

THE LIFE-BOAT

The Journal of the Royal National Life-boat Institution

VOL. XXXIV

JUNE, 1957

No. 380

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, 1957 - - - - 80,735

Notes of the Quarter

ALTHOUGH 1956 was by far the busiest year the Life-boat Service has known in time of peace, in the first three months of the present year even greater demands were made on life-boat crews than were made in the corresponding months of 1956. By the end of March 1957 life-boats had been launched on service 118 times and had rescued 151 lives. By the 31st of March, 1956, they had been launched 100 times and had rescued 66 lives. Indeed the figure of 151 lives rescued was not reached in 1956 until early in June.

Life-boats in Scotland were particularly busy during the early months of the year, and they were responsible for the rescue of 92 out of the total of 151 lives. The Islay life-boat was launched no fewer than six times and rescued 35 lives.

AWARDS FROM THREE FOREIGN COUNTRIES

A number of European countries have given generous recognition to services by life-boats of the Royal National Life-boat Institution in recent months. The Swedish life-boat society, Svenska Sällskapet för Rädning af Skeppsbrotne, has awarded a com-

memorative plaque to be placed in the Lerwick life-boat station in recognition of the rescue of the crew of five of the Swedish motor vessel *Samba* by the Lerwick life-boat on the 28th of December, 1956. The full account of this service appears on page 426.

His Majesty the King of Norway has awarded the Norwegian medal for heroism to Coxswain Daniel Kirkpatrick, of Longhope, and Coxswain Neil Stewart, of Wick, for their part in the rescue from the *Dovre fjell*, of Oslo, on the 3rd of February, 1956. An account of this service appeared in the June 1956 number of *The Life-boat* on page 245.

The French life-boat society, Société Centrale de Sauvetage des Naufragés, has awarded a medal and diploma to the parents of the late Ieuan Bateman, who lost his life when the St. David's life-boat rescued the crew of eight of the French trawler *Notre Dame de Fatima* on the 8th of November, 1956. A full account of this service appeared in the March 1957 number of *The Life-boat* on page 384.

The Institution, for its part, has recognised the fiftieth anniversary of the foundation of the Swedish life-boat society by the award of its silver medal.

PENSIONS TO DEPENDENTS OF FIREMEN

The Royal National Life-boat Institution is to pay pensions to the widows and dependents of four part-time firemen of the Silloth (Cumberland) fire brigade, Stanley Graham, Alexander Ramsay, Joseph Bell and John Johnstone, who lost their lives when trying to rescue a man on Skinburness Marsh on the 10th of December, 1956. The four men put out in a 14-foot aluminium boat, which was kept at the Silloth fire station for rescue purposes, in a south-westerly wind of gale force and did not return. The pensions, which are the same as those paid to members of life-boat crews who lose their lives on service, are based on the Royal Naval scale.

The Workington life-boat put out later that night, but although she found the upturned boat she could find no trace of the four men who lost their lives. An account of this service appeared in the March 1957 number of *The Life-boat* on page 411.

URUGUAYAN LIFE-BOAT DELEGATION

Two delegates from Uruguay, Mr. Nelson Ogando and Mr. Constantino Ogando, paid a visit to the headquarters of the Institution in March, 1957. Mr. Nelson Ogando is a consult-

ing naval architect and one of the prime movers in a plan which is now well advanced to establish a life-boat society in Uruguay. The delegates had lengthy discussions about the work and organisation of the Institution, and later visited the building yards of Messrs. William Osborne Ltd., at Littlehampton, the life-boat station at Selsey and the life-boat station at Walton-on-the-Naze. The Uruguayan society is contemplating an organisational structure similar to that of the Institution, and the delegates entered into negotiations for the purchase of a British life-boat.

"THE STORY OF THE LIFE-BOAT 1957"

The 1957 edition of *The Story of the Life-boat* has now been published. In addition to the usual English and Scottish editions there is this year, for the first time, a special Welsh edition. Among the features of the Welsh edition are short histories of the life-boat stations at the Mumbles and at St. David's, and an article on raising funds for the Service in Wales. In all three editions there are a number of articles showing the development of life-boats in recent years, and all three editions are fully illustrated. They can be obtained from branches or from Life-boat House (1s. 6d. each, 1s. 10d. post free).

Rescue from Swedish Vessel near Cliffs

At 1.40 on the afternoon of the 26th of December, 1956, the honorary secretary of the Lerwick, Shetland Isles, life-boat station, Mr. P. Bruce Laurenson, learnt from the coastguard that the Swedish motor vessel *Samba* was drifting 122 miles south-east of Lerwick. Her engines had broken down and a trawler was standing by. A moderate gale was blowing at that time from the south-east.

The next day at 12.25 in the afternoon the coastguard reported that the *Samba* was still drifting, and was now 68 miles south-east-a-half-south of Bressay. Two trawlers were now standing by but neither had been able to take her in tow, and a Dutch tug, the *Nord Holland*, was making for her.

The gale was blowing more strongly, but the master of the *Samba* said she was in no immediate danger.

Life-boat Puts Out

At eleven o'clock on the morning of the 28th of December the coastguard told Mr. Bruce Laurenson that the *Samba* was now 19 miles south-east of Bard Head at the southern entrance to Lerwick, and that the tug had been unable to take her in tow. Half-an-hour later the master of the tug asked for the help of the life-boat, and at 11.50 the Lerwick life-boat *Lady Jane and Martha Ryland* left the harbour. The south-easterly gale which had been blowing hard for several days continued; the sea was

very rough; and visibility was poor. It was two hours before low water.

At 12.18 Coxswain John Sales learnt by radio-telephone from the coastguard that the tug had given her position as 13 miles south-by-east of Bard Head. He altered course accordingly, but later discovered that the position he had been given was wrong, and as a result the life-boat passed too far to the west of the *Samba*.

Little Time for Rescue

Coxswain Sales asked the coastguard for further information about the position of the *Samba*, and the coastguard advised him to ask for a direction-finding bearing from the tug. He did so and learnt that the tug was two miles south-east of Bard Head. There were now gusts of wind of 56 knots, and it became increasingly clear that the life-boat would have little time to carry out a rescue before the *Samba* drifted on to the headland.

The master of the tug *Nord Holland* decided that he must try to take off the crew of the *Samba*, and shortly after three o'clock he succeeded in rescuing six men by floating a rubber dinghy down to her. Then the line parted and the dinghy was lost.

On her way to the scene a heavy sea broke over the stern of the life-boat, but Coxswain Sales, after being forced to slow down, increased to full speed again on hearing that a light had been seen off the coast. The steamer *St. Clair*, which had passengers on board, and the motor fishing boat *Harvest Hope* had both put to sea from Lerwick, hoping that they might be able to help. The wind had now increased to a whole gale and darkness was falling.

Another Faint Light

Shortly after four o'clock Coxswain Sales saw the lights of the *Nord Holland* to the north-west of Bard Head. Close inshore by the headland known as the Ord was another faint light which he assumed came from the *Samba*. The life-boat's searchlight was directed to this point, and the *Samba* was seen with her bow close under the cliff and drifting rapidly to the north-west, beam on to wind and sea.

There was clearly no time to lose, and without hesitation Coxswain Sales brought the boat down wind across the square stern of the *Samba*. As he did so one of the *Samba's* crew jumped to safety.

The coxswain then turned and tried to come up again head to wind but the *Samba* drifted past too quickly for anyone to be able to jump. There was a high confused sea which broke right over the *Samba*, whose propellers broke surface as her stern rose. The master of the *St. Clair* offered to pump oil, but Coxswain Sales had not even time to reply to this suggestion.

Two Men Jumped

He turned the life-boat once again and came down wind alongside the stern of the *Samba*. This time two men jumped successfully. At the next attempt the coxswain could not bring the life-boat close enough for anyone to jump, but at the fifth attempt one more man succeeded in reaching the life-boat.

Then came the sixth and last attempt to come alongside. There remained only the master of the *Samba* and he jumped out, but he was already so exhausted that he fell across the forestay and was saved only by the prompt action of two members of the life-boat's crew. The life-boat suffered slight damage to her fendering and stanchions.

Swedish Award

The life-boat then made for her station, and within twenty minutes the *Samba* drove across the sound and struck the rocks. Fifteen minutes later she had disappeared. By 5.8 the life-boat had reached her station.

For this service the bronze medal for gallantry has been awarded to Coxswain John Sales. The Swedish Life-boat Society has awarded a plaque to the Lerwick life-boat station to commemorate the service.

Rewards to the crew, £18 5s.; additional monetary rewards, £16. Total rewards, £34 5s.

A brief account of this service appeared in the March, 1957, number of *The Life-boat*, on page 414.

Rescue from a Steamer in Dense Fog

At 10.8 on the night of the 8th of March, 1957, the coastguard told the honorary secretary of the Campbeltown station, Mr. A. P. MacGrory, that the S.S. *Gracehill*, of Campbeltown, was ashore on Sanda island in thick fog and needed help. Mr. MacGrory, who had been involved in a car accident earlier in the evening and had just returned home, made his way to the life-boathouse and spoke to the coxswain. Immediately afterwards his doctor advised him to go to bed, where he had to remain for three days. During this time the assistant honorary secretary replaced him.

At 10.10 the *Gracehill* reported that she was pounding heavily, and a quarter of an hour later the Campbeltown life-boat *City of Glasgow II* put out. There was a moderate southerly wind with a moderate swell from the south-east. Dense fog had reduced visibility to less than fifty yards.

Engine Room Flooded

Three minutes after the life-boat put out the *Gracehill* reported that her engine room was flooded and that her crew were taking to the boats. Coxswain Duncan Newlands decided to set a course to the east of Sanda Island, which is eleven miles from Campbeltown loch, using the fog signal from the lighthouse as a guide.

The trawler *Lairdstock* was heard broadcasting on the radio-telephone, and at 11.34 the life-boat asked her whether she was fitted with radar. The *Lairdstock* answered that she was and indicated that the life-boat's position was now three miles east-north-east of Sanda. At 12.25 another trawler, the *Loch Fleet*, informed the life-boat by radio-telephone that she

could see her on her radar screen, and the *Loch Fleet* continued to give the life-boat accurate positions.

At 1.12 the life-boat reported that she had seen a flare which she believed to be from the *Gracehill*, and asked for more flares to be shown, as the *Loch Fleet* had just indicated that the life-boat was now only three cables from the *Gracehill*.

Life-boat in Sight

As the life-boat approached the *Gracehill* the steamer's crew could hear the coxswain speaking over the loud-hailer, and at 1.48 she reported that the life-boat had come in sight.

The *Gracehill* was lying on a reef at the west end of Sanda island with her bows to the eastward. A considerable swell from the north-east was causing her to pound. A four-knot tide was running to the eastward on the starboard side of the steamer, but her port side was in still water. The whole crew had taken to the boats, which were lying alongside the port side of the steamer.

Visibility was still less than fifty yards, and with the strong tide running this made the approach hazardous. Nevertheless, Coxswain Newlands took the life-boat in on the port quarter of the *Gracehill* and transferred the crew of ten from the ship's boats to the life-boat. She left at 2.5 through fog which still persisted, and it was not until 5.55 that the life-boat finally reached Campbeltown.

For this service the thanks of the Institution inscribed on vellum have been accorded to Coxswain Duncan Newlands.—Rewards to the crew, £20 5s.; reward to the helper on shore, 19s.

Portrait on the Cover

THE portrait on the cover is of Coxswain Samuel Cunningham of Portrush. He was appointed coxswain in July 1946, having been second coxswain since January 1937 apart from

a period of six years when he was away on war service. In private life Coxswain Cunningham is Clerk of the Portrush Urban District Council.

Rescue by Thirteen-year-old Boy

On the afternoon of Saturday, the 17th of November, 1956, a man who lived at Portland in Dorset, Mr. H. W. Wilkinson, went out in his 20-foot motor boat *Hilda Mary* from Castletown and made for Portland Bill, where he intended to haul his crab pots. He was accompanied by a thirteen-year-old boy, Charles Mayo. The weather was fine with light airs and a smooth sea. It was two hours after low water.

At two o'clock, when the boat was some two hundred yards off Durdle pier, Mr. Wilkinson, who was fixing a grab rail, slipped and fell overboard. Charles Mayo was at the helm, and he immediately turned the boat to starboard to try to pick the man up.

He missed him at his first attempt, but he then brought the boat round a second time. He managed to grab him but could not hold on. Mr. Wilkinson weighed some sixteen stone and was wearing a heavy overcoat and sea-boots. He was a man of about fifty and was a non-swimmer.

Head Under Water

Charles Mayo then brought the motor boat round a third time, and this time he noticed that the man's head was under water. This fact and the height of the bow of the boat prevented him being able to judge where to bring the boat alongside. He therefore decided to launch a 7-foot pram dinghy, which was stowed in the open cockpit of the motor boat.

He rowed the dinghy to Mr. Wilkinson, who was then fifteen yards away.

On reaching him he held his head clear of the water and supported him in this way, lying full-length in the dinghy in order to do so. He also shouted for help.

On learning from two other boys that there was a man in the water, Mr. John Stone, who was at the time making lobster pots in his shed at Durdle pier, at once lowered his boat into the water with a man named Michael Gibson and went out to the rescue.

Becoming Exhausted

When they reached Mr. Wilkinson they found that Charles Mayo had his arms round him and was supporting him. He had been doing this for twenty minutes and was becoming exhausted. Mr. Stone and Mr. Gibson dragged Mr. Wilkinson into their boat and took him ashore, where they were met by a doctor and an ambulance, which had been summoned by another fisherman. Mr. Wilkinson was taken to hospital, where he recovered completely.

Charles Mayo returned to the *Hilda Mary*, and after securing the dinghy astern returned to Portland and berthed the *Hilda Mary* at Castletown.

For this service an inscribed wristlet watch and the thanks of the Institution inscribed on vellum have been awarded to Charles Mayo. Monetary rewards were made to Mr. Stone and Mr. Gibson.

A Hundred Years Ago

An extract from the Life-boat, July, 1857

ARKLOW, IRELAND.—A life-boat station in connection with the National Life-boat Institution has been founded at Arklow, on the East Coast of Ireland and a life-boat on Mr. Peake's design, 30-feet long, and rowing 10 oars, double banked, has been placed there by the Institution. A boathouse has been built from funds chiefly contributed in the neighbourhood, and the station will be at once furnished with a transporting carriage, and be completed in every respect.

Her services will be chiefly required to vessels wrecked on the Blackwater and Arklow banks. She is the first of a series of life-boats now building for the Institution to meet the wants of the East Coast of Ireland. She was conveyed gratuitously to Dublin by one of the steamers of the British and Irish Steam Packet Company, which Company has, on several previous occasions, most liberally conveyed the Society's life-boats free of all charge.

Parliamentary Questions

MR. HECTOR HUGHES, M.P. for Aberdeen North, asked the Minister of Transport and Civil Aviation what provision is made by his Department for the protection and salvage of shipping and seamen in danger at sea round the coasts of Scotland; who carries out these duties on shore and at sea; and what are the wages, allowances, pensions and conditions of service of the persons who do this work.

Mr. Harold Watkinson asked permission to circulate the answer in the official report. The answer was as follows:

The preservation of shipping and the lives of seamen around the coasts of the United Kingdom is the principal duty of Her Majesty's Coastguard, supported by the voluntary Coast Life-Saving Corps. In this task the Coastguard enjoy the full co-operation of the Royal Navy and Royal Air Force and of the coast radio stations of the General Post Office. They are also able to count on the voluntary assistance of units of the U.S. Air Force in this country. The Royal National Life-boat Institution provide and man the life-boats as a voluntary service

and work in close co-operation with the Coastguard.

In a supplementary question Mr. Hughes asked whether it was not time that these services were taken over by his Ministry instead of being left to public charity and flag days and would he take steps to that end.

Mr. Watkinson answered:

I should hesitate to interfere with a voluntary service which contains some of the bravest men in the country and which is providing a very adequate service.

These questions were asked on the 20th of March, 1957, and on the 10th of April Mr. Hughes, now referring to Great Britain and not only to Scotland, again asked whether it would not be desirable to combine the Life-boat Service and the Coastguard Service. Mr. Watkinson replied:

"I would certainly agree with the honourable and learned gentleman that the members of the Life-boat Service deserve everything that they can get for being some of the bravest men in this country, but I hope that he is not suggesting that we should do away with this very wonderful voluntary organisation."

Award for Bravest Life-Saving Act in 1956

THE Maud Smith award for the bravest act of life-saving in 1956 has been won by Reginald Carey, of Coverack, Cornwall.

Reginald Carey, who is normally second coxswain of the Coverack life-boat, was acting coxswain when the life-boat rescued seven survivors from the motor vessel *Citrine*, of Glasgow, on the 2nd of January, 1956. An

account of this service appeared in the June, 1956, number of the *Life-boat* on page 234.

The award, which is an annual one made, according to the terms of a will, by the Committee of Management of the Institution, was won the year before by Coxswain Thomas Allehorn, of Eastbourne.

Longest Winter Service

THE ANNUAL award of a case of rum to the life-boat crew which has carried out the longest winter service has been made by the Sugar Manufacturers' Association (of Jamaica) Limited to

the crew of the Islay, Hebrides, life-boat, for a service of twenty-six hours on the 26th/27th of January, 1957. A full account of this service appears on page 434.

Services of the Life-boats in January, February and March, 1957

151 Lives Rescued

JANUARY

DURING January life-boats were launched on service 39 times and rescued 45 lives.

FISHING BOAT TOWED FROM NEAR ROCKS

Newcastle, Co. Down.—At 10.50 on the night of the 1st of January, 1957, the Kilkeel coastguard telephoned that a small boat, which appeared to be in difficulty about three miles east-south-east of St. John's Point, was burning flares. At 11.7 the life-boat *William and Laura* was launched. There was a moderate sea with a heavy swell and a freshening southerly breeze. There were heavy and squally rain showers, and it was high water. The life-boat reached the position and found that the motor fishing boat *Pride of Erin*, of Portavogie, with a crew of four, had drifted, with her engines broken down, close to the rocks at the entrance to Killough Bay. In the heavy swell the coxswain succeeded with great difficulty in getting a tow rope on board the fishing boat and she was taken to Ardglass harbour. The life-boat arrived back at her station at 4.30 in the morning.—Rewards to the crew, £20 15s.; rewards to the helpers on shore, £12 19s.

INJURED MAN TAKEN OFF IN GALE

Stronsay, Orkneys.—At four o'clock on the morning of the 2nd of January, 1957, the Kirkwall coastguard telephoned that the trawler *Neath Castle*, of Grimsby, had an injured man on board. She was being towed by the motor vessel *Stoke City* forty-five miles north-north-west of North Ronaldshay. At 4.55 the life-boat *John Gellatly Hyndman* put out. There was a very rough sea, a moderate southerly gale was blowing, and the tide was ebbing. The life-boat made for the

position, and after careful manœuvring the coxswain brought her alongside the trawler. The injured man was transferred and taken to Kirkwall. The life-boat arrived there at 9.45 after encountering very heavy seas and returned to her station at 1.45 the next morning.—Rewards to the crew, £46 5s.; reward to the helper on shore, 12s.

MAN TAKEN OFF LIGHTVESSEL TO DOCTOR

New Brighton, Cheshire.—At 9.35 on the morning of the 3rd of January, 1957, the marine surveyor of the Mersey Docks and Harbour Board telephoned to say that a member of the crew of the Bar lightvessel had been suddenly taken ill. As the Harbour Board's motor vessel *Salvor* would be unable to come close to the lightvessel because of the rough sea the life-boat *Norman B. Corlett* put out at 10.7 to fetch the sick man ashore. There was a strong westerly breeze, and the tide was flooding. The sick man was taken on board the life-boat. The life-boat then met the *Salvor*, which had a doctor on board, near the Q11 buoy, transferred him to her and arrived back at her moorings at 2.15.—Rewards to the crew, £10 10s.; rewards to the helpers on shore, £1 12s.

MOTOR BOAT TOWED TO WEYMOUTH

Weymouth, Dorset.—At 7.10 on the evening of the 3rd of January, 1957, the Wyke Regis coastguard telephoned to say a woman had reported that her husband had put out in the twenty-foot motor boat *Maria* early that morning and had not returned. At 7.40 the life-boat *William and Clara Ryland* put out. There was a moderate sea, a fresh south-westerly breeze was blowing, and the tide was flooding. The life-boat searched the

bay until flares were seen half a mile from Redcliffe Bay. She made for the flares and found the *Maria* with her engine broken down. The life-boat took the *Maria* in tow to Weymouth, arriving at 8.40.—Rewards to the crew, £7 10s.

BROUGHT FROM LIGHTVESSEL IN ROUGH SEA

Tenby, Pembrokeshire.—At 1.10 early on the morning of the 4th of January, 1957, the coastguard telephoned to say that the Trinity House Superintendent at Swansea had asked for the life-boat to bring ashore a sick man from the Helwick lightvessel. At two o'clock the life-boat *Henry Comber Brown* was launched. There was a rough sea, a strong south-westerly breeze was blowing, and it was low water. The sick man was transferred to the life-boat, which arrived back at her station at 6.10.—Rewards to the crew, £14 5s.; rewards to the helpers on shore, £6 8s. Refunded to the Institution by Trinity House.

TWO MEN RESCUED FROM FISHING BOAT

Blyth, Northumberland.—At nine o'clock on the night of the 4th of January, 1957, the coastguard telephoned to say the North Seaton police had reported that the fishing boat *Trojan Star*, with a crew of two, had put out in the afternoon to attend to fishing lines and had not returned. At 9.25 the life-boat *Winston Churchill* (Civil Service No. 8) was launched. There was a moderate sea, a strong south-westerly gale was blowing, and the tide was ebbing. One hour and a half later the S.S. *Parkwood* wirelessly that she had seen the boat seven and a half miles south-east of Coquet Island. The life-boat went to the position and took the *Trojan Star* in tow. As the fishing boat seemed likely to sink, her crew were transferred to the life-boat. Soon afterwards the *Trojan Star* capsized and the tow-rope was cut. The rescued men were landed at Blyth, which was reached at 2.20. Three members of the Ladies' Life-boat Guild provided refreshments for the life-boat's crew and survivors. The

Newbiggin life-boat was also launched to help in the search.—Rewards to the crew, £14 5s.; rewards to the helpers on shore £2 8s.

SURVIVORS LANDED FROM FISHERY PROTECTION VESSEL

Stornoway, Hebrides.—At 5.50 on the morning of the 6th of January, 1957, the coastguard telephoned that the fishery protection vessel *Vaila* was ashore north of Craigmore, Isle of Lewis, and was making water. Shortly afterwards a message was received that the *Vaila's* crew of twenty were abandoning ship and taking to their boats. At 6.25 the life-boat *The James and Margaret Boyd* put out. There was a moderate sea, a strong south-westerly breeze was blowing, and the tide was flooding. The life-boat reached the position and after searching for a while found a boat with six survivors to the north of Kelock Head. The six men were taken on board the life-boat. The trawler *Kelso Paton* had by this time joined in the search. The life-boat continued south towards Loch Shell and found that the *Vaila* had struck Invarid Island and sunk. Nine survivors had landed at the village of Limervoy. These men were taken on board the life-boat and the search continued for the other five missing men. It was known that they had had difficulty in launching the other boats when their vessel sank. At daylight several trawlers and other fishing craft joined in the search, and eventually five bodies were picked up in the Minch by various craft. One body was transferred to the life-boat, and she returned to her station to land the survivors and the body, arriving at two o'clock in the afternoon.—Rewards to the crew, £17 10s.

IRISH FISHING VESSEL TOWED TO HARBOUR

Arklow, Co. Wicklow.—At 7.25 on the evening of the 7th of January, 1957, flares were seen south of the pier, and as the local motor fishing vessel *Sparkling Wave* was overdue, the life-boat *Inbhear Mor* was launched at 7.45. There was a rough sea, a strong south-south-westerly breeze was blow-

ing, and it was low water. The life-boat found the *Sparkling Wave* two miles south of Arklow pier with her engine broken down. She had a crew of six. The life-boat towed her to the harbour, arriving back at 8.45.—Rewards to the crew, £8 15s.; rewards to the helpers on shore, £3 12s.

SIX MEN RESCUED FROM STEAMER

New Brighton, Cheshire.—At 2.15 on the morning of the 8th of January, 1957, the Formby coastguard telephoned that the S.S. *Ousel*, of Liverpool, when at anchor, had been struck by another vessel off Rock Ferry. At 2.30 the life-boat *Norman B. Corlett* put out. There was a slight sea, a gentle south-westerly breeze was blowing, and the tide was flooding. When the life-boat reached the *Ousel* she found that several tugs were attempting to tow her into shallow water. The *Ousel* had a list of five degrees to starboard and had been holed on her port side. As the tide ebbed she could no longer be held in shallow water, and it was decided that the six men aboard her should be taken off. The life-boat rescued the six men and transferred them to the motor vessel *Salvor*. The life-boat then returned to her station, arriving back at her moorings at 7.30.—Rewards to the crew, £12 10s.; rewards to the helpers on shore, £1 12s.

STEAM TRAWLER ESCORTED TO SHETLANDS

Lerwick, Shetlands.—At 1.40 on the morning of the 9th of January, 1957, the coastguard reported that the steam trawler *Lord Essendon*, of Hull, with a crew of twenty, was ashore at Ham Bressay. The life-boat *Lady Jane and Martha Ryland* was launched at 2.15 in a very rough sea. A westerly gale was blowing, and the tide was flooding. The life-boat reached the trawler thirty-five minutes later and found her in no immediate danger. The pilot-cutter *Budding Rose* was alongside the *Lord Essendon* and was preparing an anchor and cable in an attempt to refloat her at high water. The life-boat stood by the trawler until she refloated and escorted her to Lerwick, arriving at 4.35.—Rewards to the crew, £9.

FISHING BOAT ESCORTED IN GALE

Filey, Yorkshire.—At 11.40 on the morning of the 10th of January, 1957, the coastguard reported that the local fishing boat *Margaret and James* was at sea in very bad weather. At 12.5 the life-boat *The Isa and Penryn Milsted* was launched. There was a very rough sea, a moderate north-westerly gale was blowing, and the tide was ebbing. The life-boat came up with the fishing boat north of Filey Brig and escorted her safely to harbour, arriving there at 2.40.—Rewards to the crew, £9; rewards to the helpers on shore, £9 3s.

DINGHY TOWED TO EASTBOURNE

Hastings, and Eastbourne, Sussex.—At 4.22 on the afternoon of the 13th of January, 1957, the Fairlight coastguard telephoned that a sailing dinghy needed help four miles south of Bexhill. At 4.37 the Hastings life-boat *M.T.C.* was launched. There was a rough sea, a strong north-easterly breeze was blowing, and it was low water. Visibility was bad because of sleet squalls. The life-boat searched the area but could find nothing. The Eastbourne life-boat *Beryl Tollemache* also launched at 6.40 to help in the search. With the help of an aircraft which dropped flares the Eastbourne life-boat found the dinghy, and towed her back to her station, arriving there at 9.30. The Hastings life-boat reached her station again at 9.25.—Rewards: Hastings, rewards to the crew, £14 5s.; rewards to the helpers on shore, £27 2s.; Eastbourne, rewards to the crew, £10 10s.; rewards to the helpers on shore, £15.

STRANDED ON ISLAND WHILE DUCK-SHOOTING

Kirkcudbright.—At four o'clock on the afternoon of the 20th of January, 1957, a message was received from the police that two men had put out in a small dinghy to go duck-shooting on the morning of the day before and had not returned. Anxiety was felt for their safety. The life-boat coxswain and the police went to the shore between Carrick and Sandgreen, where the two men had left their dinghy, and

fired a maroon to try to attract their attention in case they were stranded on one of the islands off the coast. A light was seen shortly afterwards from one of the islands, and as the weather was deteriorating it was decided to send the life-boat. At 11.45 at night the life-boat *J. B. Couper of Glasgow* put out in a slight sea. There was a gentle north-westerly breeze, and the tide was flooding. The two men were found on Murray Island and were taken off with the aid of their own dinghy. The life-boat landed them at Sandgreen and then returned to her moorings, arriving at 5.45 the next morning.—Rewards to the crew, £16 5s.; rewards to the helpers on shore, £2 11s.

MOTOR VESSEL REFLOATED

Campbeltown, Argyllshire.—At 8.15 on the morning of the 20th of January, 1957, a vessel was seen ashore at French Point in Campbeltown Loch. Later the vessel's owner asked for the life-boat to help refloat her on the rising tide. At 10.55 the life-boat *City of Glasgow II* put out. There was a very rough sea, a fresh west-south-westerly gale was blowing, and the tide was flooding. The life-boat, came up with the motor vessel *Prase*, of Glasgow, with a crew of seven, and passed a line aboard her. As the tide rose the *Prase* refloated with the help of the life-boat and then proceeded under her own power. The life-boat returned to her station, arriving back at noon. The owners made a gift to the crew. No expense to the Institution.

NINE MEN RESCUED FROM FISHING VESSEL

Islay, Hebrides.—At 3.40 on the morning of the 26th of January, 1957, the Kilchoman coastguard telephoned that the fishing vessel *Present Help*, with a crew of nine, was ashore at the northern end of Lismore Island. At 4.21 the life-boat *Charlotte Elizabeth* put out. There was a rough sea, a strong south-westerly breeze was blowing, and the tide was ebbing. The life-boat reached the *Present Help* at 10.46 and stood by her while two other fishing vessels tried to tow her off.

They failed to do so, and it was decided to abandon the *Present Help*. Her crew of nine were taken aboard the life-boat, which made for Oban. After the life-boat had refuelled and her crew had had some food she returned to her station, arriving at 5.45.—Rewards to the crew, £45 10s.; rewards to the helpers on shore, £1 4s.

LIFE-BOAT STANDS BY STRANDED VESSEL ALL NIGHT

New Brighton, Cheshire.—At 8.48 on the evening of the 26th of January, 1957, the Formby coastguard telephoned that the motor vessel *Defender*, of Liverpool, had stranded on the revetment wall near the south end of the Formby channel. The life-boat *Norman B. Corlett* put out at 9.10. There was a heavy sea, a moderate westerly gale was blowing, and the tide was ebbing. Soon after the life-boat reached the position a number of tugs also arrived. They tried to tow the vessel off but failed, and as the tide ebbed it was clear they would not succeed that evening. The life-boat remained alongside all night, and at eight o'clock the next morning the *Defender* refloated on the rising tide. The life-boat returned to her moorings, arriving at 10.15.—Rewards to the crew, £30 10s.; rewards to the helpers on shore, £2 10s.

STORES TAKEN TO STEAMER

Ramsey, Isle of Man.—At eleven o'clock on the morning of the 28th of January, 1957, a message was received from the owners of the S.S. *Baron Ramsey*, of Ardrossan, that she was lying in Ramsey Bay and had run short of stores because of bad weather. They asked for the life-boat to be launched to take out stores. As the weather was too bad for any other vessel to carry out this task, the life-boat *Thomas Corbett* was launched at 2.50. There was a heavy sea, a whole south-westerly gale was blowing, and the tide was ebbing. The life-boat took the stores needed to the *Baron Ramsey* and returned to her station, arriving at four o'clock.—Rewards to the crew, £8 15s.; rewards to the helpers on shore, £9 12s.

FISHING BOAT'S WHEELHOUSE WINDOWS SMASHED

North Sunderland, Northumberland.—During the morning of the 30th of January, 1957, the fishing boat *Kindly Light*, of Seahouses, was reported overdue. At 11.23 the life-boat *Grace Darling* was launched in a very rough sea. There was a strong southerly breeze, and the tide was flooding. The life-boat found the *Kindly Light* about a mile and a half east of Beadnell. Her wheelhouse windows had been smashed by very heavy seas. The life-boat escorted her to harbour, arriving there at 12.18.—Rewards to the crew, £7 10s.; rewards to the helpers on shore, £5 8s.

TOWED THROUGH PENTLAND FIRTH IN GALE

Longhope, Orkneys.—Early on the morning of the 31st of January, 1957, the fishing yawl *Sylvia*, of Kirkwall, put out for lobster fishing. Before she was due to return a strong gale blew up, and as it was known that it would be extremely dangerous for the yawl to return unaided through the Pentland Firth to her anchorage in Aith Hope, the life-boat *Thomas McCunn* was launched at 2.48 in the afternoon. There was a heavy sea, a whole south-south-easterly gale was blowing, and the tide was ebbing. There were showers of sleet. The life-boat found the *Sylvia*, with a crew of three, west of Torness Point and took her in tow to Aith Hope. She then returned to her station, arriving at 6.40.—Rewards to the crew, £12; rewards to the helpers on shore, £3 11s.

TWO VESSELS ESCORTED TO CAMPBELTOWN

Campbeltown, Argyllshire.—At 3.27 on the afternoon of the 31st of January, 1957, the Southend coastguard telephoned to say the police had been informed that flashing lights had been seen from a vessel in Machrihanish Bay. The life-boat *City of Glasgow II* was launched at 3.44 and made for the position. The sea was very rough, and there was a strong south-westerly gale. The tide was ebbing. When the life-boat had reached Davaar

Island a message was received that the motor fishing vessel *Pride of Erin* was in difficulties with a fouled propeller five miles north of Davaar. The message had been passed by the motor fishing vessel *Onward*, which was close to the *Pride of Erin*, and the life-boat then altered course. She reached the position given and found that the *Onward* had been able to get a line aboard the *Pride of Erin*. She escorted both vessels back to Campbeltown, arriving at 8.10. The Islay life-boat put out to investigate the flashing lights in Machrihanish Bay.—Rewards to the crew, £14 5s.; rewards to the helpers on shore, £1 8s.

ESCORT FOR ORKNEY FISHING BOAT IN GALE

Stromness, Orkney.—On the afternoon of the 31st of January, 1957, a severe gale sprang up and anxiety was felt for the safety of the local fishing boat *Alice*, which had not returned from the lobster fishing grounds off Hoy Head. At 3.56 the life-boat *Archibald and Alexander M. Paterson* was launched. There was a heavy sea and a strong south-easterly gale. It was low water. The life-boat met the fishing boat, with a crew of two, off Bow Rock in the Hoy Sound. In the rough conditions the *Alice* was making little headway, so the coxswain manœuvred the life-boat to make as much shelter for the boat as possible. In this way she escorted the *Alice* to Stromness, arriving there at 5.20.—Rewards to the crew, £8 15s.; rewards to the helpers on shore, £4 11s.

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

Seaham, Co. Durham.—January 3rd.—Rewards, £8 13s.

Newbiggin, Northumberland.—January 4th.—Rewards, £22 12s.

Hartlepool, Co. Durham.—January 5th.—Rewards, £29 2s.

Filey, Yorkshire.—January 6th.—Rewards, £18 8s.

Cromarty.—January 8th.—Rewards, £16 5s.

Hartlepool, Co. Durham.—January 8th.—Rewards, £28 1s.

Seaham, Co. Durham.—January 8th.—Rewards, £28 1s.

Wick, Caithness-shire.—January 13th.—Rewards, £11 14s.

Peterhead, Aberdeenshire.—January 13th.—Rewards, £7 8s.

Margate, Kent.—January 13th.—Rewards, £56 9s.

St. Peter Port, Guernsey.—January 17th.—Rewards, £9 8s.

Walmer, Kent.—January 22nd.—Rewards, £21 19s.

Workington, Cumberland.—January 27th.—Rewards, £10 10s.

Islay, Hebrides.—January 31st.—Rewards, £8 14s.

Mallaig, Inverness-shire.—January 31st.—Rewards, £30 5s.

Thurso, Caithness-shire.—January 31st.—Rewards, £44 10s.

FEBRUARY

DURING February life-boats were launched on service 40 times and rescued 15 lives.

INJURED MAN BROUGHT FROM IRISH LIGHTVESSEL

Wicklow.—At 1.15 on the afternoon of the 1st of February, 1957, a message was received from the Irish Lights stating that a member of the crew of the Codling lightvessel was suffering from a poisoned hand and asking if the life-boat would bring him ashore. At two o'clock the life-boat *J. W. Archer* was launched in a choppy sea. There was a moderate west-south-westerly gale, and the tide was ebbing. The life-boat reached the lightvessel, took the injured man on board, and landed him at Wicklow at five o'clock.—Rewards to the crew, £12 5s.; rewards to the helpers on shore, £4 4s. Refunded to the Institution by the Commissioners of Irish Lights.

SIX MEN BROUGHT BACK TO MOTOR VESSEL

Fenit, Co. Kerry.—At 2.30 on the afternoon of the 1st of February, 1957, a message was received from Ballydavid that six men who were freeing the anchor chain of their motor vessel *Libra* had been blown ashore in their ship's boat and were unable to rejoin their vessel. As there were only three

men left with the master on board the *Libra* and the ship was in danger of being driven ashore, the life-boat *William and Harriot*, on temporary duty at the station, put out at three o'clock. There was a heavy sea, a moderate westerly gale was blowing, and the tide was flooding. The life-boat reached Smerwick harbour four hours later, took the boat in tow and transferred the six men to the *Libra*. She then returned to her station, arriving at 1.30 the next morning.—Rewards to the crew, £26 5s.; reward to the helper on shore, £1 2s.

STANDING BY TRAWLER ALL NIGHT

Stornoway, Hebrides.—At 9.15 on the morning of the 2nd of February, 1957, the coastguard telephoned that a trawler was ashore near the eastern end of Goat Island in Stornoway harbour. The life-boat *The James and Margaret Boyd* put out twenty minutes later in a moderate swell. There was a moderate south-south-westerly gale, and the tide was ebbing. The life-boat came up with the trawler *Wyre British*, of Fleetwood, with a crew of eighteen. It was clear that the life-boat could do little to help until high water the following morning, and the coxswain decided to stand by the trawler throughout the night. About seven o'clock next morning the life-boat put a towing line on board the trawler and eventually managed to refloat her. She then returned to her moorings, arriving at 8.45.—Property Salvage Case.

ISLAND'S ONLY FARMER TAKEN BACK

St. David's, Pembrokeshire.—On the evening of the 1st of February, 1957, the Ramsey Island motor boat was returning from Porth Stinnan with the sole Ramsey Island farmer and provisions on board when her engine broke down. The boat had to be beached at Porth Seli. The coastguard informed the honorary secretary the next morning, and during the afternoon a further message was received that attempts to repair the engine had failed. At 3.30 on the afternoon of the 2nd of

February the life-boat *Sten-y-Mor* (Civil Service No. 6) was launched. There was a slight sea, a slight south-westerly breeze was blowing, and the tide was flooding. The life-boat took the farmer, his farm-hand and fresh provisions to Ramsey Island and returned to her station, arriving at five o'clock.—Rewards to the crew, £6 5s.; rewards to the helpers on shore, £2 12s.

FISHING BOAT IN COLLISION WITH LIGHTVESSEL

Fleetwood, Lancashire.—At 9.20 on the night of the 2nd of February, 1957, the Formby coastguard telephoned that a fishing vessel on passage from Deganwy to Fleetwood had engine trouble and was drifting near the Morecambe Bay lightvessel. She had been in collision with the lightvessel and was damaged. At 9.45 the life-boat *Ann Letitia Russell* was launched. There was a very rough sea, a moderate southerly breeze was blowing, and the tide was flooding. The life-boat reached the lightvessel and found the fishing vessel *Reliance*, of Deganwy, with a crew of two. She took the two men on board and towed the fishing vessel to Fleetwood, arriving there at 5.35. The owner of the *Reliance* thanked the crew.—Rewards to the crew, £20 5s.; rewards to the helpers on shore, £3 16s.

LIFE-BOAT STANDS BY TURKISH VESSEL

Plymouth, Devon.—At 3.22 on the afternoon of the 4th of February, 1957, a message was received that a vessel had broken down a mile and a half south of the breakwater. At 3.36 the life-boat *Thomas Forehead and Mary Rowse* put out. There was a strong south-south-westerly gale and a rough sea. The tide was flooding. The life-boat came up with the motor vessel *C. Sadikoglu*, of Turkey, drifting towards Penlee Point. Shortly afterwards two tugs arrived, but the sea was too rough to allow a pilot to go aboard the vessel, and the life-boat stood by under very severe conditions for seven hours until, after repeated efforts, the tugs managed to tow the *C. Sadikoglu*

into Plymouth Sound. The life-boat returned to her moorings, arriving at 11.30.—Rewards to the crew, £20 5s.

LIFE-BOAT STANDS BY SAND BOAT ALL NIGHT

Broughty Ferry, Angus.—About 10.15 on the night of the 4th of February, 1957, a telephone message was received from the harbour master at Dundee that a resident in Invergowrie had reported a vessel burning flares opposite Balmarino above the Tay Bridge. The honorary secretary asked the director of the local sand company whether any of the company's sand boats were out in the river. He learnt that three of these boats were out and gave orders for the life-boat *Mona* to be launched. This was done at 10.45. There was a very rough sea, a whole south-westerly gale was blowing, and the tide was ebbing. The life-boat proceeded up the river and found the sand boat *Wisbech*, of Dundee, in a dangerous position. She stood by her until next morning when the weather moderated and the sand boat was able to make for a more sheltered position. The life-boat then returned to her moorings, arriving at 6.30 the next morning. The sand company made a donation to the funds of the Institution—Rewards to the crew, £22; rewards to the helpers on shore, £4 15s.

LIFE-BOAT STANDS BY DAMAGED TRAWLER

Wick, Caithness-shire.—At 2.12 on the morning of the 5th of February, 1957, the Wick coastguard telephoned that the trawler *Warwick Deeping*, of Hull, was some fifty miles south of Dennis Head with her port side damaged. At 2.54 the life-boat *City of Edinburgh* put out. There was a very heavy sea, a strong south-westerly gale was blowing, and the tide was ebbing. The life-boat came up with the trawler and stood by her until the fishery cruiser *Bramble* arrived. The life-boat then returned to her station, arriving at six o'clock in the evening. The master of the *Warwick Deeping* conveyed his thanks to the crew.—Rewards to the crew, £33 5s.; rewards to the helpers on shore, £1 16s. 6d.

PILOT TAKEN TO DUTCH VESSEL IN GALE

Fenit, Co. Kerry.—On the 4th of February, 1957, the Dutch motor vessel *Lubbock*, carrying a cargo of barley from Honfleur, entered Tralee Bay. A gale was blowing, and a pilot could not board her and bring her to berth at Fenit pier. She therefore anchored in the bay. The next morning the life-boat *William and Harriot*, on temporary duty at the station, put out at five o'clock with a pilot on board. There was a very heavy sea, a whole south-westerly gale was blowing, and the tide was ebbing. The life-boat took the pilot out to the *Lubbock*, and the vessel was brought safely to the pier. Both her anchors had been broken during the gale. The life-boat returned to her station, arriving at eight o'clock.—Rewards to the crew, £15 15s.

TWO MEN TAKEN OFF STRANDED FISHING VESSEL

Campbeltown, Argyllshire.—On the 6th of February, 1957, the motor fishing vessel *Vine*, of Aberdeen, while returning from the fishing grounds to Campbeltown harbour with a crew of three, struck a reef on the north end of Davaar Island. An unsuccessful attempt to float her was made by a passing vessel, but at low water the *Vine* was high and dry on the reef. Two of her crew remained on board, while the third member made his way over the beach to the mainland and eventually reached Campbeltown. The life-boat *City of Glasgow II* put out at 11.56 at night. There was a choppy sea, a strong south-south-westerly breeze was blowing, and the tide was flooding. The coxswain took the boarding boat with him to help in running lines to the *Vine* and to take off the crew if necessary.

The life-boat's first attempt to refloat the *Vine* was unsuccessful. The conditions had been growing worse, and the coxswain decided to take the remaining two members of the crew aboard the life-boat. This was done, and a second attempt was then made to refloat the *Vine*. This too was unsuccessful, and the coxswain

decided not to make any further attempts. The life-boat returned to Campbeltown, arriving at 5.30 in the morning.—Rewards to the crew, £16 5s.; reward to the helper on shore, 12s.

LIFE-BOAT ON PASSAGE FINDS BOAT IN DISTRESS

Margate, Kent.—On the afternoon of the 10th of February, 1957, the life-boat *Cunard* was on passage from Brightlingsea to Margate to carry out temporary duty. At the entrance to the River Colne the coxswain saw a man standing up in a motor boat waving an oar. The life-boat went to the position and found that the engine of the motor boat *Conway*, of Clacton, had broken down. The sea was choppy, with a fresh west-north-westerly breeze blowing, and the boat was being driven ashore. The life-boat took her in tow to Brightlingsea and then continued on her passage to Margate.—Rewards to the crew, £5.

FISHING BOAT ESCORTED TO HASTINGS

Hastings, Sussex.—On the morning of the 11th of February, 1957, anxiety was felt for the local fishing boat *Valiant*, which had not returned, with a crew of two, from the fishing grounds. At 10.29 the life-boat *M.T.C.* was launched in a rough sea. There was a strong south-westerly breeze, and the tide was ebbing. The life-boat came up with the *Valiant* a mile and a half off the Fairlight coastguard station. The fishing boat had part of her trawl entangled in her propellers. She was making her way to Hastings at reduced speed, and the life-boat escorted her safely ashore, arriving at 11.27.—Rewards to the crew, £8 15s.; rewards to the helpers on shore, £23 14s.

TWO SICK WOMEN LANDED FROM ISLAND

Arranmore, Co. Donegal.—At 11.30 on the morning of the 12th of February, 1957, an urgent call was received from a doctor that there were two very sick women on Tory Island. At 12.30 the life-boat *W. M. Tilson* put out in a heavy swell. The tide was flooding.

She reached Tory Island and took on board the two women, who were both suffering from acute appendicitis. The women were landed at Curransfort, and taken to hospital, where they were operated on immediately. The life-boat returned to her moorings at 7.35.—Rewards to the crew, £20 5s.; rewards to the helpers on shore, £1 19s. Refunded to the Institution by Donegal County Council.

MOTOR BOAT TOWED TO DOVER

Dover, Kent.—At 7.15 on the evening of the 16th of February, 1957, the Sandgate coastguard telephoned that the motor boat *Venture*, of Folkestone, with one man aboard, was overdue from a fishing trip off Shakespeare cliff. The life-boat *Southern Africa* put out at 8.10 in a moderate sea. There was a moderate south-westerly breeze blowing and the tide was ebbing. After searching for an hour and a half the life-boat found the motor boat west of Abbotscliff with her trawl entangled in her propeller. She took her in tow to Folkestone and then returned to her moorings, arriving at 11.50. The owner of the motor boat made a donation to the Institution's funds.—Rewards to the crew, etc., £9.

TOW FOR A STEAM TUG

Ramsgate, Kent.—At 12.16 on the afternoon of the 20th of February, 1957, a telephone message was received from the east pier that a tug was aground on Brake Sands. Nine minutes later the life-boat *Michael and Lily Davis* put out in a rough sea. There was a strong north-north-easterly breeze blowing, and the tide was flooding. The life-boat came up with the steam tug *Tanga*, of London, with a crew of eight. The tug had damaged her propeller shaft when she had gone aground, and the life-boat put a line aboard her and took her in tow to Ramsgate harbour, arriving at 2.16.—Property Salvage Case.—Rewards to the helpers on shore, 13s. 6d.

PATIENT TAKEN TO MAINLAND

Galway Bay, Co. Galway.—At 12.30 on the afternoon of the 21st of February, 1957, the local doctor asked if the life-

boat could be launched to take a patient urgently needing hospital treatment to the mainland. At 12.45 the life-boat *Mabel Marion Thompson* put out. There was a choppy sea, a moderate south-easterly breeze was blowing, and the tide was ebbing. The life-boat landed the patient at Rossaveal and returned to her moorings, arriving at 4.15. Rewards to the crew, £10 10s.; reward to the helper on shore, 12s. Refunded to the Institution by Galway County Council.

FISHING BOAT TOWED OFF ROCKS

Troon, Ayrshire.—At 10.25 on the night of the 21st of February, 1957, the Portpatrick coastguard telephoned that flares had been seen near the shore in Ayr Bay. A quarter of an hour later the life-boat *James and Barbara Aitken* put out in a moderate sea. There was a light north-easterly breeze, and it was low water. The life-boat made for the position and found the motor fishing boat *Moray Lass*, of Inverness, with a crew of six aground on Blackburn Rocks, one mile south of Ayr harbour. The coxswain took the life-boat close alongside, and when the tide began to flood the fishing boat was towed off the rocks. The *Moray Lass* then proceeded to Ayr under her own power, and the life-boat returned to her moorings, arriving at 1.45.—Rewards to the crew, £12 5s.

FISHING BOATS ESCORTED TO BRIDLINGTON

Bridlington, Yorkshire.—On the afternoon of the 23rd of February, 1957, three local fishing boats were at sea. The wind had freshened from the south-east, causing a very heavy sea at the harbour mouth, and the life-boat *Tillie Morrison, Sheffield II* was launched. The tide was ebbing. The life-boat remained at the mouth of the harbour until the fishing boats arrived and escorted them all safely in.—Rewards to the crew, £10 10s.; rewards to the helpers on shore, £10 4s.

LIFE-BOAT STANDS BY BELGIAN FISHING VESSEL

Great Yarmouth and Gorleston, Norfolk.—At 10.53 on the night of the

24th of February, 1957, the coastguard telephoned that the fishing vessel *St. Jan Berchmans*, of Ostend, with a crew of ten, had broken down. The inlet water pipe had burst and water was entering her engine room. At 11.10 the life-boat *Louise Stephens* was launched in a smooth sea. There was a light south-south-westerly breeze blowing and there were thick fog patches. The tide was ebbing. The life-boat came up with the fishing vessel twenty-two miles east-by-north of Great Yarmouth and stood by her until enough water had been pumped out for the broken pipe to be sealed off. Eventually the fishing vessel's engines were restarted and she went on her way. The life-boat then returned to her station, arriving at nine o'clock. The crew of the fishing vessel expressed their thanks.—Rewards to the crew, £31 10s.; rewards to the helpers on shore, £5 15s.

LIFE-BOAT STANDS BY VESSEL IN SNOW SQUALLS

Stronsay, Orkneys.—At 10.43 on the night of the 25th of February, 1957, a message was received from the Kirkwall coastguard that the motor vessel *Finvoy*, of Belfast, was in danger of being driven ashore east of Horse of Copinsay. At 11.20 the life-boat *The John Gellatly Hyndman* put out in a moderate sea. There was a moderate northerly breeze blowing, and the tide was ebbing. There were frequent snow squalls. The life-boat came up with the vessel, which had a crew of eight, and her master asked the life-boat to stand by until the arrival of the S.S. *Earl Thorpin*, which was being sent from Kirkwall. The *Earl Thorpin* arrived on the scene at 2.15, and after she had passed a line aboard the *Finvoy*, the life-boat returned to her station, arriving at 7.5. The owners of the *Finvoy* wrote a letter of appreciation.—Rewards to the crew, £20 5s.; reward to the helper on shore, 12s.

PILOT BOAT TOWED TO RAMSGATE

Ramsgate, Kent.—At 11.19 on the night of the 28th of February, 1957, a message was received from the east pier that a vessel which had just left

the harbour with a pilot boat in attendance was now sounding her siren and searching the sea with her searchlight. At 11.30 the life-boat *Michael and Lily Davis* put out. There was a slight sea, a light south-easterly breeze was blowing, and the tide was ebbing. The life-boat found the pilot motor boat *Champion*, with a crew of two, disabled and with a rope entangled in her propeller. She took her in tow to Ramsgate, arriving there at 11.59.—Rewards to the crew, etc., £6 17s. 6d.

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 1st.—Rewards, £24 9s.

Falmouth, Cornwall.—February 1st.—Rewards, £11 2s.

Campbeltown, Argyllshire.—February 4th.—Rewards, £15 13s.

ATTEMPTS TO SECURE LINE IN WHOLE GALE

Barrow, Lancashire.—At 9.43 on the night of the 4th of February, 1957, the Walney coastguard telephoned that the trawler *Dean Swift* had wirelessed that the steam trawler *Alcmaria*, of Lowestoft, with a crew of ten, needed help seven miles north-north-west of Morecambe Bay lightvessel. At 10.15 the life-boat *Civil Service No. 5*, on temporary duty at the station, was launched. There was a very rough sea, a whole gale was blowing from south-west-by-west, and the tide was flooding. The life-boat came up with the *Alcmaria* at 1.15 in the morning, and another trawler *Red Sabre* also came to help. For several hours efforts were made to secure a line, but in the conditions prevailing this was impossible. By nine o'clock in the morning the wind had moderated, and the trawler *Dean Swift* picked up a line floated from the *Alcmaria* and took her in tow to Fleetwood. The life-boat returned to her station, arriving at 12.15.—Rewards to the crew, £25 10s.; rewards to the helpers on shore, £5 11s.

Islay, Hebrides.—February 5th.—Rewards, £9 19s.

SEARCH FOR SURVIVORS IN WHOLE
GALE

Mallaig, Inverness-shire.—At 5.38 on the morning of the 5th of February, 1957, the Southend coastguard telephoned that the steam trawler *Robert Lindrick*, of Aberdeen, was ashore on the Isle of Mull. The life-boat *Sir Arthur Rose* put out at 6.15. There was a heavy sea, a whole south-westerly gale was blowing, and the tide was flooding. The life-boat reached the position and found that only the trawler's masts were showing above the water and could see no sign of her crew of twelve. Several trawlers and other craft including aircraft were looking for survivors. The life-boat joined in the search, but could find nothing and returned to her station, arriving at 6.30. All the trawler's crew lost their lives.—Rewards to the crew, £26 5s.

Plymouth, Devon.—February 6th.—Rewards, £12 5s.

Flamborough, Yorkshire.—February 8th.—Rewards, £30 10s.

Filey, Yorkshire.—February 12th.—Rewards, £16 12s.

Moelfre, Anglesey.—February 12th.—Rewards, £21.

ENGINE ROOM OF BELGIAN
TRAWLER ON FIRE

Wick, Caithness-shire.—At 3.36 on the afternoon of the 16th of February, 1957, the coastguard telephoned that the engine-room of the Belgian trawler *Marie Suzanne* was on fire nine miles south-east of Clyth Ness. At four o'clock the life-boat *City of Edinburgh* put out in a moderate sea. There was a moderate northerly breeze blowing, and the tide was ebbing. Shortly after leaving the harbour the life-boat learnt from Wick radio station that the fire was under control. She returned to her station, arriving at 4.25.—Rewards to the crew, £6 5s.; rewards to the helpers on shore, £1 5s.

Fleetwood, Lancashire.—February 17th.—Rewards, £16 1s.

The Lizard, Cornwall.—February 18th.—Rewards, £24 11s.

FOUR LIFE-BOATS IN SEARCH FOR
AIRCRAFT

Coverack, The Lizard, Falmouth and Cadgwith, Cornwall.—At 8.38 on the evening of the 19th of February, 1957, the Royal Naval Air Station at Culdrose reported that a Gannet aircraft, with a crew of three, was believed to have crashed into the sea seventeen miles east of the Lizard. At nine o'clock the Coverack life-boat *William Taylor of Oldham* was launched in a rough sea. There was a strong north-easterly breeze, and the tide was flooding. Fifty-five minutes later the Lizard life-boat *Duke of York* was also launched. Both life-boats carried out a thorough search in conjunction with aircraft all through the night until they were relieved by the Falmouth life-boat *Craufurd and Constance Conybeare*, which put out at 4.44, and the Cadgwith life-boat *Guide of Dun-kirk*, which was launched at 6.30. The Coverack life-boat arrived back at her station at nine o'clock and the Lizard life-boat half an hour later. The Falmouth and Cadgwith life-boats continued the search. Falmouth life-boat had to return to her moorings at 3.11 because a member of her crew had been taken ill, but the Cadgwith boat remained in the area until the search was called off. She reached her station again at six o'clock.

Coverack: rewards to the crew, £28; rewards to the helpers on shore, £8 16s. The Lizard: rewards to the crew, £28 5s.; rewards to the helpers on shore, £15 15s. Falmouth: rewards to the crew, £26 5s.; reward to the helper on shore, 12s. Cadgwith: rewards to the crew, £26 5s.; rewards to the helpers on shore, £18 5s.

Dunmore East, Co. Waterford.—February 25th.—Rewards, £8 3s.

Kilmore Quay Co. Wexford.—February 25th.—Rewards, £39 7s. 6d.

MARCH

DURING March life-boats were launched on service 39 times and rescued 91 lives.

CREW RESCUED FROM STEAM TRAWLER

Islay, Hebrides.—At 6.35 on the morning of the 1st of March, 1957, the Kilchoman coastguard telephoned that the steam trawler *Sethon*, of Fleetwood, was ashore on the Black Rocks in Islay Sound. The life-boat *Charlotte Elizabeth* put out at seven o'clock in a rough sea. There was a fresh south-easterly breeze blowing, and the tide was ebbing. The life-boat went alongside the trawler and rescued her crew of thirteen. She then returned to her station, arriving at 9.15. During the afternoon a motor launch took the crew back to their vessel to attempt to refloat her. There were heavy seas around the Black Rocks, and the motor launch was unable to stand by the trawler. At 4.55 therefore the life-boat put out again, to bring the *Sethon's* crew ashore. She arrived back at her moorings at 6.25. First service: rewards to the crew, £7 10s.; rewards to the helpers on shore, £1 4s. Second service: rewards to the crew, £7 10s.; rewards to the helpers on shore, £1 4s.

NINETEEN MEN RESCUED FROM SWEDISH VESSELS

Newburgh, Aberdeenshire.—At 9.20 on the night of the 1st of March, 1957, a member of the life-boat crew reported that he had seen a distress signal near the mouth of the River Ythan. The Belhelvie coastguard was immediately contacted but stated that in the poor visibility nothing had been seen from the look-out there. Soon afterwards a series of flares were seen coming from the same position, and the life-boat *John Ryburn* was launched at ten o'clock. There was a heavy sea, a moderate southerly breeze was blowing, and the tide was flooding. The life-boat came up with the motor vessel *Ferm*, of Gothenburg, on the north side of the river five hundred yards off shore. She went to the lee side of the vessel and rescued her crew of nineteen. The coxswain decided to land the survivors on the north side of the river, where they were ferried across to Newburgh. The tractor and carriage were then brought

to the life-boat, and she was taken by road back to her station, arriving at four o'clock.—Rewards to the crew, £15 15s.; rewards to the helpers on shore, £5 15s.

TRAWLER REFLOATED IN FOG

Tynemouth, Northumberland.—At 9.9 on the morning of the 3rd of March, 1957, the coastguard telephoned that a trawler was ashore on the Black Middens Rocks. At 9.32 the life-boat *Tynesider* was launched in a calm sea. There was a light south-easterly breeze blowing, and the tide was ebbing. There was thick fog and visibility was not more than three hundred yards. The life-boat found the steam trawler *Polar Prince*, of North Shields, with a crew of nine hard ashore on the rock and sand. As the tide ebbed she developed a heavy list to starboard, but it was not until the tide had begun to flood that the life-boat was able to come alongside. Eventually the *Polar Prince* was re-floated with the help of the life-boat, which returned to her station, arriving at 4.10.—Rewards to the crew, £18 5s.; rewards to the helpers on shore, £5 8s.

LIFE-BOAT STANDS BY VESSEL AFTER COLLISION

Dungeness, Kent.—At 9.30 on the morning of the 5th of March, 1957, the life-boat coxswain heard on his wireless that two vessels had been in collision seven miles east-by-north of Dungeness. At 9.50 the life-boat *Charles Cooper Henderson* was launched. There was a smooth sea, a light easterly breeze was blowing, and the tide was flooding. It was foggy. While making for the position the life-boat received a message by radio-telephone that the engine room of one of the vessels was flooded. Her position was given as five miles south-east-by-east of Dungeness. The life-boat altered course and came up with the motor vessel *Marietta*, of Greenock. She stood by until the *Marietta* was taken in tow by the tug *Jean Bart*, and then returned to her station, arriving at 12.30. The other vessel in collision was able to proceed on her way.—Rewards to the crew, £13. 10s.;

rewards to the helpers on shore, £18 7s.

SCHOONER WITH INJURED MAN ABOARD TOWED IN

Plymouth, Devon.—At 9.47 on the night of the 5th of March, 1957, a message was received that the schooner *Olivia*, of Plymouth, needed help four miles off Eddystone. At 10.5 the life-boat *Thomas Forehad and Mary Rowse* put out in a rough sea. There was a fresh south-easterly breeze blowing and the tide was ebbing. The life-boat and the schooner were in constant communication by radio-telephone, and at the coxswain's request the crew of the *Olivia* burnt a flare. The *Olivia* was then seen to be drifting into Whitsand Bay. The life-boat passed a line to her and took her in tow. One of the schooner's crew of four was injured and a message was sent asking for an ambulance to await the arrival of the life-boat. The coxswain brought the *Olivia* alongside Trinity pier at two o'clock in the morning, and the injured man was taken to the waiting ambulance. The life-boat then returned to her moorings, arriving at 2.15.—Rewards to the crew, £18 5s.

FISHING BOAT TOWED TO PORTMAGEE

Valentia, Co. Kerry.—At 12.45 on the afternoon of the 6th of March, 1957, a message was received from Valentia radio that the trawler *Acacia*, of Dublin, needed help immediately at the mouth of Kenmare Bay. The life-boat *A.E.D.* put out at one o'clock in a moderate sea. There was a strong south-south-westerly breeze blowing and the tide was flooding. Rain and fog made visibility bad. The life-boat found the trawler, with a crew of six, anchored four miles south-west of Westcove. Her fishing gear had fouled her propeller and she was taken in tow to Portmagee. The life-boat then returned to her station, arriving at 11.25.—Rewards to the crew, £29 15s.; reward to the helper on shore, £1 2s.

CREW TAKEN OFF TRAWLER ON ROCKS

Barra Island, Hebrides.—At 3.30 on the morning of the 7th of March, 1957, a message was received from the Stornoway coastguard that the steam trawler *Andradite*, of Fleetwood, was ashore near Curachan Rock. The life-boat *Lloyds* put out at 4.10 in a slight sea. There was a light southerly breeze blowing and the tide was flooding. The life-boat came up with the trawler five miles north-east of Curachan Rock, took off her crew of fifteen and landed them at Castlebay, which was reached at 7.30.—Rewards to the crew, £12 5s.; reward to the helper on shore, 15s.

STEAM TRAWLER REFOATED

Thurso, Caithness-shire.—At 3.10 on the afternoon of the 8th of March, 1957, the Wick coastguard telephoned that the steam trawler *Northern Wave* was ashore on the west side of Dunnet Bay. At four o'clock the life-boat *James Macfee*, on temporary duty at the station, put out in a heavy swell. There was a moderate south-easterly breeze blowing, and the tide was ebbing. The life-boat found that the trawler was in no immediate danger, and stood by her until she refloated on the next high tide with the help of the life-boat. The life-boat then escorted her to Scrabster and returned to her moorings, arriving at three o'clock in the morning.—Property Salvage Case.

AWARD FOR ARGYLLSHIRE COXSWAIN

Early on the morning of the 9th of March, 1957, the Campbeltown life-boat rescued the crew of ten of the S.S. *Gracehill*, of Belfast, who had taken to the ship's boats after she had gone aground in thick fog. For a full account of this service, for which the thanks of the Institution inscribed on vellum have been accorded to Coxswain Duncan Newlands, see page 428.

DRIFTING BOAT FOUND EMPTY

Longhope, Orkneys.—At 10.45 on the morning of the 9th of March, 1957, a message was received that a ship's boat had been seen drifting between

Stroma and Cantick Head. At 11.15 the life-boat *Thomas McCunn* was launched in a slight swell. There was a gentle south-easterly breeze blowing, and the tide was flooding. The life-boat found the boat almost on the rocks one mile west of Cantick, but there was nobody on board. She took the boat in tow and reached her station again at 12.50.—Rewards to the crew, £8 15s.; rewards to the helpers on shore, £3 11s.

RUBBER DINGHY FOUND EMPTY

Penlee, Cornwall.—At ten o'clock on the morning of the 10th of March, 1957, the St. Just coastguard telephoned that a rubber dinghy had been seen south-west of Penzer Point. The life-boat *W. and S.* was launched thirty minutes later in a moderate sea. There was a moderate southerly breeze and the tide was ebbing. The life-boat found the dinghy empty, and after taking it on board returned to Newlyn, arriving there at 11.45. Because of the heavy swell the life-boat was not rehoused until two days later.—Rewards to the crew, £10 5s.; rewards to the helpers on shore, £8 9s. 6d.

SEARCH FOR MISSING BOYS ENDS IN SUCCESS

Poole, Dorset.—At 10.30 on the night of the 11th of March, 1957, a telephone message was received from the police that a boat with two boys on board was missing and that the boys' parents were becoming anxious. A search party was arranged from the shore, and at 10.45 the life-boat *Thomas Kirk Wright* was launched in a slight sea. There was a moderate south-easterly breeze blowing and the tide was ebbing. The life-boat searched the harbour and found a fourteen-foot boat, with an outboard engine, anchored, with three boys on board. A member of the crew boarded the boat, and the life-boat took her in tow after the three boys had been transferred. The life-boat reached her station again at 11.45.—Rewards to the crew, £8 15s.; rewards to the helpers on shore, £1 16s.

LIFE-BOAT FINDS ONLY R.A.F. TOWING TARGET

Fowey, Cornwall.—At six o'clock on the morning of the 13th of March, 1957, the Polruan coastguard telephoned that a police constable had reported seeing red flares in the direction of Looe Island. At 6.23 the life-boat *C.D.E.C.*, on temporary duty at the station, put out in a slight sea. There was a light south-easterly breeze blowing and the tide was ebbing. The life-boat made for a position south-west of the island and the coxswain spoke to the master of a crab boat, who had been at sea since before dawn. He had seen nothing of the flares, and after the life-boat had carried out a search of the area she was recalled. As she passed west of the island she picked up a Royal Air Force towing target. The life-boat reached her moorings at 9.40, and the target was handed over to the R.A.F.—Rewards to the crew, etc., £12 7s. 6d.

LIFE-BOAT STANDS BY TRAWLER AGROUND

Islay, Hebrides.—At 3.20 on the morning of the 16th of March, 1957, the Kilchoman coastguard telephoned that attempts were being made to refloat the trawler *Sethon*, of Fleetwood, which had gone aground fifteen days earlier in the Sound of Islay. The life-boat *Charlotte Elizabeth* put out at 3.35 in a slight sea. There was a moderate south-westerly breeze blowing and it was high water. The life-boat stood by the trawler until she had refloated and then returned to her moorings, arriving at 5.45.—Rewards to the crew, £7 10s.; rewards to the helpers on shore, £1 4s.

BOYS RESCUED FROM DRIFTING CANOE

New Brighton, Cheshire.—At 1.15 on the afternoon of the 16th of March, 1957, the life-boat coxswain received a message from the New Brighton stage-man saying that the hopper *Gamma* had reported that she had seen two boys drifting in a small canvas canoe near the R. 6 buoy in the Rock Channel. Fifteen minutes later the



By courtesy of]

[Western Morning News

THE LIZARD LIFE-BOAT ALONGSIDE THE CORALLO

(see page 454)



By courtesy of]

[L. G. W. Richards

APPLEDORE LIFE-BOAT RETURNS TO HER STATION



By courtesy of]

[Photo Services, Peterhead

PETERHEAD LIFE-BOAT RETURNS FROM SERVICE

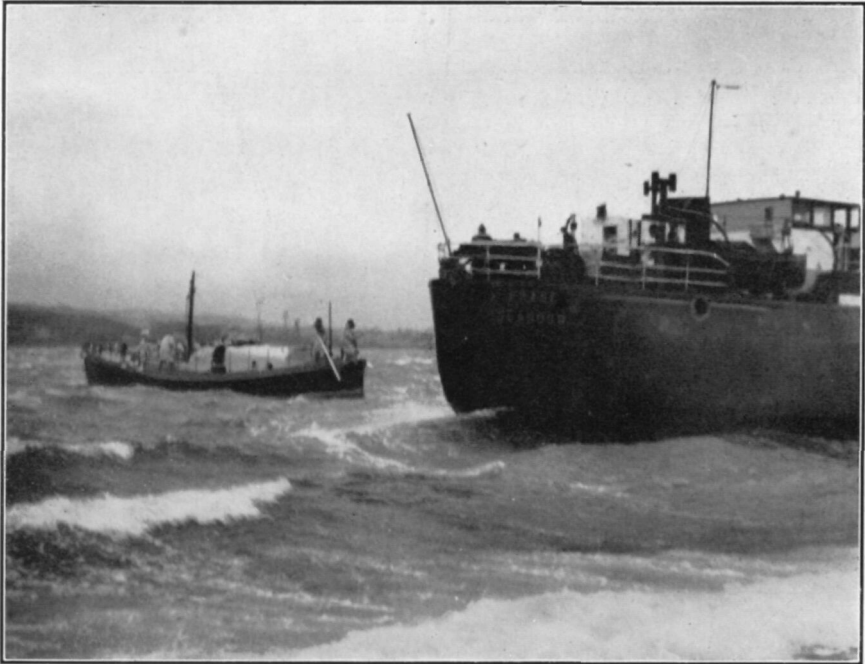


By courtesy of]

[Norman E. Wheeler

CAMPBELTOWN LIFE-BOAT LANDS SURVIVORS FROM THE GRACEHILL

(see page 428)



By courtesy of]

[Norman E. Wheeler

CAMPBELTOWN LIFE-BOAT TAKES A LINE FROM MOTOR VESSEL

(see page 434)



By courtesy of]

[Norman E. Wheeler

SECOND ATTEMPT TO PASS LINE FROM M.V. PRASE

(see page 434)



By courtesy of

[Keystone Press

IN LONDON FOR THE ANNUAL MEETING

Coxswain Douglas Grant of Selsey talks with Michael Boyes and Charles Mayo



By courtesy of]

[Sport and General

COXSWAIN GEORGE TART OF DUNGENESS RECEIVES THE BRONZE MEDAL



By courtesy of]

[Central Press

COXSWAIN D. J. LEWIS OF ST. DAVID'S RECEIVES THE BRONZE MEDAL



By courtesy of]

[Central Press

COXSWAIN H. E. WEST OF SHERINGHAM RECEIVES THE SILVER MEDAL



By courtesy of]

[Central Press

COXSWAIN JOHN SALES OF LERWICK RECEIVES THE BRONZE MEDAL



By courtesy of

[H. A. Hallas

LAUNCHING THE BLACKPOOL LIFE-BOAT



MALLAIG LIFE-BOAT GOES TO HELP A TRAWLER

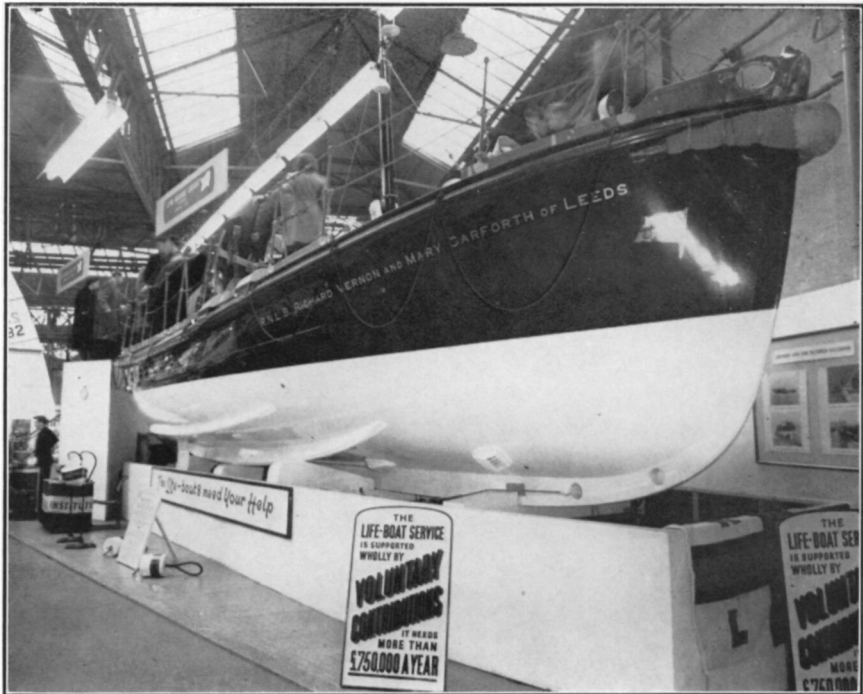
(see page 441)



By courtesy of

[J. F. Scaman

HELICOPTER EXERCISE AT FILEY



By courtesy of

[Keystone Press

THE ANGLE LIFE-BOAT AT OLYMPIA

Messrs. J. Samuel White & Co., Ltd., transported at their own expense the recently completed Angle life-boat to the National Boat Show at Olympia

life-boat, *Civil Service No. 5*, on temporary duty at the station, put out. There was a choppy sea and a moderate south-westerly breeze. The tide was ebbing. The life-boat found the canoe near the R. 7 buoy and took the two boys and their canoe on board. She then returned to her station, arriving at 2.15.—Rewards to the crew, £8 15s.; rewards to the helpers on shore, £1 4s.

DUTCH VESSEL AGROUND

Dungeness, Kent.—At 7.57 on the morning of the 17th of March, 1957, a message was received from a fisherman that a vessel was ashore at Greatstone. The life-boat *Charles Cooper Henderson* was launched at 8.25 in a smooth sea. There was a fresh south-westerly breeze blowing and the tide was flooding. The life-boat came up with the Dutch motor vessel *Advent*, with a crew of seven, and stood by her until she refloated. She then returned to her station, arriving at 9.45.—Rewards to the crew, £11 5s.; rewards to the helpers on shore, £18 17s.

GRACE DARLING LIFE-BOAT GOES TO LONGSTONE LIGHTHOUSE

North Sunderland, Northumberland.—At 9.45 on the night of the 22nd of March, 1957, a local Trinity House official called on the coxswain and asked if the life-boat would launch to bring ashore an injured man from the Longstone lighthouse, as the sea was too rough for the Trinity House tender to be used. At 10.16 the life-boat *Grace Darling* was launched, with a doctor on board, in a moderate sea. There was a moderate southerly breeze blowing and the tide was ebbing. Because of the state of the tide the life-boat could not draw alongside the lighthouse's landing stage, and a landing had to be made about two hundred yards from the lighthouse. The man had at least one broken bone in his leg, and his injuries were attended to by two members of the life-boat's crew who had qualified in first aid. The doctor gave the patient some morphia, and he was carried by stretcher over the rocks to the life-boat. The life-boat arrived back at her station at 1.9, where the injured man was trans-

ferred to a waiting ambulance. Letters of thanks were received from Trinity House in Holyhead and in London.—Rewards to the crew, £10 10s.; rewards to the helpers on shore, £8 12s. Refunded to the Institution by Trinity House.

MAN RESCUED FROM DINGHY

St. Peter Port, Guernsey.—At 10.24 on the night of the 23rd of March, 1957, a telephone message was received that a man had left the harbour in an open 12-foot sailing dinghy bound for Portelet Bay at noon but had been seen twice during the afternoon making little progress. At 10.55 the life-boat *Euphrosyne Kendal* put out in a calm sea and a light westerly breeze. It was high water. Making due allowance for tidal streams, the coxswain decided to search Saint's Bay, where he found the dinghy. A member of the life-boat crew was put aboard her and the man was taken on board the life-boat, which then towed the dinghy back to St. Peter Port, arriving there at 12.30.—Rewards to the crew, £8 15s.; rewards to the helper on shore, 13s.

COAT BURNT ON POLE AS DISTRESS SIGNAL

Bembridge, Isle of Wight.—At 6.47 on the evening of the 24th of March, 1957, the Foreland coastguard telephoned that the Ryde police had reported a motor boat drifting off Sands Head buoy. The motor boat's engines appeared to have broken down and her crew seemed to be firing flares. The life-boat *Jesse Lumb* was launched at 6.56 in a slight sea. There was a gentle westerly breeze and the tide was ebbing. The life-boat made for the position, but later received a message to say that the motor boat had now drifted near the West Mining buoy. She altered course and came up with the motor boat *Anna*. The *Anna's* crew of three had been burning a coat on the end of a pole to attract attention. The life-boat took her in tow to Portsmouth and then returned to her station, arriving at 9.30.—Rewards to the crew, £10 10s.; rewards to the helpers on shore, £3 5s.

LIFE-BOAT ESCORTS DAMAGED ITALIAN VESSEL

St. Mary's, Scilly Islands, and The Lizard, Cornwall.—At eight o'clock on the morning of the 25th of March, 1957, it was reported that the motor vessels *Corallo*, of Trieste, and *Nopal Branco*, of Oslo, had been in collision and that the Italian vessel needed help 25 miles south-east of St. Mary's. Eight minutes later the life-boat *Guy and Clare Hunter* was launched in a smooth sea. There was a light south-westerly breeze and fog. The tide was flooding. The life-boat received several messages giving the position of the *Corallo*, and when it was known that she was seven miles east of Wolf Rock and steaming east at nine knots the life-boat was recalled. She reached her station at 10.45. Meanwhile the Lizard life-boat station had been alerted, and the life-boat *Duke of York* was launched at 9.51. A Shackleton aircraft was also sent out. The Lizard life-boat found the *Corallo* three miles south-west of the Lizard. Her port side had been torn to below the water-line and she had a list to starboard. The life-boat escorted her to Falmouth harbour, arriving at 12.18. She then returned to her station, which she reached at 5.5. St. Mary's: rewards to the crew, £10 10s.; rewards to the helpers on shore, £2 8s. The Lizard: rewards to the crew, £20 5s.; rewards to the helpers on shore, £13 3s.

EX-R.A.F. LAUNCH TOWED TO HARBOUR

Flamborough, Yorkshire.—At 6.25 on the evening of the 28th of March, 1957, the coastguard telephoned that an ex-R.A.F. motor launch appeared to be in need of help one and a half miles east-north-east of Flamborough Head but had shown no distress signal. As darkness was falling it was decided to launch the life-boat *Friendly Forester* at seven o'clock. There was a moderate sea and a light northerly breeze blowing, and the tide was ebbing. The life-boat came up with the motor vessel *Scarpe*, whose engines had broken down. She had a crew of three. Shortly afterwards the collier *Murdock* arrived and offered to tow the *Scarpe*

to London. The life-boat coxswain advised the skipper of the *Scarpe* that his vessel should be towed by the life-boat to Bridlington, but this offer was declined. The life-boat passed a towing line from the collier to the vessel, and when this had been done the *Scarpe's* skipper thanked the coxswain for his help and the life-boat returned to her station, arriving at 8.45.

Fifty-five minutes later the coastguard telephoned that a message had been received from the collier *Murdock* that the *Scarpe's* bows were splitting and asking for the help of the life-boat. The life-boat *Friendly Forester* was launched at ten o'clock. The position of the *Scarpe* was now six miles east-south-east of Flamborough Head. The life-boat coxswain kept contact by radio with the *Murdock*, and when the lights of the *Scarpe* had been sighted by the coxswain the *Murdock* proceeded on her passage. The coxswain found that during the towing the *Scarpe's* winch had been pulled completely out of her deck. With some difficulty a towing rope was made fast, and the vessel was taken to Bridlington, arriving there at 2.15. The life-boat reached her station at 3.35.—First service: rewards to the crew, £7 10s.; rewards to the helpers on shore, £16 2s. Second service: rewards to the crew, £14; rewards to the helpers on shore, £15 10s.

MOTOR YACHT TOWED TO HARBOUR

Yarmouth, Isle of Wight.—At 10.45 on the night of the 29th of March, 1957, the Needles coastguard telephoned that a small vessel had been seen drifting towards Chale Bay. Her engines were not working and she was firing red flares. The life-boat *S.G.E.* put out at 10.58 in a moderate sea. There was a moderate easterly breeze blowing and the tide was ebbing. The life-boat found the motor yacht *Donora* with a crew of two, off Blackgang Chine. The *Donora* was taken in tow to Yarmouth Harbour, arriving there at 4.30.—Property Salvage Case.

The following life-boats went out on service, but could find no ships in

distress, were not needed or could do nothing:

Falmouth, Cornwall.—March 2nd.—Rewards, £9 7s.

Hoylake, Cheshire.—March 2nd.—Rewards, £15 16s.

Torbay, Devon. — March 3rd. — Rewards, £7 9s.

St. Peter Port, Guernsey.—March 4th.—Rewards, £9 7s.

Lerwick, Shetlands.—March 14th.—Rewards, £13 5s.

Anstruther, Fifeshire.—March 14th.—Rewards, £15 17s.

Fowey, Cornwall.—March 20th.—Rewards, £8 17s. 6d.

Torbay, Devon. — March 21st. — Rewards, £7 9s.

Peterhead, Aberdeenshire. — March 23rd.—Rewards, £11 8s.

Broughty Ferry, Angus.—March 25th.—Rewards, £30 13s.

Selsey, Sussex.—March 28th.—Rewards, £19 3s.

Shoreham Harbour, Sussex.—March 28th.—Rewards, £15 9s.

Newhaven, Sussex.—March 28th.—Rewards, £18 1s.

Bembridge, Isle of Wight.—March 28th.—Rewards, £13 15s.

The Annual Meeting

THE annual meeting of the Governors of the Royal National Life-boat Institution was held at the Central Hall, Westminster, on the 26th of March, 1957. The Earl Howe, Chairman of the Committee of Management, was in the chair.

The Countess Mountbatten of Burma, President of the Ladies' Life-boat Guild, presented medals for gallantry and other awards and gave an address. Viscount Hailsham, Minister of Education, proposed and Sir Miles Thomas 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.

Lord Ailwyn and Sir Eric Seal, members of the Committee of Management, proposed and seconded the vote of thanks to Lady Mountbatten.

Supporting Lady Mountbatten on the platform were the French Ambassador, M. J. Chauvel; the Naval Attachés of Denmark and Sweden; the Members of Parliament for Canterbury, Mr. L. M. Thomas, Dorset South, Viscount Hinchinbrooke, Norfolk North, Mr. E. G. Gooch, and Pembroke, Mr. D. L. Donnelly; the Mayor and Mayoress of Westminster; the Deputy Chairman of the London County Council; the mayors and mayoresses of forty boroughs; the

chairmen of several urban and rural district councils; representatives of the Ministry of Transport and Civil Aviation, the Civil Service Life-boat Fund, the Shipwrecked Fishermen and Mariners Royal Benevolent Society, the Ancient Order of Foresters Friendly Society and the Girl Guides Association; 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 Address

Presenting the report of the Institution for 1956, Lord Howe said:

I feel I must begin my remarks to you as Chairman today by expressing my deep regret, and I am sure the deep regret of everyone of you present, that Her Royal Highness the Duchess of Kent, our President, is unable to be with us today, and I am quite certain that everyone here joins with me in expressing deep sympathy with Her Royal Highness in her tragic bereavement. We are, however, extremely fortunate in that we have been able to persuade the President of the Ladies' Life-boat Guild, Lady Mountbatten, to come here and present the medals and other awards for gallantry and long service. I need hardly say how deeply indebted we all feel that her ladyship has been able to pause in her busy life and be with us this afternoon.

This is the first year that I have had to occupy the chair in the position of Chairman of the Committee of Management of the Royal National Life-boat Institution. Last

year I was merely deputising for Sir Godfrey Baring, my predecessor. I am delighted to think, and so are we all, that Sir Godfrey Baring remains a member of the Committee of Management to help us in our deliberations.

This past year has been in many ways a year of outstanding success and achievement. There has hardly been a year in the history of the Royal National Life-boat Institution of a similar character. For example, life-boats were launched last year on service on 745 occasions. The previous record was in 1954, when they were launched on 668 occasions, and at that time I remember we all thought how remarkable that was. There was one period of twenty-four hours last year which was really quite outstanding, and which provided an absolute record for the Royal National Life-boat Institution, so far as we have been able to discover, from its formation. That was on the 28th/29th of July. I suppose most people in this country imagine that the 28th and the 29th of July are dogdays, but they were nothing like that last year. Life-boats were called out on no less than 52 separate occasions during that period of twenty-four hours. That was more than in the worst period of the Battle of Britain. The Bembridge life-boat, for example, was called to sea on four different occasions during that period of twenty-four hours. Several other stations had their boats called out and at sea on at least three occasions. *Altogether 107 people owe their lives to the efforts of our boats and their crews at that time.* Later today, when her ladyship presents the awards for gallantry, you will hear a little more of the details of some of the things which happened.

Unfortunately, during the past year we had to mourn the loss of two members of our crews. The St. David's life-boat was making for Angle, after rescuing the crew of a French trawler. It was at night, and on her way into harbour she got into very rough water, into a tide rip, and one of her crew, Mr. Jeuan Bateman, was washed overboard and never seen again. On Christmas Day, of all days, the Exmouth life-boat was called out to go to the help of a Dutch steamer in the Channel. Mr. William Carder, one of her crew, was also washed overboard and never seen again. There was nothing anyone could do about it. We can now only mourn their memory and remember that those men responded to the call of duty voluntarily, as do all the members of our crews.

There was also another extraordinary occasion in this last year. In the early days of the motor life-boats we always used to look upon them as being rather dangerous, new-fangled things which were probably going to catch fire because they were propelled by petrol. So we insured them, but we found that we were paying very large sums in premiums. So in 1932 we set up a committee, which went into the whole problem with the greatest care, and decided that on the balance of risk it would be better not to go on paying these very large premiums, for which we really had nothing to show. Thus from 1932 we did not insure our life-boats any more. Last December, at seven o'clock one morning, the Thurso life-

boat station was found to be on fire. There was nothing that the local fire brigades or anybody else could do to get the fire under control, and the upshot of it was that we lost the boathouse and we lost the boat. The boat was almost brand new; only two or three months before Her Majesty the Queen Mother had named that boat. She was lost, and so was the station, by that fire.

You may say perhaps that we ought to have been insured, but remember this. If we had been, scores of thousands of pounds would have gone in the meanwhile in insurance premiums, and this is the only loss which we have sustained of a similar character since 1932. But the fact remains that we have to replace the boat, which will cost us £32,500, and we have to replace the station, which will cost us another £23,000. These sums we must find out of our resources. At the same time we have saved a very great deal of money by not insuring through the years.

The fire was a tragedy in another way, because Thurso has one of the keenest and one of the best local committees, and it has a magnificent record in support of the Royal National Life-boat Institution. Notwithstanding the fact that there are only 7,000 people within the ambit of the built-up area of Thurso, those people have raised £1,500 a year in order to support the Institution. We have sent a reserve boat there, and by *October we shall have the station repaired* and a new boat on her station.

The Institution has naturally had many other problems in the past year. We have to leave no stone unturned to keep up with all the developments and the modern inventions of science. We have brought into service new carriages and new tractors, and with the development of the helicopter we had to find some means of being able to communicate directly between the coxswain and the pilot of the helicopter. So we have gone in for very high frequency radio-telephones. We have had to fit out a hundred of the boats in our fleet with this device; and to show you how it works, perhaps I may tell you how, recently, a naval aircraft, working from Culdrose in Cornwall, was lost at sea. She came down in the sea. The approximate area where she came down was known, but the actual point of course was not. An aircraft is a most difficult thing to help effectively because it only remains afloat for a very short time. Four life-boats went to sea, and there was a merchant ship in the Channel, which was also helping in the search. Several times during that operation the pilot of the aircraft wished to communicate with the merchant ship. He was able to talk to one of the life-boats, and the life-boat was able to pass his signals to the merchant ship, and *vice versa*. The fact that it was not possible for anybody to save any of the crew of the helicopter was nobody's fault. It just could not be helped, but if it had been possible to save the crew it would have been due very largely to this new device.

A life-boat is a craft with which you *must* not take any unnecessary risks. You *can* easily turn a life-boat into a Christmas tree if you fit it out with all the various *gadgets*

that could be suggested, but for considering all these problems of new devices we are fortunate in having a Committee of Management which includes naval officers of high rank, R.A.F. officers of high rank, business men and people connected with shipping and other affairs all over the country. All those gentlemen are delighted to give their service in an entirely voluntary capacity in order to try to do whatever they can to help the Service along.

I think we all ought to be very proud and honoured that two very distinguished figures in our public life have consented to come along this afternoon, and be with us; and they are going to address you. One is Lord Hailsham, the present Minister of Education. The other is Sir Miles Thomas, the former chairman of British Overseas Airways Corporation. They are not the only guests we are very glad to have with us this afternoon. I refer at once to His Excellency the French Ambassador. We also have with us the Danish and Swedish Naval Attachés. We are particularly glad to welcome the Swedish Naval Attaché because I think I am right in saying that this year is the fiftieth anniversary of the formation of the Swedish Life-boat Service. I am told that we also have the Members of Parliament for Canterbury, for Dorset South, for Norfolk South and for Pembroke, each of whom numbers amongst his constituents the winner of an award for gallantry. I think I have been able to say enough to show you the international character of the work of the Royal National Life-boat Institution and the national character of it. We are indeed glad that those Members of Parliament have been able to spend a short time away from their manifold duties in the House of Commons in order to be with us this afternoon. It is a great honour to us all.

I have given you a few facts to turn over in your minds, and it is now my duty formally to move the adoption of the report and accounts.

The Chairman then read out a telegram sent by H.R.H. the Duchess of Kent, President of the Institution:

"I deeply regret that I am unable to be with you today, and I send my very good wishes and warmest congratulations to the gallant men of the life-boats who in recognition of their courage are to receive medals and to all who have won awards for their services in the great cause of life-saving during the past year."

A proposal moved by Lord Howe that the meeting should send a telegram to Her Royal Highness acknowledging her message and expressing deep sympathy was carried unanimously.

Medals for Gallantry

The report and accounts for 1956 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 Selsey, Sheringham, Dungeness, Dover, St. David's and Lerwick, and of three shore-boat services. Lady Mountbatten then presented:

To COXSWAIN DOUGLAS GRANT, of Selsey, the silver medal for the rescue of 18 lives from the three yachts, *Bloodhound*, *Maastust* and *Coima* on the 29th of July, 1956;

To COXSWAIN HENRY WEST, of Sheringham, the silver medal, and to MOTOR MECHANIC EDWARD CRASKE, of Sheringham, the bronze medal, for the rescue of 18 lives from the S.S. *Wimbledon* on the 31st of October, 1956;

To COXSWAIN GEORGE TART, of Dungeness, the bronze medal for the rescue of 9 lives from the motor vessel *Teeswood* on the 29th of July, 1956;

To COXSWAIN JOHN WALKER, of Dover, a second-service clasp to his bronze medal, for the rescue of 10 lives from the three yachts, *Tawi*, *Sonia* and *Madame Pompadour* on the 29th of July, 1956;

To COXSWAIN DAVID LEWIS, of St. David's, the bronze medal for the rescue of the crew of 8 from the French trawler *Notre Dame de Fatima* on the 8th of November, 1956;

To COXSWAIN JOHN SALES, of Lerwick, the bronze medal for the rescue of the crew of 5 of the Swedish motor vessel *Samba* on the 28th of December, 1956;

To MICHAEL BOYES, a fourteen-year-old boy, of Birchington, the bronze medal for the rescue of two boys from a sailing dinghy on the 18th of May, 1956;

To MR. HAROLD ROWDEN, of Whitstable, the owner of the fishing boat *Audrey Russell*, the bronze medal for the rescue of a man and a woman from a dinghy on the 29th of July, 1956;

To CHARLES MAYO, a thirteen-year-old boy of Portland, an inscribed wristlet watch for his part in rescuing a man who had fallen overboard from a motor boat on the 17th of November, 1956.

After the presentation the Chairman announced that news had just been received that a regular member of a life-boat crew, Second Mechanic Cyril Allcock, of the Humber, had been awarded the Royal Humane Society's testimonial on vellum for rescuing a man who had fallen into the sea.

Guest Speakers

Lord Hailsham then 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:

We are sometimes, I think, a little apt to talk as if modern life had destroyed the need for private generosity or the obligations of voluntary personal service and sacrifice. I should think that the proceedings this afternoon would illustrate how contrary to the truth this is. On the contrary, although modern conditions undoubtedly limit the amounts which many are able to subscribe freely and out of their own resources, I would say that there is no good cause in the world which can afford to do without an element of voluntary personal service. Nor has there ever been a time in this island when the ability to pay something has been more widely distributed than at the present time. Certainly, if I were asked to provide an example of a good cause which neither relied on State aid nor could function at all by the use of compulsion, I could not discover a better example than the Royal National Life-boat Institution.

It has a national budget of close on £1 million, over £850,000, and every penny of it has to be raised by voluntary sources. It has just had the busiest year of its life in time of peace, as your Chairman has reminded you, and every single one of its 745 launchings was undertaken by a crew of men who gave their service at personal risk without any compulsion whatsoever. I cannot but feel that their shining example has more lessons than one to offer us as a nation at this particular juncture of our history.

All this helps to explain why I am happy and proud to be your guest at your annual meeting, and to be proposing this resolution. If I might at this stage offer a word of apology, I must tell you that the fact that I may hereafter have unfortunately to slip away after making my speech is solely due to the fact that I happen to be in charge of a Bill passing through the House of Lords, the Committee stage of which I was by no means able to postpone. I hope I may therefore be forgiven for what might otherwise appear to be a discourtesy.

When I was first asked to address this meeting I was First Lord of the Admiralty, and I gladly accepted because it gave me the opportunity of acknowledging publicly the immense debt which the Royal Navy and all those who go down to the sea in ships owe to the life-boats. Now that I am Minister of Education I fear I must be a little less

glamorous, and I approach the subject on more general lines.

We are a maritime people. There is nobody in this island who dwells more than seventy miles away from the sea. There is no human being in any part of it, so far as we know, whose remote ancestors did not come here by water. However much the air may speed the passenger and freight services, the main weight of our foreign commerce, on which we depend for our existence in war and peace, is shipborne. I sometimes think we remember our maritime traditions too little. I am sure we cannot remember them too much. If ever we were to forget them we should lose our individuality as a people. Nor do I believe that they are any less contemporary in their moral insights and practical discipline than they have ever been. Britain without her maritime traditions would be like Switzerland without her mountains or Arabia without her deserts. And what traditions they are! There is that about the tradition of the sea which makes all men comrades, which should make all men friends.

If I were asked in a single word to say what it was that before all else had opened up the continents of the world to a new vision of prosperity and to the unity of mankind, I am sure I should not say the aeroplane; I am sure I should not say the steam engine. I feel certain that I would say in the first place that it had been the ocean-going sailing ship which first made possible the modern era, and that even today it is the ocean-going merchant vessel which is fundamentally the greatest symbol of international commerce and of the need for the unity of mankind and nations.

The sea has always been at once the beloved and the enemy of the sailor. It is for the sailor what the mountain is to the mountaineer. It is a perpetual sign of man's need to assert his authority over nature and his inability to do so with success. You can never be quite certain of its moods; you can never take it for granted; you can never afford to treat it with familiarity.

Now this brings me back to the point from which I started. As the mountain, so the sea extracts its eternal sacrifice of human life and treasure. Yet in so doing—and how many, how notorious and how tragic have been the sacrifices the sea has extracted—it somehow brings out the very best in human nature. There have been many examples of heroism at sea in the Navy, in the Royal Air Force, in the Merchant Navy, among the fishermen who inhabit our coasts and, as we have learnt this afternoon, in private individuals, even boys. But amongst all these examples of heroism there is none more cold-blooded, more generous, more sacrificial, than the constant availability for duty of the life-boat service.

To be safe at home in one's bed amongst one's family, to be called out without warning, to leave the safety of the shore at night in a storm at sea for no other reason than that other human beings are in peril and need help, this requires courage indeed; much more, it is a shining example of the spirit of adventure which should inspire a maritime people.

But the spirit itself would fail if it were not clothed with an organisation able to match the need with which it is faced. This is the organisation which I am happy and proud to support today. It needs funds for new construction, for the maintenance of stations and for administration. It needs voluntary workers. It needs the publicity without which none of the other things can be obtained from free and voluntary sources in sufficient measure. We have heard from the report that none of these things has failed in the past. May I very humbly express both the hope and the confidence that in those material things we shall not be found less forthcoming than the men who man the boats?

Seconding the motion, Sir Miles Thomas said:

It gives me very great pleasure to second and fully associate myself with the resolution which Lord Hailsham has proposed. The pleasure that one feels when given the opportunity to lend even a small measure of support to a noble cause must for anyone of British stock be heightened when that cause is associated with the sea and those who go down to it in ships. So it is for me this afternoon.

Even in this age when so much is taken for granted, when miracles of science and prodigies of human achievement are readily absorbed by minds conditioned to sensation, I think it is true to say that we in these islands have remained acutely conscious of the challenge of the seas around us. Nor has our preoccupation with a changing way of life blunted our admiration for those who spend—and often give—their lives in meeting that challenge. It would be a sad thing if the men of your gallant Life-boat Service felt that they were ever just “taken for granted”. I think it immensely important that we assure them of our awareness and our appreciation of the valiant work they are doing, so vividly illustrated by the report which we have heard today.

That report I most wholeheartedly support and, in doing so, I might add that I am not without personal experience of how comforting to the mariner—particularly, as in my case, a very amateur one—the vigilance of the Life-boat Service can be. To be tempted by a passive sea and a clear sky out of the tranquillity of Poole Harbour is quite easy. But to turn for home into a freshening wind, with the sky filling with anger, and the movement of the water against the gunwale changing from a tickle to a slap produces a sensation that might not be so close to exhilaration without the reassurance of the proximity of the Life-boat Service.

More and more people are experiencing that reassurance today. More and more, as we have heard this afternoon, owe their lives to your service. I have suggested that we are suffering no diminution of our inborn seafaring tradition. Rather, it seems, is the reverse the case, for have we not seen in recent years a great rush to desert the comforts of modern so-called civilisation and get afloat? Thousands of common or garden

land-lubbers today are answering a call to the sea. Admittedly here can be a case of a little yearning being a dangerous thing. But I suggest that, even though the “Sunday sailors” add to their responsibilities, the men of the life-boats will gladly play their part in producing more sea-going Britons and in encouraging in this mad world the all too rare tranquillising influence that sailing provides.

Having given you some indication of my feeling for the sea, I must recognise the fact that those of you who know me or know of me most probably connect me with another element—the air; and I should like to speak for a few moments about the close associations of the two elements and the men who use them for our good, particularly as they concern your Institution. Of course, in these days both are of immense commercial and military importance to our country. Both provide technical challenges that are constantly met by the remarkable ingenuity of men. Both often make demands of great fortitude and endurance.

The airman and the sailor have much in common. They both have fascinating jobs that are of the greatest importance to our country in their respective ways. Our way of life would not be possible without them both or—and this is what I want to emphasise—without either of them. The two services are complementary. Great as has been the progress of aviation in recent years I can never see the day when the aeroplane will assume all the functions of the ship.

As one whose lifetime has been stimulated by the startling progress of earthly and airborne sciences I must commend you for your recognition of the way in which they can be allied to the more conventional methods your excellent service employs. You have already been told of the way in which sea-to-air radio contact by means of V.H.F. has already been instituted in more than a hundred of your life-boats. I must also endorse the implications of your Annual Report that aircraft augment, but in no way replace, the invaluable work of the life-boat itself. For one aspect of that work there can be no substitute at all, and that is the factor that seems to me to be the most vital of all in your work: the sterling character of the men who man the life-boats.

It seems to me that these men are the most effective refutal one can imagine of the charges one nowadays hears of the softening character of this nation. You can build the best vessels, fit them with the latest equipment that science can provide, give them the maximum of shore-based support, but in making a rescue against the cruel sea and a Force 8 gale everything depends on the quality of these men.

I have said that there was much in common between the airman and the sailor. The captain of a great four-engined airliner bears much of the stamp of his nautical counterpart. Both are highly respected, proud of their calling, jealous of their dignity, meticulous in their technical skill, and at 25,000 feet above sea-level the man in the left-hand seat of an aeroplane cockpit experiences much the same isolation of command as the man on the bridge of the ship below.

Awards for Honorary Workers

The Secretary reported that since the last annual meeting the Committee of Management had decided to introduce a new award for honorary workers. This was the bar to the gold badge. The gold badge itself was given only for long and exceptionally meritorious service, and the bar to the gold badge was an even higher award. The first bar to the gold badge had been awarded to the late Major A. C. F. Luttrell, of Axminster, who was represented at the meeting by his widow, Mrs. Luttrell, who received the award.

The Secretary reported that the gold badge for distinguished service had been awarded to twelve honorary workers. Lady Mountbatten then presented badges to:

MRS. A. J. SCOBIE, ARBROATH.

MR. F. O. WILLS, J.P., BRISTOL.

MRS. C. WILLIAMS, CARDIFF.

MRS. A. GUYSE BARKER, CONWAY.

MRS. R. M. LLOYD, CONWAY.

MRS. M. WARD, COWES.

CAPTAIN SIR QUENTIN CRAUFURD, Bt.,
M.B.E., R.N., DUNGENESS
(Represented by his cousin Miss
Russell).

MRS. E. WELLS, HERTFORD.

MRS. A. TAYLOR, SWINTON AND PENDLE-
BURY (MANCHESTER).

MRS. L. HOOK, WELLING.

MR. ROBERT MAHONY, of Ballycotton, and
MISS MARION RHIND, of Drogheda, who had
also been awarded gold badges, were unable
to be present at the meeting.

After making the presentations,
Lady Mountbatten said:

This is no speech but just a very few words to thank you, my Lord Chairman, for your generous welcome to me personally today, and to say as President of the Ladies' Guild of the Royal National Life-boat Institution what a proud, proud privilege it has been to me to present the awards for gallantry and also the awards for long service.

I suppose, as a sailor's wife, I understand as much as all sailors' wives the glories and yet the perils of the sea. I have been a sailor's wife for thirty-four years, and I would like to say that all my life I have admired beyond all things the wonderful service given by the men who man the life-boats, men whose very courage is unlimited. May I say also how much I admire their wives and their families, because they so magnificently share in that?

I would just like to say one final word, and that is of gratitude to all those who by their

efforts throughout the country support this wonderful service and who, I know, will continue to do so in the years to come.

Votes of Thanks

Proposing a vote of thanks to Lady Mountbatten, Lord Ailwyn said:

It is a very agreeable duty and privilege to move this vote of thanks to you, Lady Mountbatten, for so kindly coming here today and for deputising for our Royal President whose absence—and you, my Lord Chairman, have already stated the reason for her absence—we so greatly deplore.

It is a great pleasure to me personally to be the channel this afternoon of conveying to you, Lady Mountbatten, our thanks for your presence and for the inspiring address which you have just given. One reason is that one of my earliest and happiest recollections is that of serving, over fifty years ago now, as a midshipman in the flagship of that great sailor and great patriot, your illustrious father-in-law, Prince Louis, Prince of Battenberg, as he then was—"P.L." as he was affectionately known to all of us. From that stems the second reason why I appreciate the honour of moving this motion, and that is that I have been immensely interested in watching since those days the career and the meteoric rise of your distinguished husband, *culminating, after eminent service* in the Far East and in India, with the supreme Royal Navy appointment of First Sea Lord. That is the very position in which his father forty years earlier rendered such incomparable service to the nation.

Lady Mountbatten, your own great services to so many varied and deserving causes over the years are too well known to require recapitulation: Red Cross, child welfare, nursing, British prisoners of war, cancer relief, Our Dumb Friends' League, to mention just a few; your indefatigable journeys to the far ends of the world on visits of inspection; and today, as President of the Ladies' Life-boat Guild, you have spared the time to come here and present the medals and awards for gallantry in the life-boat service. We thank you most warmly for this action, and we are confident that you have been thrilled with those stories of heroism and gallantry to which we have just listened.

Seconding this vote of thanks, Sir Eric Seal said:

It is my great privilege and most agreeable duty today to second the vote of thanks to Lady Mountbatten. As previous speakers have pointed out, she has very generously agreed to undertake the duties of presenting the medals for gallantry and for long service at very short notice, and we are all deeply grateful to her for the way in which she has performed those duties.

I have a special reason for a feeling of particular regret at the unavoidable absence of Her Royal Highness, the Duchess of Kent, because I am the chairman of the Civil Service Life-boat Fund. This fund, which has been going for very many years, has the most

remarkable tradition behind it. The aim of the fund is to afford every civil servant—and there are quite a number of them in this country of ours now—an opportunity of contributing towards the work of the Royal National Life-boat Institution. We collect very nearly £20,000 a year in this way. This money is devoted to the building and maintenance of life-boats, of which in the course of the history of the fund there have been to date thirty-one. Of those thirty-one, ten are now in service at various stations round our coasts. The St. David's boat, the coxswain of which, Coxswain David Lewis, has received a bronze medal today, is one of the Civil Service life-boats. The fund is very proud of what it has been able to do, and we intend to do better in the future.

In the past three years the fund has contributed two new boats, both of the very largest and highest class, to the Institution; and not very long ago it was my very pleasant duty to attend the launching and the naming ceremony of the new Civil Service life-boat at Southend, the *Greater London II*. It was performed by Her Royal Highness the

Duchess of Kent with her usual grace and charm.

I was looking forward with keen anticipation to be able to say "thank you" to her in public today. However, fate has ruled otherwise, and it is an equal pleasure to be able to say "thank you" to Lady Mountbatten whose husband is a famous admiral, the First Sea Lord, and whose close connection with the sea, with that splendid brotherhood of the sea, about which Lady Mountbatten has spoken with so much eloquence, we all know.

In the evening the medallists, Charles Mayo and their families were the guests of the Institution at dinner. Afterwards they went to the Crazy Gang show at the Victoria Palace, where they were asked to rise in their boxes as the spotlights played on them.

The proceedings at the meeting were shown in the Independent Television Newsreel on the same day.

Awards for Selsey and Sheringham Coxswains

COXSWAIN DOUGLAS GRANT, of Selsey, and Coxswain Henry West, of Sheringham, have become the first two members of life-boat crews to receive gifts from the James Michael Bower Endowment Fund.

This fund was established in 1955 by the Peninsular & Oriental Steam Navigation Co. as a memorial to James Michael Bower, late third officer of the S.S. *Stratheden*, who lost his life in a disaster.

Awards from the fund are made to

those who receive either the gold or silver medal of the Royal National Life-boat Institution for gallantry.

Coxswain Grant won his silver medal for the rescue of eighteen people from three yachts on the 29th of July, 1956. Coxswain West won his silver medal for the rescue of eighteen survivors from the S.S. *Wimbledon* on the 31st of October, 1956. Accounts of these services appeared in the December, 1956, and March, 1957, numbers of *The Life-boat* on pages 323 and 383.

A Story of a Coxswain

WRITTEN with a charm and delicacy comparable to that of Paul Gallico, *The Morlo* by L. A. Knight (John Murray, 12s. 6d.) is the delightful tale of Davy Tregaren, a life-boat coxswain, who is also a naturalist and farmer, and his affinity with the seals of Madryn and with one seal in particular.

The description of the life-boat ser-

vice to the S.S. *Bernera* is based on an actual rescue, and, while not completely accurate in the technical details, makes exciting reading, giving a true picture of the hazards faced by life-boat crews and the boats they so readily man.

The illustrations by Peter Scott add to the considerable charm of the book.

M. T.

RECEIPTS AND PAYMENTS—1st Jan. to 31st Dec., 1956.

1955		PAYMENTS			
£		£	s.	d.	£
	LIFE-BOATS:—				
	New Life-boats for the following Stations: On account—				
	Angle, Arbroath, Barra Island, Berwick-on-Tweed,				
	Cromarty, Douglas, Dungeness, Fishguard, Mallaig,				
	Moelfre, Port St. Mary, St. Mary's, Southend-on-Sea,				
	Tenby, Thurso, Troon, Valentia, Wicklow; materials				
	for future building and improvements and alterations				
	to existing fleet	185,858	6	9	
177,238	Upkeep of Cowes Office and Store	285	10	10	
269	Upkeep of and Repairs to Life-boats	40,478	18	6	
31,696	Rentals and Maintenance of Radio Equipment and				
	Loud Hailers and Radio Licences	9,807	19	4	
9,716	Consulting Naval Architect	386	5	3	
86	Salaries of Superintendent Engineer, Sur-				
	veyor of Life-boats, Inspectors of Mac-				
	hinery, Assistant Surveyors of Life-boats				
	and Machinery, Draughtsmen and Clerical				
	Staff	42,575	1	8	
41,106	Travelling Expenses	12,631	2	4	
12,253	Pensions under the Pension Scheme	2,595	10	5	
1,913	Contributions to 1938 Pension Scheme	3,359	19	9	
2,895					
		61,161	14	2	
58,167	<i>Less estimated amount chargeable to Life-</i>				
	<i>boat carriages and tractors</i>	2,571	-	-	
2,832					
55,335		58,590	14	2	
274,340					295,407 1
	LIFE-BOAT CARRIAGES AND TRACTORS:—				
	New Carriages	4,204	11	2	
4,180	<i>New Tractors</i>	-	-	-	
12,580	Repairs to Life-boat Carriages	730	12	4	
995	Repairs to Tractors	744	9	10	
452	Estimated proportion of Life-boats expenses as above	2,571	-	-	
2,832					8,250 1
21,039					
	LIFE-BOAT HOUSES AND SLIPWAYS:—				
	New Construction and Adaptation	12,416	4	9	
18,763	Repairs and Maintenance	38,443	19	2	
27,073	<i>Pension under the Pension Scheme</i>	-	-	-	
26					50,860
45,862					50,360
42,263					
	LIFE-BOAT STORES				
	LIFE-BOAT DEPOT:—				
	Rates, Insurance, Equipment and Repairs	9,315	6	7	
10,376	Salaries of Superintendent of Depot, Assistant and Clerical				
	Staff and Wages of Manual Workers	47,144	12	8	
44,092	Pensions and Gratuities under the Pension Schemes	1,573	19	8	
851	Contributions to 1938 Pension Scheme	967	9	7	
798					59,001
56,117					
	PAYMENTS IN CONNEXION WITH LIFE-BOAT STATIONS:—				
	Conveyance of Life-boats, Carriages, Tractors and Stores;				
	Work to Moorings, Telephones; Postages, etc.	24,071	19	5	
22,177	Insurance under National Insurance Acts and against				
	claims at Common Law	4,459	15	-	
4,315	Salaries of Assistant Secretaries, etc., of Stations	328	8	9	
267					28,860
26,759					
	WAGES, REWARDS AND OTHER PAYMENTS TO COXSWAINS, MOTOR MECHANICS AND CREWS:—				
	Cost of Wreck Services, including Rewards to Life-boat				
	Crews and others, Special Rewards and Recognitions,				
	Medals and Vellums	14,203	14	4	
10,656	Grants to men injured in the Life-boat Service	945	8	11	
806	Fees of Coxswains, Bowmen and Signalmen, Wages of				
	Motor Mechanics, etc.	106,629	18	11	
102,807	Payments to Life-boat Crews and Launchers for exercises	9,884	6	6	
8,338	Annuities and Gratuities under the Regulations to Cox-				
	swains, Bowmen, Signalmen, Part Time and Assistant				
	Motor Mechanics	4,569	10	4	
4,771	Pensions and Grants to Relatives of deceased Life-boat-				
	men and others	7,043	17	8	
7,188	Pensions and Gratuities under the Pension Scheme to				
	Ex-permanent Crews of Life-boats	3,003	-	7	
1,840					146,879 1
136,406					
602,786	Carried forward				639,620 1

nts

RECEIPTS AND PAYMENTS—1st Jan. to 31st Dec., 1956

1955		RECEIPTS					
£	SUBSCRIPTIONS, DONATIONS, ETC. :—	£	s.	d.	£	s.	d.
8,198	General Subscriptions to Headquarters	8,488	5	9			
6,238	" " through Station Branches	5,784	14	6			
21,798	" " through Financial Branches	25,402	14	4			
18,972	Donations to Headquarters	25,778	1	8			
58,541	" " through Station Branches	62,590	7	7			
194,206	" " through Financial Branches	205,654	16	2			
1,800	Contributions from Harbour Authorities towards upkeep of Life-boat Stations	1,800	—	—			
285	Contribution Boxes to Headquarters	303	14	5			
18,646	" " through Station Branches	22,703	14	10			
6,276	" " through Financial Branches	6,717	—	1			
<u>334,960</u>					<u>365,223</u>	<u>9</u>	<u>4</u>

CIVIL SERVICE LIFE-BOAT FUND:—

Contribution 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		5,724	13	10
6,216				

INCOME FROM INVESTMENTS:—

61,970	Dividends and Interest on Investments (<i>less</i> £1,848 - 5 tax)	£	68,034	13	3
	<i>Less—</i>	£	s.	d.	
867	Interest on certain Trust Funds transferred to Special Purposes Fund	896	4	—	
676	Interest on certain Endowment Funds transferred to General Subscriptions, etc. (in accordance with the directions of the respective donors)	649	8	10	
<u>1,543</u>			<u>1,545</u>	<u>12</u>	<u>10</u>
60,427			66,489	—	5
2,451	Income Tax Recovered on Dividends		2,300	3	2
<u>62,878</u>				<u>68,789</u>	<u>3</u>
04,054	Carried forward			<u>439,737</u>	<u>6</u>
					<u>9</u>

RECEIPTS AND PAYMENTS—1st Jan. to 31st Dec., 1956—continued

1955		PAYMENTS	£	s.	d.	£
	£	Brought forward				639,62
	602,786	LIFE-BOAT INSPECTORS:—				
		Salaries of Chief Inspector, Deputy Chief Inspector, Assistant Chief Inspector, Inspectors of Life-boats and Clerical Staff	17,808	13	9	
	16,984	Travelling Expenses	4,276	2	3	
	3,902	Pensions under the Pension Scheme	1,190	15	5	
	1,642	Contributions to 1938 Pension Scheme	1,805	18	9	
	1,560					
	24,088	RATES AND REPAIRS OF MECHANICS'				25,08
	3,139	COTTAGES, ETC.				4,64
		ADMINISTRATION:—	£	s.	d.	
		Salaries of Secretary, Assistant Secretary Accountant, Internal Auditor, and Clerical Staff	31,419	5	9	
	27,868	Rent, Depreciation, Rates, Lighting, Heating, Insurance, etc., of the House of the Institution	3,512	1	5	
	3,108	Insurance under National Insurance Acts and against claims at Common Law	3,987	2	6	
	3,719	Telephone Operator, Commissionaires and Nightwatchman	1,751	9	2	
	1,657	Telephones, Postages and Parcels	2,217	15	10	
	2,563	Travelling Expenses of Committee of Management	809	14	10	
	1,172	Pensions under the Pension Scheme	1,173	16	7	
	1,143	Contributions to 1938 Pension Scheme	2,290	1	—	
	2,204	Less estimated amount chargeable to rais- ing of funds and publicity	47,161	7	1	
	43,434		23,580	13	6	
	21,717					
	21,717	Stationery, Office Expenses, Printing and Books	7,013	10	5	
	6,348	Auditors' Fee	472	10	—	
	472	Law Expenses	2,039	7	1	
	1,536	Repairs and Improvements to the House of the Institution	766	9	10	
	430					33,87
	30,503	GRANTS IN CONNEXION WITH CERTAIN LEGACIES				59
	539	EXPENSES OF CONFERENCE OF LIFE-BOAT SOCIETIES				—
	404	EXPENSES CONNECTED WITH RAISING OF FUNDS AND PUBLICITY:—				
		Salaries of Publicity Secretary, Assistant and Clerical Staff and Wages of Manual Workers	7,355	19	8	
	6,274	Salaries of District Organizing Secretaries and Clerical Staff	20,763	6	3	
	19,037	Travelling expenses	4,594	5	9	
	3,847	Annual General Meeting	213	12	5	
	189	Advertising and Appeals	9,225	15	9	
	12,576	Stationery, Printing, Books, Films, Badges, Collecting Boxes, Postages	30,752	6	3	
	32,933	Printing and Binding the Year Book and Life-boat Journal	4,602	—	2	
	4,232	<i>Printing and Binding the War Supplement</i>	—	—	—	
	2,518	Salaries and Commissions of Assistant Secretaries, etc., of Branches	9,330	10	1	
	8,064	Pensions under the Pension Scheme	1,613	4	4	
	1,399	Contributions to 1938 Pension Scheme	2,391	11	1	
	1,905	Estimated proportion of Administration Expenses as above	23,580	13	6	
	21,717					114,42
	114,691					818,23
	776,150	Total Payments				
		Deduct:—				
		Expenditure on new Life-boats included in this account borne by:—				
		Gifts and Legacies for special purposes	65,361	—	6	
	97,167	Reserve for Replacement of Life-boats	120,497	6	3	
	80,071		185,858	6	9	
	177,238	Other expenditure included in this account borne by Special Gifts and Legacies	44,852	4	2	
	49,090					230,71
	226,328					587,52
	549,822	Balance not otherwise appropriated transferred to General Purposes Fund				116,62
	72,041					£704,14
	£621,863					

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RECEIPTS AND PAYMENTS—1st Jan. to 31st Dec., 1956—continued.

		RECEIPTS					
£		£		s. d.		£ s. d.	
955		Brought forward				439,737	6 9
404,054		SUNDRY RECEIPTS:—					
	3,982	Sale of old Stores		6,583	17 10		
	880	Rentals of Freehold and Leasehold Premises		874	4 7		
	<u>4,862</u>					7,458	2 5
408,916		Total Ordinary Receipts				447,195	9 2
312,947		LEGACIES FOR GENERAL PURPOSES				356,952	4 7
721,863		TOTAL RECEIPTS FOR GENERAL PURPOSES ..		804,147	13 9	804,147	13 9
		Gifts and Legacies for Special purposes transferred to Funds:—					
				£ s. d.			
		General Endowment:—					
	307	Legacies		2,974	14 5		
	500	Special Gifts		49	4 3		
	<u>807</u>					3,023	18 8
		Special Purposes and Maintenance:—					
	64,800	Legacies		150,880	16 11		
	50,204	Special Gifts		43,156	12 9		
	<u>115,004</u>					194,037	9 8
		Total Receipts		£1,001,209	2 1		
		<i>Deduct:—</i>					
		Appropriation to Reserve for Replacement of Life-boats				100,000	- -
						704,147	13 9
	<u>837,674</u>						
	<u>721,863</u>						
	<u>100,000</u>						
	<u>621,863</u>						

NOTE.—This account includes the receipts and payments for the Headquarters of the Institution for the year to 31st December, 1956, and of the Branches for the year to 30th September, 1956.

Dr.

1955

GENERAL ENDOWMENT F

The Income to be applied for the purposes of the Instit

£		£
246,123	DEPRECIATION ON VALUATION OF INVESTMENTS AT 31ST DECEMBER, 1956	31,904
	BALANCE AT 31ST DECEMBER, 1956	217,242

£246,123

£249,146

SPECIAL PURPOSES AND MAINTENANCE F

The Capital to be applied for the purposes of the Instit

	EXPENDITURE AS SHEWN IN ACCOUNT OF RECEIPTS AND PAYMENTS:—	
97,167	on NEW LIFE-BOATS	65,361
49,009	on OTHER PURPOSES	44,852
	REFUND TO RESERVE FOR REPLACEMENT OF LIFE-BOATS FOR	
6,394	EXPENDITURE PREVIOUSLY CHARGED AGAINST THAT FUND ..	32,664
31	TRANSFER TO GENERAL PURPOSES FUND ON FULFILMENT OF TRUST ..	37
903	GRANTS IN CONNEXION WITH CERTAIN TRUST LEGACIES	878
208,803	BALANCE AT 31ST DECEMBER, 1956	259,944

£362,388

£403,736

RESERVE FOR REPLACEMENT OF LIFE-BO

		£
177,238	EXPENDITURE ON NEW LIFE-BOATS	185,858
97,167	Less BORNE BY SPECIAL PURPOSES AND MAINTENANCE FUND ..	65,361
80,071		120,497
1,017,551	BALANCE AT 31ST DECEMBER, 1956	1,029,718

£1,097,622

£1,150,215

GENERAL PURPOSES FU

		£
1,170	PROVISION FOR ADDITIONAL LIABILITY, 1909 PENSION SCHEME ..	9,246
951	Loss on Sale and Redemption of Investments	-
-	DEPRECIATION ON VALUATION OF INVESTMENTS AT 31ST DECEMBER,	
	1956	184,563
614,918	BALANCE AT 31ST DECEMBER, 1956	537,888

£617,039

£731,699

955	31st December, 1956.		
	in accordance with the directions of the respective Donors.		
£			£ s. d.
245,316	BALANCE AT 31ST DECEMBER, 1955	246,122 19 10
	LEGACIES AND SPECIAL GIFTS (INCOME ONLY AVAILABLE) RECEIVED		
	IN THE YEAR:—		
		£ s. d.	
307	Legacies	2,974 14 5	
500	Special Gifts	49 4 3	
<u>807</u>			3,023 18 8
<u>246,123</u>			<u>£249,146 18 6</u>

	31st December, 1956.		
	in accordance with the directions of the respective Donors.		
246,517	BALANCE AT 31ST DECEMBER, 1955	208,803 5 6
	LEGACIES AND GIFTS FOR SPECIAL PURPOSES (CAPITAL AVAILABLE)		
	RECEIVED IN THE YEAR:—	£ s. d.	
64,800	Legacies	150,880 16 11	
50,204	Special Gifts	43,156 12 9	
115,004			194,037 9 8
	INTEREST ON UNEXPENDED BALANCES OF CERTAIN SPECIAL TRUST		
867	FUNDS		896 4 -
<u>362,388</u>			<u>£403,736 19 2</u>

	31st December, 1956.		
			£ s. d.
991,228	BALANCE AT 31ST DECEMBER, 1955	1,017,551 7 9
6,394	REFUND FROM SPECIAL PURPOSES AND MAINTENANCE FUND AS ABOVE	32,664 3 9
100,000	APPROPRIATION FROM ACCOUNT OF RECEIPTS AND PAYMENTS	100,000 - -
<u>997,622</u>			<u>£1,150,215 11 6</u>

	31st December, 1956.		
			£ s. d.
541,793	BALANCE AT 31ST DECEMBER, 1955	614,918 1 8
-	PROFIT ON SALE AND REDEMPTION OF INVESTMENTS	80 7 5
1,082	<i>Profit on Sale of Freehold and Leasehold Property</i>	- - -
2,092	REDEMPTION OF POST WAR CREDITS	40 13 2
	TRANSFER FROM SPECIAL PURPOSES AND MAINTENANCE FUND AS		
31	ABOVE		37 - 2
72,041	TRANSFER FROM ACCOUNT OF RECEIPTS AND PAYMENTS	116,623 1 11
<u>517,039</u>			<u>£731,699 4 4</u>

1955 £		£
246,123	GENERAL ENDOWMENT FUND (Income available in accordance with the directions of the respective donors)	217,242
208,803	SPECIAL PURPOSES AND MAINTENANCE FUND (Capital to be applied in accordance with the directions of the respective donors)	259,944
1,017,551	RESERVE FOR REPLACEMENT OF LIFE-BOATS The estimated cost of replacing the entire Fleet exceeds £1,000,000 and the estimated liability for replacements at present contemplated exceeds £1,000,000, part of which will be met by Special Gifts and Legacies.	1,029,718
614,918	GENERAL PURPOSES FUND Of this Fund £129,010 relates to Freehold and Leasehold Properties necessary to the Institution's work. The balance of £408,878 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.	537,888 1
<hr/>		
£2,087,395		£2,044,793
<hr/>		<hr/>

(Signed) HOWE,
Chairman.

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

We have examined the above Statement, also the Account of Receipts and Payments correct and in accordance therewith. We have also verified the Investm

3 Frederick's Place,
Old Jewry, London, E.C.2.
22nd February, 1957.

£		£	s.	d.	£	s.	d.
155							
	INVESTMENTS revalued at market prices on 31st Dec., 1956, following the Institution's established practice of revaluing its investments at quinquennial intervals:—						
	Representing GENERAL ENDOWMENT FUND—Income only available:						
240,529	British Government Securities	217,242	2	—			
5,594	British Corporation Stocks	—	—	—			
246,123					217,242	2	—
<i>et value</i>							
<i>2,441)</i>							
	Representing OTHER FUNDS:—						
405,321	British Government Securities	1,344,937	12	11			
36,513	Colonial Government Securities	32,063	12	—			
146,780	British Corporation and Public Board Stocks	199,939	1	—			
27,009	Sundry Small Investments	32,833	1	8			
615,623					1,609,773	7	7
<i>et value</i>							
<i>3,675)</i>							
861,746	Total Investments				1,827,015	9	7
<i>et value</i>							
<i>6,116)</i>							
94,185	FREEHOLD PREMISES (At cost):— Including Life-boat Depot at Borcham Wood				94,428	12	7
34,911	LEASEHOLD PREMISES—(At cost <i>less</i> amounts written off):— Including 42-44 Grosvenor Gardens				34,581	16	5
78,844	BRANCH ACCOUNTS:— Balances in hands of Branches, 30th Sept., 1956	109,249	9	2			
48,955	<i>Less</i> Balance of Remittances between Headquarters and Branches, October to December, 1956	61,292	7	8			
29,889					47,957	1	6
66,664	BANK BALANCES				40,810	7	—
387,395					£2,044,793	7	1

ounts of the Funds with the Books and Vouchers and find the same to be
ected the Deeds of the Properties belonging to the Institution.

(Signed) PRICE WATERHOUSE & CO.,
Auditors.

THE LIFE-BOAT SERVICE

Its Payments at a Glance

How each £100 of the Institution's Payments was made in 1956

£	s.	d.	
24	14	10	_____ New Construction.
39	2	2	_____ Maintenance of Life-boats and Stations (including Depot).
17	19	1	_____ Payments to Life-boat Crews.
4	4	3	_____ Administration.
13	19	8	_____ Raising of Funds and Publicity at Headquarters and over 1,000 Branches.
<hr/>			
£100	0	0	
<hr/> <hr/>			

Its Receipts at a Glance

How each £100 of the Institution's Receipts was obtained in 1956

£	s.	d.	
16	9	0	_____ Subscriptions, Donations, Collecting Boxes.
13	10	7	_____ Life-boat Days and House-to-House Collections.
5	5	4	_____ Other Special Efforts.
1	16	0	_____ Boathouse Collections.
6	17	5	_____ Income from Investments.
51	0	7	_____ Legacies.
4	6	3	_____ Special Gifts.
14	10		_____ Other Sources.
<hr/>			
£100	0	0	
<hr/> <hr/>			

Obituary

CAPTAIN WILLIAM ROBERTS

CAPTAIN WILLIAM ROBERTS, who died on the 5th of December, 1956, at the age of 76, was formerly second coxswain of the Moelfre life-boat and the winner of the Institution's highest award, the gold medal. This was for a service carried out on the 28th of October, 1927, when he was in command of the Moelfre life-boat at a time when the regular coxswain was away. The life-boat put out to the help of the auxiliary ketch *Excel*, which was in distress in a whole south-westerly gale. To rescue her crew of three Captain Roberts had to take the life-boat under full sail right over the waterlogged wreck. She was carried by a heavy sea on top of the upper deck and was stove in in three places, but the life-boat's crew succeeded in hauling the three men from the ketch on board.

Captain Roberts had been bowman for a year and a half and second coxswain for three years before he retired through ill-health in 1928.

COXSWAIN HOWARD KNIGHT

MR. HOWARD PRIMROSE KNIGHT, who died on the 23rd of November, 1956, served in the Ramsgate life-boat for more than twenty-three years. He was coxswain from 1935 to 1946, and for his services in helping to bring off some 2,800 men from the beaches at Dunkirk he was awarded the Distinguished Service Medal. The Ramsgate life-boat was away for over forty hours; for thirty hours she worked on the beaches, and for nearly all that time she was under fire. During Mr. Knight's period of service Ramsgate life-boats were launched 179 times and rescued 301 lives.

COXSWAIN THOMAS SINCLAIR

COXSWAIN THOMAS SINCLAIR, of Aberdeen, who died at the age of seventy, had been one of the outstanding cox-

swains in the Service. He retired in 1949 after having been coxswain for nearly twenty-five years, during which more than 130 lives were rescued by the Aberdeen life-boats in which he served. He won the bronze medal for gallantry for a rescue from the trawler *George Stroud* on Christmas Day, 1935. In January, 1937, during a period of tremendous gales off the Aberdeen coast he won the silver medal for the rescue of the crew of seven of the steamer *Fairy*. In the same year in November he won a second-service clasp to his silver medal for the rescue of two survivors from the trawler *Roslin*. His ashes were scattered over Aberdeen Bay from the life-boat.

MARY, DUCHESS OF MONTROSE

MARY, DUCHESS OF MONTROSE, who died in February, 1957, had been made an Honorary Life Governor of the Institution, the highest award conferred on an honorary worker, in 1955. She had been president of the Arran Ladies' Life-boat Guild and later president of the Stirling Ladies' Life-boat Guild, and took an active part in the work of the Scottish Life-boat Council. Her late husband, the sixth Duke of Montrose, had been Treasurer of the Institution from 1947 until 1952, and had been a vice-president and chairman of the Scottish Life-boat Council.

At the funeral service held on the 26th of February, 1957, Admiral Sir Angus Cunninghame Graham, a member of the Committee of Management, Colonel A. D. Burnett Brown, Secretary of the Institution (representing the Chairman), and Mrs. J. D. Paton, District Organising Secretary for Scotland (representing the Chairman of the Scottish Life-boat Council) were present. Members of the Troon life-boat crew stood at the coffin at the service in the church.

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, 1957.

Clarke Chapman

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for LIFE-BOAT STATIONS**

Six-ton "Above Ground" type of electrically driven capstan supplied to the Royal National Life-boat Institution for hauling in the life-boat at Walmer Life-boat Station.

Similar capstans have been installed at Hastings, Clovelly and Scarborough Life-boat Stations.

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