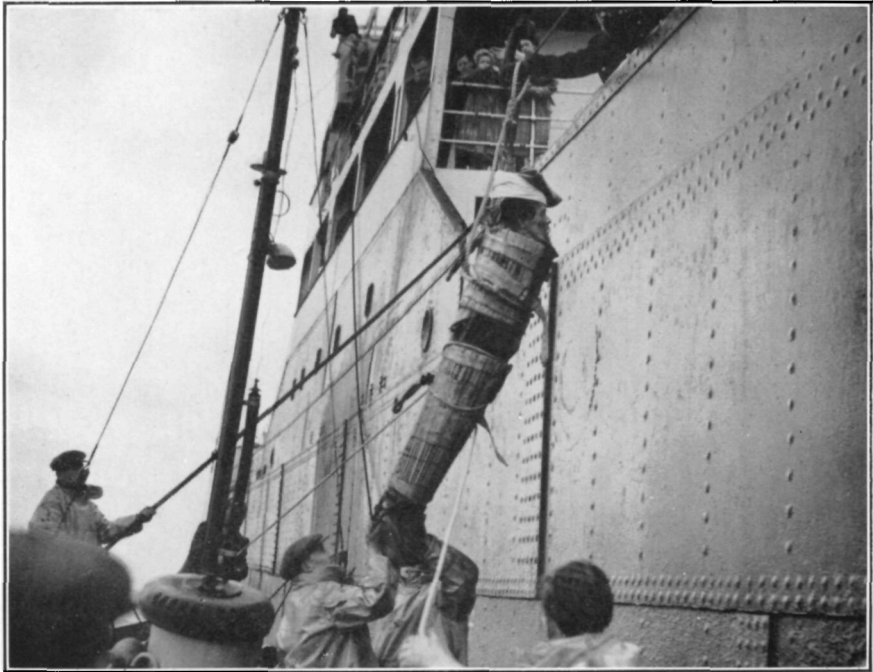


By courtesy of,

[Eastern Daily Press

A DOCTOR CLIMBS ABOARD THE *BRITISH EMPRESS*

(see page 242)



By courtesy of

[Eastern Daily Press

INJURED SEAMAN TAKEN FROM THE *BRITISH EMPRESS*



By courtesy of

[Eastern Daily Press

INJURED SEAMAN ON BOARD LOWESTOFT LIFE-BOAT



By courtesy of]

Richards Bros.

FRENCH TRAWLER AND PENLEE LIFE-BOAT

(see page 252)



By courtesy of]

[J. D. Forbes

ARBROATH LIFE-BOAT AND R.A.F. LAUNCH GO TO CRASHED HELICOPTER



By courtesy of]

[K. Prause

DUN LAOGHAIRE LIFE-BOAT STANDS BY COLLIER

(see page 239)



By courtesy of]

[Planet News

NORWEGIAN SHIP AGROUND IN PENTLAND FIRTH

(see page 245)



By courtesy of

[Barratt's

MEDALLISTS AT ANNUAL MEETING

Back: Coxswain Allchorn, Coxswain Parkinson
Front: Coxswain Lethbridge, Robert Cann, Acting Coxswain Carey



By courtesy of,

[Central Press

MEDAL FOR SCILLY ISLES COXSWAIN
(see page 274)



By courtesy of,

[Central Press

H.R.H. THE DUCHESS OF KENT CONGRATULATES ROBERT CANN
(see page 274)

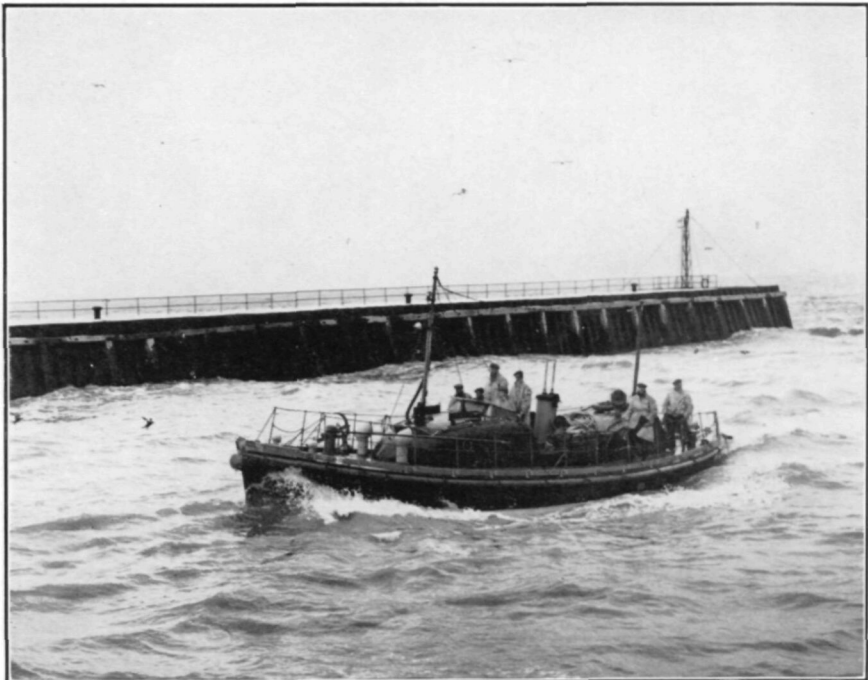


By courtesy of]

[London Evening News

WALTON LIFE-BOAT STANDS BY BRAZILIAN SHIP

(see page 248)



By courtesy of]

[Eastern Daily Press

CROMER LIFE-BOAT RETURNS FROM SERVICE

(see page 247)

life-boat second coxswain received a report that the local motor fishing boat *Harvester* was overdue with a crew of two. At four o'clock the life-boat *Cecil Paine* was launched with the second coxswain in charge. The sea was rough, a strong wind was blowing from south-by-east, and the tide was ebbing. The life-boat made a search and found the *Harvester* two miles north-west of the harbour. Her engine had broken down, and the life-boat towed her to Wells, which was reached at 5.15.—Rewards to the crew, £8 2s.; rewards to the helpers on shore, £9 19s.

CREW RESCUED FROM MOTOR BOAT

Workington, Cumberland.—At three o'clock on the afternoon of the 25th of March, 1956, there was a telephone call reporting that a boat off Parton was in distress and that one of her crew was waving a white flag. At 3.15 the life-boat *Manchester and Salford XXIX* put out. The sea was rough, there was a strong south-easterly wind, and it was one hour before low water. The life-boat found the motor boat *Olga*, of Whitehaven, with a crew of two, one and a half miles off Parton. The boat had shipped some sea water which had stopped her engine. The life-boat rescued her crew and towed her to Workington, arriving at 5.20.—Rewards to the crew, £10 10s.; rewards to the helper on shore, 14s.

FISHING BOAT TOWED OFF ROCKS

Barra Island, Outer Hebrides.—At 8.45 on the morning of the 28th of March, 1956, the Southend coastguard rang up to say that the fishing boat *Virgin*, of Castlebay, which had a crew of five, had run ashore on the eastern side of Barra Island. At 9.10 the life-boat *Lloyd's* put out. The sea was calm, there was an easterly breeze, and the tide was half ebb. The life-boat found the *Virgin* on Curachan Rock and stood by her until noon. By then the fishing boat was high and dry, so the life-boat returned to her station, arriving at 12.30. At three o'clock the life-boat put out again,

pulled the *Virgin* clear on the rising tide, and towed her to Castlebay. She reached her station again at seven o'clock.—Rewards to the crew, £20 5s.

TRAWLER TOWED OFF ROCKS IN FOG

Aberdeen.—At 2.11 early on the morning of the 29th of March, 1956, the coastguard rang up to say that he had heard long and short blasts on a siren from a vessel near the harbour or lighthouse. He later stated that the lighthouse keeper could hear men shouting. At 3.30 the no. 1 life-boat *Hilton Briggs* put out. There was a moderate sea, a light breeze was blowing, and it was one hour before high water. The life-boat made a search in dense fog and found that the steam trawler *Rennyhill*, of Aberdeen, which had a crew of ten, had gone aground on the south side of the south breakwater. The life-boat shore Life-Saving Apparatus team at Torry assembled, and the life-boat took the trawler in tow. She pulled her off the rocks and made for Aberdeen. The life-boat found it difficult to tow her, and she stood by her and waited for a tug. A tug arrived a little later, took the *Rennyhill* in tow, and with the help of the life-boat brought her to the harbour, which was reached at 8.19.—Rewards to the crew, £14 5s.; reward to the helper on shore etc., 18s.; rewards to the Torry Life-Saving team, £4 5s.

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

Fishguard, Pembrokeshire.—March 1st.—Rewards, £20 2s.

Lytham-St. Anne's.—March 1st.—Rewards, £12 12s.

Girvan, Ayrshire.—March 2nd.—Rewards, £9 12s.

Teesmouth, Yorkshire.—March 4th.—Rewards, £16 15s.

Margate, Kent.—March 7th.—Rewards, £20 9s.

RAMSEY ASSISTANT MECHANIC DROWNED

Ramsey, Isle of Man.—On the morning

of the 8th of March, 1956, the coast-guard reported that a body had been seen on the north shore. It was believed to be the body of one of six men who had put off in the rowing boat *Albert* the night before to return to the trawler *Fleetwood Lady*, which was in Ramsey Bay. At 8.30 the life-boat *Thomas Corbett* was launched. She searched Ramsey Bay in a slight sea with a light south-easterly breeze blowing. She found only bottom boards from the rowing boat and reached her station again at one o'clock. The *Albert* was later washed ashore half full of water and gravel. The six men, one of whom was the Ramsey life-boat's assistant mechanic, lost their lives.—Rewards, £22 15s. The life-boat crew and principal helpers gave their rewards to a relief fund opened by the Ramsey Town Commissioners.

Aberystwyth, Cardiganshire.—March 10th.—Rewards, £20 7s.

Lerwick, Shetlands.—March 11th.—Rewards, £22 15s.

Port Erin, Isle of Man.—March 12th.—Rewards, £23 9s.

Valentia, Co. Kerry.—March 14th.—Rewards, £40 1s.

PILOT PICKED UP BY HELICOPTER FROM DINGHY

St. David's, Pembrokeshire.—At ten o'clock on the morning of the 16th of March, 1956, the coastguard rang up to say that the Royal Naval Air Station at Brawdy had reported that a Sea Balliol aircraft had crashed into the sea two miles north-north-east of St. David's Head. At 10.20 the life-boat *Cunard*, on temporary duty at the station, was launched. The sea was rough, there was a strong south-south-east breeze, and the tide was ebbing. The life-boat made for the position, but before she reached it a helicopter picked up one man from the aircraft's dinghy. A Sunderland aircraft and the life-boat searched for the other airman, the pilot, but did not find him. The life-boat picked up the dinghy and took it to her station, arriving at 1.15.—Rewards to the crew, £9; rewards to the helper on shore, £3 10s.

Troon, Ayrshire.—March 18th.—Rewards, £6 5s.

Southend-on-Sea, Essex.—March 18th.—Rewards, £12.

Aberdeen.—March 18th.—Rewards, £11 12s.

Moelfre, Anglesey.—March 25th.—Rewards, £13 10s.

Parliamentary Question on Helicopters

In the House of Commons on the 14th of March, 1956, Mr. S. S. Awbery, M.P., for Bristol Central, asked the Minister of Transport and Civil Aviation how many attempts had been made by helicopter to assist shipwrecked seamen; how many flights had been made; how many people had been saved by this means; and what steps he was taking to expand this service.

Mr. John Profumo, Joint Parliamentary Secretary to the Ministry of Transport and Civil Aviation, answering, said: "Since the beginning of 1954 helicopters based in the United Kingdom have assisted in the rescue of

shipwrecked seamen on seven occasions, but the number of sorties flown is not readily ascertainable. Seventy-four seamen were rescued. Royal Navy and Royal Air Force helicopters are already well distributed round the coast, and more will be brought into service shortly."

In answer to a supplementary question Mr. Profumo added: "We should remember that helicopters are at present subject to certain limitations; that is to say, they cannot fly during the hours of darkness or in bad visibility or when the wind force is too strong."

Life-boat Societies Abroad

The Royal National Life-boat Institution agreed to a request made at the International Life-boat Conference that it should act as a distributing centre for information which may be of general interest to all Life-boat Societies. The Institution recently sent a request to all Life-boat Societies overseas to supply up-to-date information on the strength of their fleet and the nature of their finances. The following table is based on the answers received:—

<i>Country</i>	<i>Name of Society</i>	<i>Strength of Fleet</i>	<i>Nature of Finances</i>
Belgium	Section of Administration de la Marine, Ministère des Communications.	3 motor life-boats.	State financed.
Canada	Government of Canada (Department of Transport).*	3 motor life-boats.	State financed.
Denmark	Bestyreren af Redningsvaesenet.	23 motor life-boats. 19 pulling and sailing life-boats.	State financed.
France	Société Centrale de Sauvetege des Naufragés.	16 shore stations with rocket apparatus. 50 motor life-boats. 8 pulling and sailing life-boats.	Voluntary contributions but with State subsidies for maintenance and new construction.
	Société des Hospitaliers Sauveteurs Bretons.	17 shore stations with rocket apparatus. 6 motor life-boats. 18 motor beach patrol boats. 45 pulling beach patrol boats.	Voluntary contributions with State and municipal subsidies.
Germany	Deutsche Gesellschaft zur Rettung Schiffbrüchiger.	27 motor life-boats. 6 shore stations with rocket apparatus.	Voluntary contributions including donations from towns and villages. State subsidies for special projects amounting in past year to less than 2 per cent of voluntary receipts.
Italy	Società Siciliana Salvataggi (Palermo).	1 tug.	Financed by the shipping company of which it forms part.
Japan	Nippon Suinan Kyusaikai.	37 motor life-boats. 94 pulling life-boats.	Voluntary contributions with municipal subsidies.
Netherlands	Koninklijke-Noord-en-Zuid-Hollandsche Redding-Maatschappij.	37 motor life-boats. 16 shore stations with rocket apparatus.	Solely by voluntary contributions.
	Koninklijke Zuid-Hollandsche Maatschappij Tot Redding Van Schipbreukelingen.	8 motor life-boats.	Solely by voluntary contributions.
New Zealand	The Summer Life-boat Institution.	1 motor life-boat. 1 pulling life-boat. (reserve).	Voluntary contributions with a municipal grant.
Norway	Norsk Selskab til Skibbrudnes Redning	27 patrolling rescue cruisers. 32 shore stations with rocket apparatus.	Until 1955 solely by voluntary contributions. Small State subsidy now given.
Poland	Polskie Ratownictwo Okrętowe.	4 patrolling rescue cruisers. 4 life-boats. 2 salvage tugs. 25 shore stations with rocket apparatus.	State financed.
Portugal	Instituto de Socorros a Náufragos.	20 motor life-boats. 21 pulling and sailing life-boats.	State financed.
Spain	Sociedad Espanola de Salvamento de Naufragos.	29 shore stations with rocket apparatus. 8 motor life-boats.	Voluntary contributions with subsidies from official organisations.
Sweden	Svenska Sällskapet för Rädning af Skeppsbrutne.†	8 patrolling rescue cruisers. 16 motor life-boats. 8 shore stations with rocket apparatus.	Voluntary contributions with donations from towns and villages along the coast.
Turkey	Denizcilik Bankasi T.A.O. (Turkish Maritime Bank) Kiyi Emniyeti Isletmesi (Coastguard)	1 motor life-boat. 8 pulling and sailing life-boats. 15 coastguard stations with rocket apparatus.	Financed by Turkish Maritime Bank.
U.S.A.	United States Coastguard	1446 motor boats. 1722 pulling boats.	State financed.
U.S.S.R.	Soviet Emergency Rescue Service.	68 life-boats. 42 salvage tugs.	State financed.

* The Canadian Life-Saving Service is co-ordinated with the Air Sea Rescue Services.

† The Swedish Board of Pilotage also has 5 life-boats and 20 stations with rocket apparatus.

Pounds

INCOME AND EXPENDITURE—1st Jan. to 31st Dec. 1955.

1954		INCOME			
£		£	s. d.	£	s. d.
SUBSCRIPTIONS, DONATIONS, ETC.:—					
7,209	General Subscriptions to Headquarters	8,197	16 5		
6,862	" " through Station Branches	6,238	4 1		
21,785	" " through Financial Branches	21,797	12 8		
24,335	Donations to Headquarters	18,972	8 11		
57,388	" " through Station Branches	58,541	3 10		
174,559	" " through Financial Branches	194,205	10 3		
1,800	Contributions from Harbour Authorities towards up-keep of Life-boat Stations	1,800	- -		
265	Contribution Boxes to Headquarters	285	5 3		
16,360	" " through Station Branches	18,645	14 4		
4,415	" " through Financial Branches	6,276	1 6		
<hr/>					
314,478				334,959	17 3
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, Walmer and Whitehills					
5,805		6,215	19 10		
208	Bevan Reward Fund	208	5 -		
<hr/>					
6,013				6,424	4 10
INCOME FROM INVESTMENTS:—					
Dividends and Interest on Investments (<i>less</i> £2,918 17s. 1d. tax)					
57,569		61,970	4 4		
<i>Less—</i>					
Interest on certain Trust Funds transferred to Special Purposes Fund					
1,239		866	16 -		
Interest on certain Endowment Funds transferred to General Subscriptions, etc. (in accordance with the directions of the respective donors)					
677		676	10 5		
<hr/>				1,543	6 5
1,916					
<hr/>					
55,653		60,426	17 11		
6,374	Income Tax recovered on Dividends	2,450	19 11		
<hr/>					
62,027				62,877	17 10
<hr/>					
382,518	Carried forward			404,261	19 11

INCOME AND EXPENDITURE—1st Jan. to 31st Dec., 1955—continued.

1954	EXPENDITURE	£	s.	d.	£
623,029	Brought forward				602,786
	LIFE-BOAT INSPECTORS:—				
	Salaries of Chief Inspector, Deputy Chief Inspector, Assistant Chief Inspector, Inspectors of Life-boats and Clerical Staff	16,983	16	3	
16,189	Travelling Expenses	3,902	6	1	
5,833	Pensions under the Pension Scheme	1,642	6	9	
1,842	Contributions to 1938 Pension Scheme	1,559	8	6	
1,625					
25,489	RATES AND REPAIRS OF MECHANICS'				24,087 1
3,383	COTTAGES, ETC.:				3,188 1
	ADMINISTRATION:—				
	Salaries of Secretary, Assistant Secretary, Accountant, Internal Auditor, and Clerical Staff	27,867	14	11	
24,820	Rent, Depreciation, Rates, Lighting, Heating, Insurance, etc., of the House of the Institution	3,107	16	9	
3,228	Insurance under National Insurance Acts and against claims at Common Law ..	3,718	7	6	
3,336	Telephone Operator, Commissionaires and Nightwatchman	1,657	—	2	
1,632	Telephones, Postages and Parcels ..	2,563	6	6	
2,136	Travelling and other Expenses of Chair- man and Committee of Management ..	1,172	4	—	
1,129	Pensions under the Pension Scheme ..	1,143	4	8	
1,146	Contributions to 1938 Pension Scheme ..	2,204	3	7	
2,091					
		48,433	18	1	
39,518	Less estimated amount chargeable to raising of funds and publicity ..	21,716	19	—	21,716 19 1
19,759	Stationery, Office Expenses, Printing and Books ..	6,348	1	1	
5,698	Auditors' Fee	472	10	—	
472	Law Expenses	1,535	14	—	
1,622	Repairs and Improvements to the House of the Institution ..	430	2	—	
620					30,503
28,171	GRANTS IN CONNEXION WITH CERTAIN				
487	LEGACIES				539 1
—	EXPENSES OF CONFERENCE OF LIFE-BOAT				
	SOCIETIES				403 1
	EXPENSES CONNECTED WITH RAISING OF				
	FUNDS AND PUBLICITY:				
	Salaries of Publicity Secretary, Assistant and Clerical Staff	3,275	7	4	
2,880	Salaries of District Organizing Secretaries and Clerical Staff ..	19,036	17	4	
17,830	Travelling expenses	3,847	6	6	
4,902	Annual General Meeting	188	18	9	
166	Advertising and Appeals	12,575	17	—	
10,624	Stationery, Printing, Books, Films, Badges, Collecting Boxes, Postages	35,931	2	10	
32,303	Printing and Binding the Year Book and Life-boat Journal ..	4,231	11	7	
4,338	Printing and Binding the War Supplement	2,517	16	3	
—	Salaries and Commissions of Assistant Secretaries, etc., of Branches	8,064	4	6	
7,820	Pensions under the Pension Scheme	1,399	5	1	
1,581	Contributions to 1938 Pension Scheme	1,905	9	7	
1,760	Estimated proportion of Administration Expenses as above ..	21,716	19	—	
19,759					
103,963					114,690
784,472	Total Expenditure				776,150
	Deduct:—				
	Expenditure on new Life-boats included in this account borne by:—				
103,873	Gifts and Legacies for special purposes	97,166	14	10	
112,784	Reserve for Replacement of Life-boats	80,071	2	4	
216,657		177,237	17	2	
51,287	Other expenditure included in this account borne by Special Gifts and Legacies	48,882	3	4	
267,944					226,120
516,528	Transfer to General Purposes Fund being excess of income for general purposes over expenditure, not borne by special funds				550,030
67,952					72,040
£584,480					£622,071

ounts

INCOME AND EXPENDITURE—1st Jan. to 31st Dec., 1955—*continued.*

1954	INCOME			£ s. d.		
£						
882,518	Brought forward					404,261 19 11
	SUNDRY RECEIPTS:—					
3,924	Sale of old Stores			3,982	4 1	
783	Rentals of Freehold and Leasehold Premises			879	10 8	
4,707						4,861 14 9
387,225	Total Ordinary Income					409,123 14 8
297,255	LEGACIES FOR GENERAL PURPOSES					312,947 13 8
684,480	TOTAL INCOME FOR GENERAL PURPOSES			722,071	8 4	722,071 8 4
	Gifts and Legacies for Special purposes transferred to Funds:—					
				£	s. d.	
	General Endowment:—					
2,795	Legacies			306	17 6	
—	Special Gift			500	— —	
2,795						806 17 6
	Special Purposes and Maintenance:—					
128,623	Legacies			64,800	7 11	
48,336	Special Gifts			40,995	17 11	
176,959						114,796 5 10
864,234	Total Income			837,674	11 8	
684,480	Deduct:—					
100,000	Amount transferred to Reserve for Replacement of Life-boats					100,000 — —
584,480						622,071 8 4

NOTE.—This account includes the receipts and disbursements of the Headquarters of the Institution for the year to 31st December, 1955, and of the Branches for the year to 30th September, 1955.

£584,480

£622,071 8 4

Dr.

1954		GENERAL ENDOWMENT FUND	
		The Income to be applied for the purposes of the Institute	
£		£	s.
245,316	To BALANCE AT 31ST DECEMBER, 1955	246,122	11
<u>£245,316</u>		<u>£246,122</u>	<u>11</u>
<hr/>			
		SPECIAL PURPOSES AND MAINTENANCE FUND	
		The Capital to be applied for the purposes of the Institute	
To DEFRAY EXPENDITURE AS SHEWN IN		£	s.
INCOME AND EXPENDITURE ACCOUNT:—			
103,873	ON NEW LIFE-BOATS	97,166	11
51,287	ON OTHER PURPOSES	48,882	11
13,549	„ TRANSFERS TO RESERVE FOR REPLACEMENT OF LIFE-BOATS FOR EXPENDITURE PREVIOUSLY CHARGED AGAINST THAT FUND	6,394	11
531	„ TRANSFER TO GENERAL PURPOSES FUND ON FULFILMENT OF TRUST	30	11
896	„ GRANTS IN CONNEXION WITH CERTAIN TRUST LEGACIES	903	11
246,518	„ BALANCE AT 31ST DECEMBER, 1955	208,803	11
<u>£416,654</u>		<u>£362,180</u>	<u>11</u>
<hr/>			
		RESERVE FOR REPLACEMENT OF LIFE-BOATS	
		£	s.
216,657	To EXPENDITURE ON NEW LIFE-BOATS	177,237	11
103,873	Less BORNE BY SPECIAL PURPOSES AND MAINTENANCE FUND	97,166	11
112,784		80,071	11
991,228	„ BALANCE AT 31ST DECEMBER, 1955	1,017,551	11
<u>£1,104,012</u>		<u>£1,097,622</u>	<u>11</u>
<hr/>			
		GENERAL PURPOSES FUND	
		£	s.
1,438	To PROVISION FOR ADDITIONAL LIABILITY, 1909 PENSION SCHEME	1,170	11
1,465	„ <i>Duty on Legacy Received Prior to 1954</i>	—	11
—	„ LOSS ON SALE AND REDEMPTION OF INVESTMENTS	950	11
541,793	„ BALANCE AT 31ST DECEMBER, 1955	614,918	11
<u>£544,696</u>		<u>£617,039</u>	<u>11</u>

Accounts—Funds

Cr.

1954	31st December, 1955.			
	in accordance with the directions of the respective Donors.			
£			£	s. d.
242,521	By BALANCE AT 31ST DECEMBER, 1954		245,316	2 4
	„ LEGACIES AND SPECIAL GIFTS (INCOME ONLY AVAILABLE) RECEIVED			
	IN THE YEAR:			
2,795	Legacies	306 17 6		
—	Special Gift	500 — —		
2,795			806 17 6	
<u>£245,316</u>			<u>£246,122 19 10</u>	
	31st December, 1955.			
	in accordance with the directions of the respective Donors.		£	s. d.
238,455	By BALANCE AT 31ST DECEMBER, 1954		246,517	10 6
	„ LEGACIES AND GIFTS FOR SPECIAL PURPOSES (CAPITAL AVAILABLE)			
	RECEIVED IN THE YEAR:—			
		£	s. d.	
128,623	Legacies	64,800	7 11	
48,336	Special Gifts	49,995	17 11	
176,959			114,796	5 10
	„ INTEREST ON UNEXPENDED BALANCES OF CERTAIN SPECIAL TRUST			
1,240	FUNDS		866	16 —
<u>£416,654</u>			<u>£362,180 12 4</u>	
	31st December, 1955.			
			£	s. d.
990,463	By BALANCE AT 31ST DECEMBER, 1954		991,227	19 9
	„ TRANSFER FROM SPECIAL PURPOSES AND MAINTENANCE FUND AS			
	ABOVE		6,394	10 4
13,549				
100,000	„ TRANSFER FROM INCOME AND EXPENDITURE ACCOUNT		100,000	— —
<u>£1,104,012</u>			<u>£1,097,622 10 1</u>	
	31st December, 1955.			
			£	s. d.
470,741	By BALANCE AT 31ST DECEMBER, 1954		541,793	4 —
3,954	„ Profit on Sale and Redemption of Investments		—	— —
460	„ PROFIT ON SALE OF FREEHOLD AND LEASEHOLD PROPERTY		1,082	7 4
1,058	„ REDEMPTION ON POST WAR CREDITS		2,092	5 7
	„ TRANSFERS FROM SPECIAL PURPOSES AND MAINTENANCE FUND AS			
	ABOVE		30	13 6
531				
67,952	„ TRANSFER FROM INCOME AND EXPENDITURE ACCOUNT		72,040	16 11
<u>£544,696</u>			<u>£617,039 7 4</u>	

Statement
Statement of Funds and Reserves

1954	£		£	s.
245,316		GENERAL ENDOWMENT FUND (Income available in accordance with the directions of the respective Donors)	246,122	19
246,518		SPECIAL PURPOSES AND MAINTENANCE FUND (Capital to be applied in accordance with the directions of the respective Donors)	208,803	5
991,228		RESERVE FOR REPLACEMENT OF LIFE-BOATS	1,017,551	7
		The estimated cost of replacing the entire Fleet exceeds £4,000,000 and the estimated liability for replacements at present contemplated exceeds £1,000,000, part of which will be met by Special Gifts and Legacies.		
541,798		GENERAL PURPOSES FUND	614,918	1
		Of this Fund £129,097 relates to Freehold and Leasehold Properties necessary to the Institution's work. The balance of £485,821 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: £60,000.		

This statement of funds and relative assets indicates, by the figures in brackets, the diminution in the market values of investments at 31st December, 1955, which following the Institution's established practice of re-valuing its investments at quinquennial intervals, has not been taken into account in arriving at the balance of the relative funds. The next valuation is due at 31st December, 1956.

£2,024,855

£2,087,395 14

(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.
27th February, 1956.

Accounts

ended 31st December, 1955

1954	£	INVESTMENTS at Valuation on 31st Dec., 1951, or cost if acquired since.	£	s. d.	£	s. d.
		GENERAL ENDOWMENT FUND—Income only available:				
239,722		British Government Securities	240,528	13 7		
5,594		British Corporation Stocks	5,594	6 3		
					246,122	19 10
245,316		(Market value at 31st Dec., 1955, £232,441).				
<i>Market value</i>						
£268,791)						
		OTHER FUNDS:—				
1,312,896		British Government Securities	1,405,321	7 3		
36,513		Colonial Government Securities	36,512	13 8		
161,443		British Corporation and Public Board Stocks ..	146,779	11 4		
26,882		Sundry Small Investments	27,009	7 3		
		(Market value at 31st Dec., 1955, £1,503,675) ..			1,615,622	19 6
1,537,684						
<i>Market value</i>						
£1,674,722)						
		Total Investments (Market value at 31st Dec., 1955,				
1,788,000		£1,736,116)			1,861,745	19 4
<i>Market value</i>						
£1,943,513)						
		FREEHOLD PREMISES (At cost):—				
92,997		Including Life-boat Depot at Boreham Wood ..			94,185	10 11
		LEASEHOLD PREMISES—(At cost less amounts written off):—				
35,793		Including 42/44 Grosvenor Gardens			34,911	1 8
		BRANCH ACCOUNTS:—				
90,404		Balances in hands of Branches, 30th Sept., 1955 ..	78,844	- 1		
		<i>Less</i> Balance of Remittances between Head-quarters and Branches, October to December, 1955	48,954	13 -		
52,351					29,889	7 1
38,053					66,663	16 2
75,012		CASH AT BANKERS (most of which is earning interest) ..				
					£2,087,395	14 9
£2,024,855						

The Accounts of the Funds with the Books and Vouchers and find the same to be correct and inspected the Deeds of the Properties belonging to the Institution.

(Signed) PRICE WATERHOUSE & CO.,
Auditors.

THE LIFE-BOAT SERVICE

Its Expenditure at a Glance

How each £100 of the Institution's Expenditure was paid out in 1955

£	s.	d.	
27	8	3	_____ New Construction.
36	3	8	_____ Maintenance of Life-boats and Stations (including Depot).
17	11	6	_____ Payments to Life-boat Crews.
4	1	0	_____ Administration.
14	15	7	_____ Raising of Funds and Publicity at Headquarters and over 1,000 Branches.
<hr style="width: 100%;"/>			
£100	0	0	
<hr style="width: 100%;"/>			

Its Income at a Glance

How each £100 of the Institution's Income was obtained in 1955

£	s.	d.	
17	13	7	_____ Subscriptions, Donations, Collecting Boxes.
15	2	1	_____ Life-boat Days and House-to-House Collections.
6	2	8	_____ Other Special Efforts.
1	15	11	_____ Boat-house Collections.
7	10	11	_____ Income from Investments.
45	2	8	_____ Legacies.
6	0	7	_____ Special Gifts.
11	7		_____ Other Sources.
<hr style="width: 100%;"/>			
£100	0	0	
<hr style="width: 100%;"/>			

The Annual Meeting

THE annual meeting was held at the Central Hall, Westminster, on the 14th of March, 1956, with Lord Howe, Deputy 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 Lord Balfour of Burleigh proposed and Mr. Greville Howard, M.P., seconded the resolution of gratitude to the coxswains and crews of the life-boats, the honorary officers and committees of the stations and the honorary officers and members of the financial branches and the Ladies' Life-boat Guild.

Sir Archibald Cochrane and Mr. C. G. Freke, 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 Panamanian Ambassador, Dr. R. Arias; the Member of Parliament for Torrington, the Hon G. Lambert; 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 Ministry of Supply, British European Airways, the Admiralty, the Civil Service Life-boat Fund, the Shipwrecked Fishermen and Mariners' Royal Benevolent Society, and 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 Chairman of the Central London Women's Committee of the Institution.

Chairman's Speech

Presenting the report of the Institution for 1955 Lord Howe said:

It is a great honour for me to take the chair at this great meeting today so that we may receive the report and accounts of the Royal National Life-boat Institution for 1955. At the same time, before moving their

adoption, I must say that it is, I know, a source of the deepest regret to your Royal Highness, as it is to all of us here, that for the first time for many years the chair is not being occupied by Sir Godfrey Baring, who has filled it with such distinction for so many years. His retirement leaves all of us, who have had the honour of working under him, with a deep sense of loss, and it is quite impossible for anyone adequately to take his place, or to pay a sufficient tribute to him. I myself shall never forget all the years that I have served under him, and all his countless little acts of kindness to all of us on the Committee of Management. For my own part I can only say that I have always considered that he is one of the finest chairmen under whom I have ever had the honour and good fortune to serve. Our sense of loss is to a certain extent reduced by the fact that he will still remain a member of the Committee of Management to guide us in dealing with the many problems that we have to tackle. Just before this meeting began I had a telegram, and this is how it reads: "My warmest good wishes for a completely successful annual meeting. Godfrey Baring."

My duty this afternoon is to report on the year's work. 1955 was a year on which the Life-boat Institution can look back with satisfaction. For the first time for many years we had a really good summer, and during the autumn and winter months of 1955 the weather was also exceptionally kind. Nevertheless, during the year life-boats went out on service 587 times and rescued 387 people. It is, I think, a striking fact that in spite of the excellence of the weather there were more than 200 more calls on our life-boats than there were twenty years ago. This shows how much is demanded today of our life-boat crews, and it is most gratifying to be able to record that the year was wholly free of disasters or accidents of any kind to our life-boat crews.

One outstanding feature of the past year has been the marked increase in the co-operation between life-boats and helicopters. During 1954, which was an exceptionally busy year for the Life-boat Service, there were twelve cases of co-operation between life-boats and helicopters in rescues or attempted rescues. Last year this figure leapt to 58. Three of the outstanding instances of such co-operation, in which the life-boats from St. Mary's, in the Scilly Isles, the Lizard, in Cornwall, and Bembridge, in the Isle of Wight, took part, are recorded in the report.

A special sub-committee of the Committee of Management has also during the year examined the whole problem of co-ordination of effort in this field and has reported that the existing arrangements are satisfactory. Perhaps I ought to explain something of the nature of these arrangements. Helicopters which are used for rescuing life at sea are controlled by the service departments, and

there is the closest co-operation between the Royal National Life-boat Institution and the Royal Navy and the Royal Air Force. Should the local branch consider that the presence of a helicopter or aircraft would assist in any operation application is made through the coastguard and the coastguard gets in touch with the nearest air station, and, provided that aircraft are available and Service commitments permit, help is always forthcoming.

I would like to tell you a little story at this point. It is not in my brief, but I hope you will forgive it because it is rather amusing. The scene was a beach somewhere in Cornwall and the police became aware of the fact that a bather was in difficulties. They, therefore, rang up the Royal Naval Air Station and a helicopter arrived in four and a half minutes—pretty good going! But when the helicopter arrived the pilot could see no sign of trouble on the beach; there were just people there enjoying themselves. He then noticed a fellow out at sea and thought to himself "Well, this must be the fellow they want me to do something about," so he got a scoop net and went after him. But when he scooped this man out of the water he was furious, because apparently—I am not quite sure of the accuracy of this—he was alleged to be a channel swimmer practising.

Although this communication chain may sound a little complicated, in practice—as you will see from what I have just told you—the results are produced pretty quickly. We, for our part, cannot praise too highly the work of the service departments, and we welcome this very valuable addition which modern science has introduced to the work of rescuing life at sea. Clearly, the helicopter is a most valuable adjunct. It is nothing new for the Life-boat Service to co-operate with other craft or other means of rescue. Life-boats have long co-operated with tugs, they have co-operated with teams operating the rocket life-saving apparatus from the shore, and now they are co-operating with helicopters. It is interesting to know that we have one rocket life-saving apparatus of our own. All these methods of saving lives have their special uses and limitations, and all are welcome for the one great task which inspired the founding of our Institution, namely the saving of life at sea.

After your Royal Highness has presented the medals and given your presidential address we shall have the pleasure of hearing speeches from one of our most distinguished public figures, the Lord Balfour of Burleigh, and from one of our most valued members of the Committee of Management, Mr. Greville Howard, M.P. for St. Ives. Mr. Greville Howard is here in a dual capacity. He is a member of the Committee of Management, and it has been the practice of the Institution for some years to invite those Members of Parliament whose constituents are to receive medals. Two of Mr. Howard's constituents, from St. Mary's in the Scilly Isles, and from Coverack in Cornwall, are to receive their medals today. We are also privileged to

welcome the Member of Parliament for Torrington, the Hon. George Lambert.

Once again some of the outstanding rescues in the past year were to ships of foreign nations and we are, therefore, very happy to have with us today His Excellency the Panamanian Ambassador. But among all of those whom we are very glad to see here today there is no one to whom we extend a welcome from the bottom of our hearts more than to your Royal Highness. Your presence here today once again as President of the Institution is a real source of encouragement to the whole Service and makes everything worth while, not only for us here in this hall but all round the coasts as well.

I will now formally move the adoption of the Report and Accounts of the Institution.

Medals for Gallantry

The report and accounts for 1955 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. Mary's, Scilly Isles; Eastbourne, Sussex; Lytham-St. Anne's, Lancashire; and Coverack, Cornwall; and of a shore-boat service at Appledore, Devon. The President then presented:

To COXSWAIN MATTHEW LETHBRIDGE, of St. Mary's, the bronze medal for the rescue of the crew of 25 of the Panamanian steamer *Mando* on the 21st of January, 1955;

To COXSWAIN THOMAS ALLCHORN, of Eastbourne, a second service clasp to his bronze medal for the rescue of 16 men from the wreck of the Greek steamer *Germania* and 4 men from 2 salvage boats on the 6th of May, 1955;

To COXSWAIN JOSEPH PARKINSON, of Lytham-St. Anne's, the bronze medal for the rescue of the crew of 5 of the yacht *Penboch* on the 3rd of July, 1955;

To ACTING COXSWAIN REGINALD CAREY, of Coverack, the bronze medal for the rescue of 6 men from the motor vessel *Citrine* on the 2nd of January, 1956.

The President then presented an inscribed wristlet watch to ROBERT CANN, of Appledore, for the rescue, single-handed, in an eighteen-foot rowing boat of 2 boys who were in danger of drowning on the 16th of August, 1955.

Presidential Address

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

It is always a great pleasure for me to come to this meeting, and as your President to welcome—each year—new recipients of the Institution's awards for gallantry. And may I say, at once, how touched I am by the kind words of your Deputy Chairman, and thank him, and all of you, for your welcome to me this afternoon?

Lord Howe has already referred to Sir Godfrey Baring's absence from the chair today, and I would not like to let this moment pass without expressing my gratitude to Sir Godfrey for his wonderful work, and for the enthusiasm, and judgement, which he has so generously given to the Institution. It has been a pleasure for me to have been associated with him for some thirteen years, and so I would like to pay my personal tribute to him as our Chairman.

No one has ever held that office for so long as Sir Godfrey; having become a Member of the Committee of Management in 1911, he was made Deputy Chairman in 1915, and Chairman in 1923. During all these years, he carried out a continuous round of visits to Life-boat Stations; was present at innumerable meetings throughout the country; and was unflinching in his efforts on behalf of the Service. And so I know you will all join with me in congratulating him on this wonderful record, and in wishing him all happiness in his retirement.

And now I would like to say a few words about the voluntary work which enables the life-boats to put to sea. Everyone in these islands is proud of the men who man the boats; and rightly so, for there is no equivalent service in any country in the world.

But how is the Service itself maintained? Of that, I think, the general public knows very little. The first remarkable fact is that it is entirely voluntary, and is supported by the generosity of innumerable benefactors—great and small—throughout the country—and from other countries as well. For example, a recent magnificent bequest will enable the Institution to provide four new life-boats—and each new life-boat, as you may know, costs roughly £25,000; and, at the other end of the scale, are the numerous contributions from old age pensioners—and even from the blind, who give the proceeds from their work to the Institution. But I am also thinking of the contributions which come in kind; of the help—indispensable help—which is so freely given by voluntary workers—of whom there are many thousands. Without them, the Service would be unable to function, and their devotion to its work is perhaps too seldom recognised.

All over the country there are Committees and Guilds; it is these organisations, and their supporters, whom I would like to congratulate and to thank, most sincerely, for all that they have done, and continue to do.

Finally, I want—as in former years—to thank the life-boat crews. I have visited a number of stations during the last year and, as always, have been wonderfully impressed

by the magnificent spirit everywhere. I am looking forward, this year, to going to the Isle of Man and to Tenby, where I know I shall find that same spirit. I wish them, as I am sure you do too, all possible success and good fortune in the work that lies ahead of them.

Guest Speakers

Lord Balfour of Burleigh moved the following resolution:

“That this meeting, fully recognising the important services of the Royal National Life-boat Institution in its national work of life-saving, 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:

The Chairman made a very kind reference to me in his opening speech, but there was one thing he did not tell you about me, either because he did not know, or because he thought it would not be polite, but the fact is that I am a complete and absolute land-lubber. Like some other people I have travelled in great ships across great oceans, and I have pulled myself about, and been pulled about, in various old tubs on various Scottish lochs in search of trout; otherwise I can honestly say that with neither salt water nor fresh water have I ever had anything to do—except in my bath! It occurs to me that that sounds as though I was rather the opposite of an extreme teetotaller, but I did not mean that. But because I was so ignorant of the sea and its ways I did not feel I was a very suitable person to move this resolution in praise of this great voluntary service. However, the more I heard about it from our Chairman the more I felt moved by admiration for what is done. Not only is it a great voluntary service but, if I may touch upon a personal aspect, it is one of the things which we are not taxed to produce, and that seems to me to be a very great merit.

Now there is one feature of the Service which appeals to me extraordinarily strongly, and that is how the Service runs in families. I have a special reason for being interested in that, which I will reveal to you a little later, but meantime I asked for particulars, and I am going to quote quite shortly some particulars of no more than four of the great

life-boat families which have served for many generations in this great Service. The particulars come from *The Life-boat*.

The first is to do with the family of the Robsons of North Sunderland, and this is from *The Life-boat* of September, 1935: "Four generations, starting at least 100 years ago, have served, or are serving today in the North Sunderland life-boat. Three of the first generation, three of the second, six of the third, and up to the present four of the fourth." That was in September, 1935, when there were eight Robsons in the boat, the coxswain, the second coxswain, and six life-boatmen—eight Robsons in a crew of thirteen.

Then there are the Loughs of Berwick-on-Tweed, and this is taken from the issue of *The Life-boat* of December, 1953: "There has been a life-boat station at Berwick-on-Tweed for the last 118 years and for the last 34 of those years the coxswain has been a Lough. A Lough is coxswain today, four of the other seven members of the crew are Loughs, and at a pinch we could man the boat with Loughs."

Then there are the Stantons and Stephensons of Boulmer, Northumberland. Boulmer lies midway between the Tyne and the Tweed, and it is considered by mariners as one of the most dangerous points on the Northumbrian coast, and in the days of sailing ships its shore was continually strewn with wreckage. There was a former coxswain, Robert Stephenson. On his appointment in 1922 he had been second coxswain for six years. The bowman at that time was Edward Stephenson; his cousin, a nephew, and second cousin were among the crew, and three other Stephensons in the crew were brothers; another member of the crew was their uncle; another a cousin—bringing the total of Stephensons up to ten. And, as the Stantons are joined with the Stephensons, I can add that today James Stanton has been motor mechanic since 1951, and George Archibald Stanton has been tractor driver since 1945. So that record of more than 130 years still goes on.

Lastly, of these families there are the Cables of Aldeburgh, and the Cable family have served for five generations. As a post-script, in 1954 Patrick Cable, aged sixteen, went out in the life-boat although not a regular member of the crew.

Coupled with the names of these families are many, many stirring stories, and I only wish that we had time to hear some of them, but they are equalled by the stories which we have heard today. This is my final point on the family history question; of the awards given today I believe that every recipient has fellows of his own name in his boat, indicating very clearly that the family interest is still very much to the fore in the Service.

Now I will reveal the reason why that interest appeals so strongly to me. When we are talking in another capacity we refer

to that sort of thing as "the hereditary principle." Now I am a member of a place called the House of Lords, which is based on the hereditary principle. I am not here to talk about the reform of the House of Lords, but I leave with you this thought: that if the hereditary principle works as it does in the life-boat service you can rely upon it working in the House of Lords, and do not let us ever forget it.

I have one other confession to make, which the Lord Chairman did not reveal about me, and that is that all my life I have had something to do with banking. We are a great industrial and manufacturing country. We live by importing raw materials, exporting manufactured goods—we should starve if we did not do it. We bankers rely on the Merchant Marine to carry our goods to and fro; the Merchant Marine relies on the Life-boat Service. And I only want in two sentences to explain how important the banking business is.

I am going to give you an example of the business of an overseas bank. You have got to understand that what the banker does is to fill in the gap between the man who sells his goods and the man who buys them. The man who sells them does not want to part with the goods without getting his money, and the man who buys the goods does not want to pay his money until he gets the goods. I am not going to bore you with details about the technicalities involved with regard to bank credits and bills of exchange, which are the machinery of banking, but I have here a list of the sort of stuff that is handled by one overseas bank within a very few days.

From Africa, wool, cotton, hides, sheepskins, gold—and passing the door of the bank this morning I saw the fascinating sight of a number of boxes of gold being handed out of the bank—and, carrying on with the list, copper, asbestos, chrome ore, diamonds, coffee, beeswax, ostrich feathers, graphite, tobacco, mahogany, crocodile skins—that is the sort of stuff that comes in. And some of the examples of what we send out are: cotton and woollen goods, motor cars, machinery, aeroplanes, watches, paper, cycles, pianos, pedigree livestock, and so on. One day I was the director who had to initial these credits—directors do sometimes do some work, you know, and I saw coming in a consignment of tinned lobsters and the next item was a consignment of magnesium sulphate, and you may not know it but that is the Latin word for Epsom salts. The manager assured me that it was a fortuitous coincidence!

I have only one other point to make—I must not detain you, but there is another feature of this great Service which does seem to me to be worthy of mention and of importance, and that is that in these highly mechanised days I do feel that seamanship must be more exercised, perhaps, in your Life-boat Service even than in the Merchant

Marine, in which meehanisation becomes more and more complete. If there is one thing in this world which is important, it is craftsmanship, and we are in danger of losing craftsmanship now. Seamanship is a form of craftsmanship, and that I am quite certain is a thing which your crews are from day to day exercising and keeping alive, and nothing can be more important in the service of the nation than that. Your Royal Highness, I beg to move the resolution, which I have already read.

Seconding the resolution, Mr. Greville Howard said:

It is indeed a great pleasure for me to second this resolution. Firstly I look upon it as a very great honour that I should have been asked to do this—not, I feel sure, on my own account, but, possibly, because of Matthew Lethbridge and Reg. Carey—for we are extremely pleased in West Cornwall to think that out of the four medals awarded this afternoon two have come to us. I am sure it is for that reason only that I have been asked to second the resolution, and I thank you, my Lord Chairman, for the kind words about myself, which are quite undeserved.

The other day I was standing in the street, quite close to here, talking to a man, and he was discussing the difficulties of the present day. He said, "Oh, these collections, these flag days. There always seems to be someone coming up and handing you something which you have to pay for." He said, "In this modern day and age I don't altogether hold with it," but he paused for a moment, and said, "But there's just one, and that's the Life-boat one—I'd give my last penny to that."

Now why should that man take that view? Of course, most of us here know why, but outside this hall how many know why it is so? Your Royal Highness touched upon what I feel is the basis of the whole story—the team—the team behind the men who go out, and about whose deeds we hear at the annual meeting; the launchers; the helpers; the people who are preparing warm food for the men when they get back; the people at the depot. When recently a boat on the east coast ran out of a spare part on a Saturday afternoon, that part was on the coast by Saturday evening. At the depot, where everything is sent out within an hour of the demand, they work twenty-four hours a day and there is one hundred per cent inspection of everything that goes out. Then, headquarters; well, we all know about headquarters and what goes on there.

Then we come a bit further along the line to the helpers, about whom Your Royal Highness has spoken this afternoon: the helpers on the coast, the helpers in the town, the people who do all the work of collecting to back up the efforts of the team. It is those helpers, who, if I may say so, make fast the knot that holds the team together. May I mention an instance of what happens

in a particular crew? I will take the case of a man and his wife.

He joined the boat in 1911, he became the bowman in 1933, the second coxswain in January, 1934, the coxswain in July, 1934, and retired in 1955. His wife has been largely responsible for the collections of the life-boat house, which have averaged £1,500 a year in that one life-boat house. It is not only the man who gets the decoration, but we believe that the wife ought to get a decoration too. As the husband went through his service he got a bronze medal in 1938, a second service clasp in 1938, a silver medal in 1940, and the thanks on vellum in 1940, 1942, 1947 and 1955. The wife got a statuette in 1951 and the gold badge in 1956, not only for that work in collecting but also for helping to rouse out the crew and for helping to produce warm food for them when they came back.

It is this tradition of service which is one of the reasons why that man said to me, "I'd give my last penny," and what better example of that tradition could there be than that young man from Appledore who came up here just now? There we find the sea-faring tradition of which Lord Balfour spoke a minute or so ago—the hereditary tradition which makes it possible for these families to go on year after year, generation after generation, in the boat. Then there is the voluntary spirit, and that is the third reason why I think that man said, "I'd give my last penny."

Lord Balfour talked about the hereditary principle, and I quite agree with him. My child, who is aged nearly nine, has already got a slipway which she uses in the bath with a model boat, and she knows exactly how to launch and recover. I am hoping that she will come into the ranks and take her place beside her mother, who is already president of a local branch, in backing up the team.

Whatever people may say—we have heard today of the exploits of helicopters and we know how well they can co-operate—in seamanship we need craftsmanship, as Lord Balfour has said. We may have every modern navigational aid, but we still need the man in the boat to make up his mind at the last moment what he is going to do—be it in thick fog, be it with split second decision, he has to make up his mind what he is going to do with the boat at the last minute. That is the craftsmanship which we honour here this afternoon, and pray God it may go on for many generations to come. I have great pleasure in seconding this resolution.

Awards for Honorary Workers

The Secretary reported that since the last annual meeting three honorary workers had been appointed honorary

life governors of the Institution, the highest award which the Institution can confer on an honorary worker.

The President then presented the vellums awarded to two honorary life governors:

LADY BIRD, CENTRAL LONDON.

MISS H. F. GREENHAM, WALLASEY.

LADY NASH, who had also been appointed an honorary life governor, was 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:

LADY GRIMSHAW, HORNSEY.

MRS. G. PAGE, SOUTHEND-ON-SEA.

ALDERMAN MRS. LEYLAND, SOUTHEND-ON-SEA.

MRS. JESSOP, KIRKBURTON.

MR. A. B. GORMAN, SALTCOATS.

MRS. WALTER HYMAN, SWANSEA.

MR. W. N. THOMPSON, who had also received a gold badge, was unable to be present at the meeting.

A Vote of Thanks

Proposing a vote of thanks to H.R.H. the Duchess of Kent, Sir Archibald Cochrane said:

Without your presence Madam, our meeting would be far from complete, but merely to express our thanks for the gracious manner

in which your Royal Highness has presided this afternoon would be to ignore completely the great work which our Royal President does for the Royal National Life-boat Institution, whether it be amongst the members of the life-boat crews on the coast, or in the Committee of Management. We have come through the years to regard our Royal President as an integral part of the Institution in all our success and sorrows. That feeling is a great inspiration to us all, and we are very grateful for the deep interest which your Royal Highness so unflinchingly takes in our affairs.

Seconding this vote of thanks, Mr. C. G. Freke said:

I am sure everybody here today will desire to be associated with this expression of deep gratitude to Her Royal Highness for the stimulus given to the Institution's work by her gracious presence. Most particularly we are grateful for her practical and personal participation in the life-boat work by her visits to various stations in the country, visits which not only take time but are liable to involve personal discomfort, such as the long journey to Stornoway last year. We should like you to know, Madam, that the encouragement and pleasure given to our crews and to our supporters throughout the country by these personal visits are beyond price. They are deeply appreciated by all of us.

In the evening the medallists, Robert Cann, and their families went to the Crazy Gang Show at the Victoria Palace.

The arrival of H.R.H. the Duchess of Kent and the departure of the medallists were shown on the Independent Television Newsreel. A report on the meeting was broadcast in the B.B.C.'S programme "A Week in the West," and the proceedings were shown in cinema newsreels.

Six Men Lost from Rowing Boat

ALBERT COTTIER, assistant motor mechanic of the Ramsey (Isle of Man) life-boat station, lost his life, together with five other men when a rowing boat capsized on the 8th of March, 1956. An unsuccessful search by the Ramsey life-boat was made and is reported on page 261.

Of the other men who lost their lives, Eric James Lyall had gone out a number of times in the Ramsey life-boat, and Eric Lyall, Senior, who was a supplementary coast watcher, and Arnold Brew frequently acted as helpers at launches.

Awards to Coxswains and Members of Life-boat Crews

To **SIDNEY H. B. PAGE**, on his retirement, after serving for $21\frac{1}{2}$ years as coxswain, 6 months as second coxswain and 1 year as bowman of the Southend-on-Sea life-boat, a coxswain's certificate of service, a gratuity and a retirement allowance.

To **GEORGE LAMEY**, on his retirement, after serving for $19\frac{7}{8}$ years as coxswain, $3\frac{1}{2}$ years as second coxswain and $2\frac{3}{4}$ years as bowman of the Clovelly life-boat, a coxswain's certificate of service and an annuity.

To **HEWITT G. SWARTS**, on his retirement, after serving for $10\frac{1}{2}$ years as coxswain and $14\frac{1}{2}$ years as mechanic of the Barry Dock life-boat, a coxswain's certificate of service.

To **JAMES PATON**, on his retirement, after serving for $9\frac{1}{4}$ years as coxswain, $4\frac{1}{2}$ years as second coxswain and 2 months as bowman of the Montrose life-boat, a coxswain's certificate of service and an annuity.

To **ROBERT RUTTER**, on his retirement, after serving for $4\frac{1}{2}$ years as coxswain and 12 years as second coxswain of the North Sunderland life-boat, a coxswain's certificate of service and an annuity.

To **WALLACE STEPHENS**, on his retirement, after serving for $18\frac{1}{4}$ years as second coxswain, $1\frac{1}{2}$ years as bowman and 13 years as a member of the crew of the Fowey life-boat, a certificate of service and an annuity.

To **WILLIAM KNEEN**, on his retirement, after serving for $17\frac{3}{4}$ years as second coxswain and 18 years as a member of the crew of the Port St. Mary life-boat, a certificate of service and an annuity.

To **FRANK T. MORGAN**, on his retirement, after serving for $17\frac{3}{4}$ years as second coxswain and 6 years as a member of the crew of the Fishguard life-boat, a certificate of service and an annuity.

To the late **GEORGE SMITH**, who for 8 years was second coxswain and $5\frac{1}{4}$ years a member of the crew of the Lerwick life-boat, his certificate of service to his daughter.

To **RICHARD PENROSE**, on his retirement, after serving for $7\frac{3}{4}$ years as second coxswain, $3\frac{3}{4}$ years as bowman and 21 years as a member of the crew of the Sennen Cove life-boat, a certificate of service and an annuity.

To **DAVID CRAWFORD**, on his retirement, after serving for $3\frac{1}{2}$ years as second coxswain, 2 years as bowman and 25 years as a member of the crew of the Bridlington life-boat, a gratuity and a certificate of service.

To **JOHN J. HEADON**, on his retirement, after serving for 2 months as second coxswain and 3 years as bowman, having been

associated with the Clovelly life-boat for a total of 34 years, a certificate of service.

To **WILLIAM LENEGHAN**, on his retirement, after serving for $18\frac{1}{4}$ years as bowman and 22 years as a member of the crew of the Newcastle, Co. Down, life-boat, a certificate of service and an annuity.

To **WILLIAM A. YOUNG**, on his retirement, after serving for $8\frac{3}{4}$ years as bowman and 6 years as a member of the crew of the Cloughy life-boat, a certificate of service.

To the late **ERNEST H. WELHAM**, who for $7\frac{1}{2}$ years was bowman and 9 years a member of the crew of the Clacton-on-Sea life-boat, his certificate of service to his son.

To **WILLIAM ROWLANDS**, on his retirement, after serving for 5 years as bowman and 29 years as a member of the crew of the St. David's life-boat, a certificate of service.

To **WILLIAM BATES**, on his retirement, after serving for $3\frac{1}{4}$ years as bowman and $14\frac{1}{2}$ years as mechanic of the Kilmore life-boat, a certificate of service.

To **JOSEPH L. PLAYFOOT**, on his retirement, after serving for $24\frac{3}{4}$ years as mechanic of the Redcar life-boat, a certificate of service.

To **THOMAS E. RIMMER**, on his retirement, after serving for $18\frac{1}{2}$ years as mechanic and being previously associated with the Blackpool life-boat for 13 years, a certificate of service and an annuity.

To **JOHN ALLCHORN**, on his retirement, after serving for $5\frac{1}{2}$ years as assistant mechanic and being previously associated with the Eastbourne life-boat for 10 years, a certificate of service and a gratuity.

To **HOLDEN D. SHEADER**, on his retirement, after serving for 4 years as emergency mechanic, 28 years as mechanic and 10 years as a member of the crew of the Scarborough life-boat, a certificate of service and an annuity.

To **SIDNEY J. SALMON**, on his retirement, after serving for 24 years as a member of the crew of the Clacton-on-Sea life-boat, a certificate of service.

To **ALFRED J. TART**, on his retirement, after serving for 22 years as a member of the crew of the Dungeness life-boat, a certificate of service.

To the late **PETER C. WILSON**, who for 18 years was a member of the crew of the St. Abbs life-boat, his certificate of service to his widow.

Royal Humane Society Award

DR. C. V. KAULA has been awarded a testimonial on vellum by the Royal Humane Society for his services in going to the help of the keeper of the St. Helen's Fort at Spithead, who was seriously ill. The Bembridge, Isle of Wight, life-boat took Dr. Kaula out to the fort on the 12th of November,

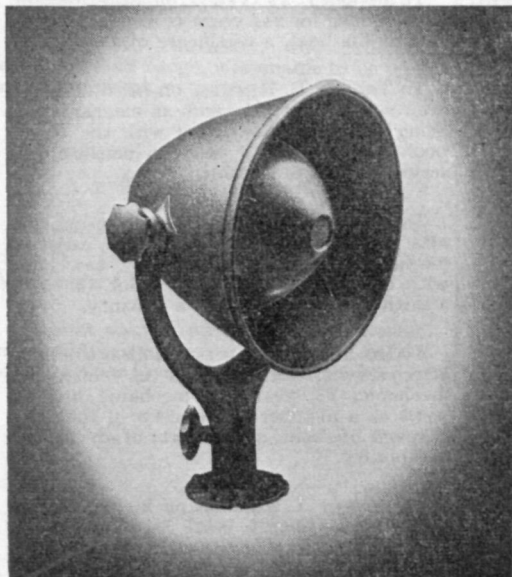
1955, and to reach the landing stage he had to jump from the life-boat and haul himself out of the sea by a rope suspended from a bollard on the fort. An account of this service appeared in the March 1956 number of *The Life-boat* on page 217.

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, 1956.



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